silura

PREMIUM ELECTRIC
TRANSFER VESSELS

25M ELECTRIC TRIMARAN

The first impression your guests receive is not in the lobby.

It's the vessel that brings them to your door.

The Silura 25 is a purpose-built electric trimaran for island resort operators who understand that guest experience begins at the pier. Zero emissions, near-silent arrival, with three independent propulsion systems and a climate-controlled business-class cabin. Built to order in Thailand with a 15-month delivery period from contract.

ZERO
EMISSIONS

190kW
TOTAL POWER

500kWh
BATTERY

32
BUSINESS SEATS

25m
LOA

20 KNOTS — 55 NM RANGE — 32 BUSINESS CLASS PASSENGERS — 2.5 m Hs OPERATIONS

The transfer becomes the first moment of the experience.

Your guests pay for a luxury experience. The vessel that delivers them should meet the same standard.

Business-class seating, climate control, a quiet and smooth ride, no engine vibration through the hull, no diesel exhaust at your jetty, no salt spray on luggage.

The transfer becomes the first moment of the resort experience — not an experience to tolerate before it begins.

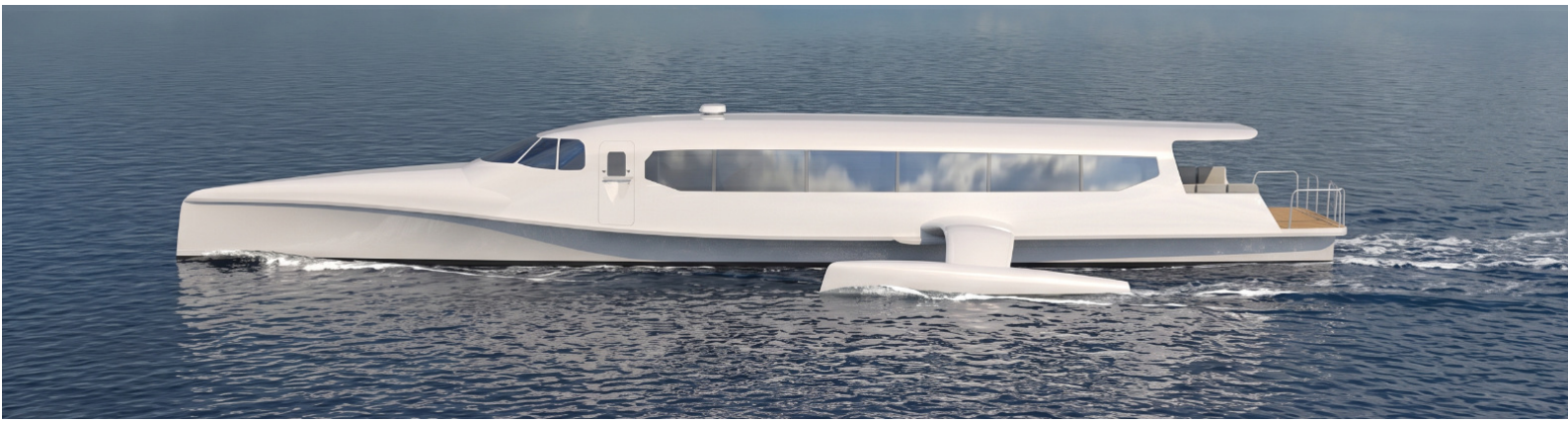
BUSINESS CLASS SEATING | CLIMATE-CONTROLLED CABIN | NEAR-SILENT OPERATION | ZERO EMISSIONS ARRIVAL | LUGGAGE & WHEELCHAIR ACCESS

Three independent propulsion systems. No single point of failure.

1 × 150 kW main drive
Central hull, shaft-driven
Cruise propulsion

2 × 20 kW retractable electric drives
Located in each ama
6-8 knot get-home capability

Three independent systems
Differential thrust for berthing
Near-silent operation in no-wake zones



Built on proven architecture, not a clean-sheet experiment.

- The configuration is a high efficiency trimaran. With a narrow central hull with small outer stabilising amas. The type is proven in constant commercial operation for two decades across passenger trimarans, expedition vessels and long-range patrol craft.
- The engineering logic is simple. A 25 m central hull at length-to-beam ratio 15 operates in the slender-displacement regime at 20 knots — well below the speed threshold where wave-making resistance escalates exponentially.
- Specific resistance is roughly 1/3 that of an equivalent planing monohull. The 133 kW versus 400 kW propulsion difference is not just a brochure claim; it is the direct hydrodynamic consequence of placing the right hull in the right speed regime.
- The slender hull demands low and constant cruise power — the ideal duty cycle for a battery-electric drivetrain. Demand peaks are minimal, energy throughput is predictable.
- The Bureau Veritas class, LiFePo4 battery chemistry and advanced composite construction contribute to safety and to minimise risk. The 45m^2 solar PV array further increases efficiency.
- For ranges longer than 55nm, a diesel-powered variant is available. Still utilising the extremely efficient hull configuration, this vessel consumes remarkably little fuel and gives great range potential.

Crew of two. No additional assistance required.

Your transfer vessel isn't carrying passengers. It's carrying room revenue.

Two operational constraints take competitors off the water. Sea state. Charging access. Neither stops the Silura 25.

OPERATES WHEN OTHERS CANCEL.

Across monsoon shoulder seasons, 30 to 60 days per year exceed the 1.5 m Hs envelope of outboard monohulls and electric foilers. On those days the alternative fleets sit at the dock and the refunds start.

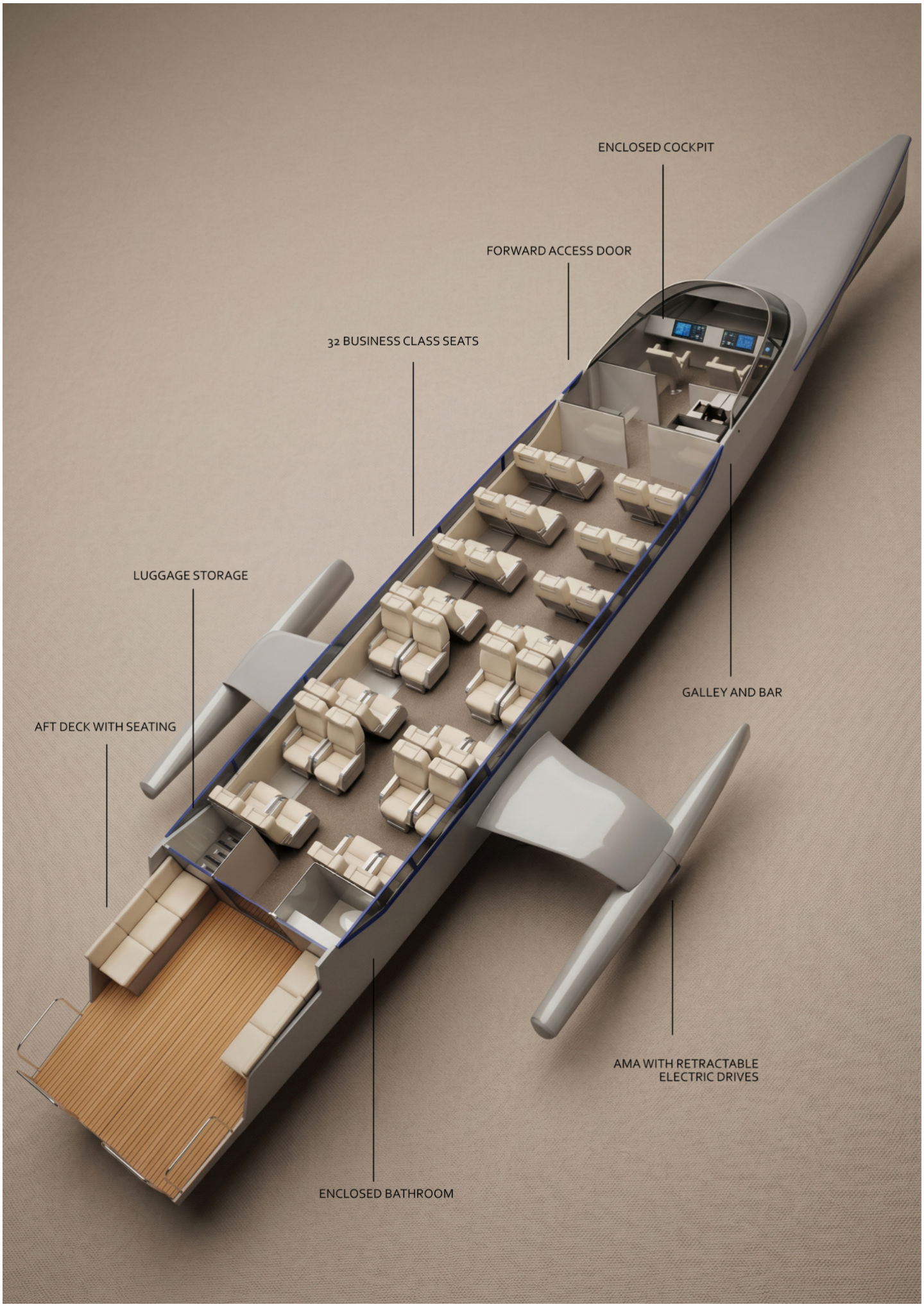
The Silura 25 keeps running in 2.5 m Hs. The hull does the work — narrow central body, slender amas, weight low. No foils to drop off, no active ride control to fail, no slamming through the cabin. Your guests arrive on schedule on the days that matter most.

CHARGES TO MATCH YOUR DUTY CYCLE.

Two charging configurations, ordered to your duty cycle. The baseline vessel takes marine DC fast-charge up to 300 kW — ~100-minute turnaround between rotations. That is the configuration that makes three rotations per day economic.

Short-route, single-rotation operators order the AC-overnight option instead: lower vessel cost, kitchen-grade shore power, same hull and cabin. 45 m² of integrated solar PV offsets hotel loads. Shore infrastructure specification is included with every vessel — scoped to the routes you actually run.

Most transfer-fleet failures aren't vessel failures. They're operating-day failures and charging-infrastructure failures. The Silura 25 is engineered around both.


ENCLOSED COCKPIT
FORWARD ACCESS DOOR
32 BUSINESS CLASS SEATS
LUGGAGE STORAGE
GALLEY AND BAR
AFT DECK WITH SEATING
AMA WITH RETRACTABLE
ELECTRIC DRIVES
ENCLOSED BATHROOM

THE ECONOMIC CASE

$16.15

LIFETIME COST **PER PASSENGER** TRANSFERRED

10-YEAR OPERATING MODEL | 50NM ROUTE

**Basis: capital plus 10-year operating cost, divided by total passengers transferred. Utilisation: 3 rotations/day × 300 days/year for Silura; 250 days/year for outboard and foiler reflecting cancellations above 1.5 m Hs. 50 nm route.*

PETROL MONOHULL

$37.95

ELECTRIC FOILER

$47.18

SILURA TRIMARAN

$16.15

Payback in three and a half years.

The Silura 25 breaks even with a 14 m outboard monohull in 3.5 years on total operating cost savings.

Against the foiler: immediate — the trimaran is both cheaper to acquire and cheaper to operate (no mandatory service contract at USD 150k/year).

Over 1,000 tonnes of CO_2 avoided per year.

A typical outboard powered resort shuttle emits 1,023 tonnes of CO_2 annually.

The Silura 25 on renewable charge has zero emissions.

This positions the vessel for preferential access to sensitive marine areas as regulations tighten.

Maintenance measured in years, not hours.

No oil changes.

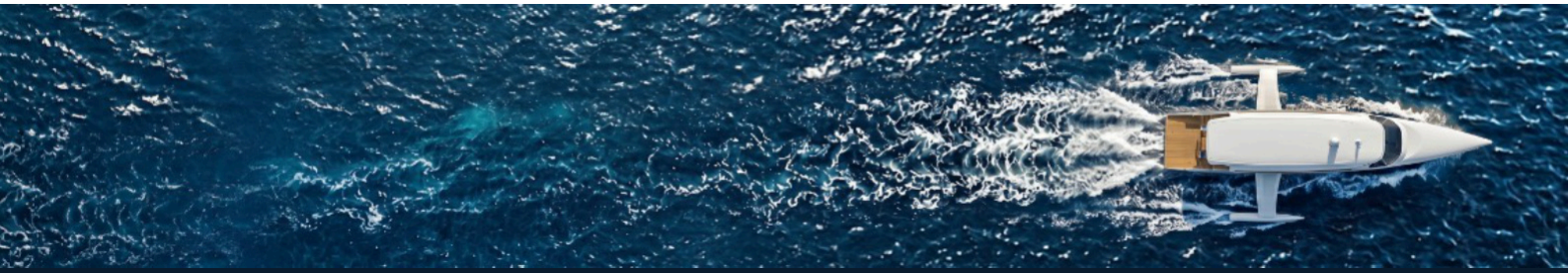
No injector services.

No impeller replacements.

No exhaust corrosion.

Electric motor service intervals: 5+ years.

Reduced structural fatigue due to absence of planing-hull loading.



ANNUAL OPEX
USD 267K

CAPITAL COST
USD 1.98M

CREW
2

At a glance.

10-YEAR OPERATING MODEL | 50NM ROUTE

	OUTBOARD SPEEDBOAT	ELECTRIC FOILER	SILURA 25M TRIMARAN
Passengers	35 Economy	20 Business	32 Business
Cruise speed	25–30 kn	22–25 kn	20 kn
Range at cruise	150 nm	40 nm	55 nm
Cabin noise	85–95 dB	63-65 dB	65–70 dB
Max sea state (Hs)	1.5 m (prudent limit)	1.0 m (on foils)	2.5 m
Ride in swell	Severe slamming	Speed-dependent	Hull-inherent
Debris strike risk	Low (surface)	High (foil strike)	Low (surface)
Berthing control	Single rudder	Single rudder	Twin ama drives retractable
Service lock-in	None	Mandatory **USD 150k/yr**	None (optional USD 26k/yr)
Cruise power	400 kW	~110 kW	133 kW
Emissions	High	Zero	Zero
Fuel cost / hr	USD 220–270	USD 6–10	USD 6–10
Annual OPEX	USD 670k	USD 383k	USD 267k
10-yr cost/pax-trip	USD 37.95	USD 47.18	USD 16.15
Capex (approx.)	USD 0.7M	USD 3.25M	USD 1.98M

Built to operate where others cancel.

Built to earn where others bleed.

For **Resort Operators.**

FLEXIBLE AQUISITION.

Direct purchase

Bareboat charter

Operate-and-maintain contract with guaranteed minimum rotations

Single vessel or multi-vessel fleet placement

Shore charging infrastructure consultation included

BUILT & DELIVERED.

Contracted with Silura Marine Pty Ltd, Australia

Built by AsOne Yachts in Cha Am, Thailand

15-month delivery from contract

Operational across the Andaman Sea, Gulf of Thailand, Maldives atoll corridor, the Caribbean, Red Sea and equivalent tropical island-transfer markets

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Let’s build the future of island transfers.

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