

## Azura Marine Solar Powered Electric Drive Catamarans – Built in Asia

The ideal boating scenario for an increasingly polluted world - a practical vessel that runs continuously on nothing more than the power of the sun. This 11.5 meter catamaran from Azura Marine offers 55m<sup>2</sup> of deck space, sun lounging and sheltered areas, tons of storage space with the usual amenities of WC, shower, galley and a range of options including noise insulated dive tank electric compressors. The



entire solar canopy will be fitted with foldable stanchions and is usable as an upper deck lounge (another 50+ m<sup>2</sup>)!

Powered by twin water-cooled 10 kW Fischer Panda electric motors with Easybox control systems, the [Aquanima 35](#) is capable of up to 100 nautical miles per day with a top speed of 10 knots and a cruising speed of 6 knots.

The electric motors are designed for 10,000 running hours without maintenance and the energy system is designed for 25+ years operation. Result – no propulsion system maintenance, no downtime, no fuel costs. No more fumes, no more vibration and engine noise, bad smells or dirty bilges

Julien Melot, pictured here with Robin Kydd, CEO of Fischer Panda SEA, is Co-Founder and CEO of Azura Marine and principal architect of the Aquanima. He chose the Fischer Panda solution because “Fischer Panda provides a complete system, tried and tested in Europe where commercial application of electric drives has been going on for many years. The full configuration arrives ready to plug and play, making installation easy. Most of all, the build quality of both motors and electrical controls is superb. No other offering stands as robust and reliable as these German engineered drive systems”.



Fischer Panda electric drives use permanent magnet technology which results in high efficiency and lower temperatures. Motors are brushless with either double skin aluminium or stainless steel housings. There are no gears involved which means quieter operation and low maintenance and maximum torque is achieved from the first turn of the motor. No oil is used for cooling (only seawater) and with an integrated thrust bearing these units are built to last.

Sizes range from 3.8 kW to 20kW in the 48 volt systems, up to 100kW in the high voltage range (360/420 Volt). Systems are available in shaft drive, pod motor and parallel with electro-magnetic clutch for supplementing existing internal combustion engines.

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