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Efficient hybrid power brings silent performance to the Sirena 48

- *Serial hybrid propulsion option for the Sirena 48*
- *Superstructure remodelled to offer a sleek coupé*
- *Solar panels integrated*
- *Silent and emission-free for up to 8 hours*
- *Range of customisation options for crew or owner operation*

Just a few months after the world debut of the **Sirena 48** motor yacht at the Cannes Yachting Festival 2023, the Turkish yacht builder **has unveiled an exciting new hybrid variant** of its hugely successful entry-level model. With sleek new coupé styling and a high-performance serial hybrid power train, Sirena is making a bold statement about more sustainable yachting. Silent power on demand without exhaust emissions is finally a reality in this class.

When the **Sirena 48** was launched last year, critics were beguiled by its good looks and smart use of generous interior volumes. This core DNA remains untouched in the new hybrid version, and makes the three-cabin yacht as appealing as ever in the small-to-mid-sized yacht market. The difference is that the open-air flybridge has been replaced by a coupé-style coach roof - beautifully curved and studded with glass and solar panels. The coupé look is so elegant that Sirena is anticipating demand from owners specifying conventional propulsion packages as well.

Not only does this hardtop give the **Sirena 48** a sportier exterior, but it also brings natural light flooding into the saloon area below, which forms the social heart of the boat. Even more importantly, it reduces the weight and windage of the yacht, improving the performance and range of the electric propulsion. Solar panels set into the coach roof help to prolong the operating range of the yacht under electric power alone.

“The hardtop design is particularly well suited to the hybrid drive system, and offers a remarkable solution in terms of aesthetics while maximising the number of solar panels,” said **Sirena Yachts CEO Cagin Genc**. *“At Sirena Marine, we have been working hard to integrate a robust, meaningful hybrid option for some time. And though we are starting with our latest 48ft yacht model, we are able to implement the solution on any of the yachts in our range, which runs up to 88ft.”*

Driven by **twin 213kW electric motors**, the **Sirena 48 hybrid** tops out at a speed of 14 knots. In silent electric mode it can draw power directly from the large battery bank to cover up to 30 nautical miles before switching on the variable speed generators. In this

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way, the boat can make a low-profile departure from the harbour or anchorage without the noise and emissions of a diesel system.

For longer range and more speed, the two highly efficient generators kick in to produce the electricity needed to drive the boat and recharge the batteries. They do this much more effectively than a diesel engine, and can be positioned independently of the propellers, reducing noise and vibration to a whisper. When the boat finally reaches its destination, the batteries are full again allowing you to overnight in total silence – no need to start the generators for more than eight hours, even with the aircon running and the galley or AV systems in use.

*“By integrating hybrid solutions from e-Motion, Sirena Marine is bringing many new benefits to its yachts,” said **Genc**. “Not only can they offer quieter and more comfortable cruising at anchor and under way - we estimate that a hybrid system can reduce fuel consumption by up to 35 per cent and cut maintenance costs by 10-15 per cent. With less noise and fewer emissions, a hybrid Sirena Yacht has a lower impact on the environment.”*

Choice is core to the Sirena Yachts concept, with a range of layouts inside and out, different styling choices and equipment levels. Just as the hybrid propulsion option is available across all models, so the coupé design can be applied to conventionally powered models. In the future, owners will also be able to specify a sleek, curved coachroof on the Sirena 58, 68, 78 and 88. It opens up a new aesthetic for one of the fastest growing brands in its segment.

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