



# ILIAD 53E



# ILIAD 53E

Enjoying unprecedented living space and the highest quality of craftsmanship, the ILIAD 53E introduces innovative e-Motion systems that revolutionise yacht propulsion and deliver outstanding autonomy for sustainable yachting.

With a choice of parallel and serial hybrid system options, the ILIAD 53E achieves a drastic reduction in CO2 emissions, engine and generator running hours, navigation noise and scheduled maintenance costs.

The ILIAD 53E can seamlessly switch between electric and diesel propulsion, providing the confidence of both redundancy drive and charging systems in the event of emergencies.

## MAIN DIMENSIONS

LENGTH:  
16.37 M | 53.70 FT

BEAM:  
7.63 M | 25 FT

DRAFT AT FULL LOAD:  
1.22 M | 4 FT

DISPLACEMENT (LIGHTSHIP):  
26,000 KG | 57,320 LBS

RANGE:  
2,500NM

FUEL TANKS CAPACITY:  
3,500 L | 924 GAL

WATER TANKS CAPACITY:  
800 L | 211 GAL

HOLDING TANKS CAPACITY:  
GREY 250 | L 66 GAL  
BLACK 250 | L 66 GAL

CERTIFICATION:  
CE A-12 | CE B-12  
CE C-20 | CE D-30

CONSTRUCTION BUILT TO  
CE AND ABYC GUIDELINES.

# ILIAD 53E HYBRID

The ILIAD 53E enjoys the same outstanding living space, flexible design and premium craftsmanship that defines its original sedan and flybridge models, the ILIAD 53S and ILIAD 53F, with an extended coachroof embedded with an expansive bank of solar panels (8000 watts).

The shipyard’s new hybrid model reduces owners’ carbon footprint while achieving sustainable boating practices that help preserve oceans and marine life for future generations.

## ADVANTAGES

E-Motion Hybrid’s advanced technology allows the ILIAD 53E to seamlessly switch between electric and diesel propulsion, providing the confidence of both redundancy drive and charging systems in the event of emergencies.

With the ability to cruise in electric mode at lower speeds, the catamaran can reduce fuel consumption by up to 30% compared to traditional yachts, leading to significant long-term savings.

The ILIAD 53E hybrid model enjoys a significant reduction in noise and vibrations, running almost silently in electric mode for a serene cruising experience and reduced disturbance to marine life and surrounding yachts.

With standard diesel propulsion at displacement speed, both propulsion engines are required to run, as well as possibly the generator for the systems (three diesel engines running). With the hybrid version at displacement speed, only one generator

is required for running, which represents a fuel saving of approximately 30%.

At full speed, fuel consumption is similar to a standard propulsion vessel.

With a hybrid system installed, all manoeuvring and short-range cruising is carried out in full electric mode. Longer-range cruising is conducted in diesel electric mode. Time on anchor is primarily in full electric with the one-hour fast-charge ability of the battery bank.

On an average of 90 days cruising a year, the main engine running hours are reduced by approximately 75%, and total generator hours are reduced by approximately 93%. The hybrid system can reduce annual fuel and maintenance costs by approximately 70%.

The quiet serenity of full-electric propulsion system combined with the reduced maintenance costs and logistics make the ILIAD 53E the obvious choice.

## PERFORMANCE



# FULL PARALLEL HYBRID PROPULSION SYSTEM

## 10 FUNCTIONAL MODES

### 1. FULL DIESEL TRADITIONAL PROPULSION

- In this mode, the catamaran can be operated traditionally, even if the hybrid system is off: both in hardware and software.

### 2. DIESEL-ELECTRIC NAVIGATION MODE

- Main diesel engines are off.
- Variable speed generators produce electrical power to operate the electric motors.
- Top comfort medium/long range navigation.

### 3. ZERO-EMISSIONS NAVIGATION MODE

- All the internal combustion engines are off.
- Only the high voltage batteries supply power to electric motors and to the Hotel Load.
- Zero noise while cruising.
- Zero pollution.

### 4. ECONOMY NAVIGATION MODE

- Only one main diesel engine is on.
- The engine supplies power to the system through the alternator mode of the electric engine.
- Both shafts are operative as one is powered by the main diesel engine and the second one by the electrical motor.
- In this mode, the electrical power for propulsion, Hotel Load, and the battery charge is generated by the shaft alternator.
- Both the generators can be switched off.
- Measured overall fuel savings up to 30%.
- Engine running hours drastically reduced.

### 5. POWER BOOSTER MODE

- The electrical motors and the diesel engines are working together on the same shaft.
- Increased acceleration up to 25% or more (depends on the hull trim).
- Top speed Increased up to 3.5 knots.
- In this operation mode, both main diesel engines and all gensets diesel engines are working at 100% load.

### 6. CRUISING BOOSTER MODE

- The electrical motors and the diesel engines are working together on the same line shaft.
- In this operation mode, both main diesel engines and all gensets diesel engines are working at 80% load (continuous rating).
- Increased cruising speed to the top speed of a traditionally operated yacht.

### 7. HOTEL-LOAD ZERO-EMISSIONS MODE

- Lithium-ion batteries supply energy for all of the electrical systems of the yacht.
- At anchor, the yacht is fully operative up to 12 hours with all the diesel engines off.
- Top comfort.
- Zero noise and zero pollution.

### 8. INTERNATIONAL SHORE POWER & PLUG-IN BATTERY CHARGE MODE

- While at the dock, the hybrid yacht has worldwide electrical shore power compatibility and charges the Lithium-ion batteries.
- No need for extra shore power converter.
- Save fuel for the next day at anchor.

### 9. GENERATOR FAST-CHARGE MODEL

- Main diesel engines are off
- Variable speed generators operate at high speed to provide the power for a fast charge of the batteries and hotel load.
- Batteries will reach 90% charge in as little as 30 mins.

### 10. NAVIGATION FAST-CHARGE MODE

- Main diesel engines are on.
- Variable speed generators are off.
- The electric motors attached to the main diesel engines generate the power for the hotel load and charge the batteries to 90% in as little as 30 minutes.

For more information, visit <https://www.e-motion-hybrid.com/parallel-hybrid-functions>

# SERIAL HYBRID PROPULSION SYSTEM

## 5 FUNCTIONAL MODES

### 1. DIESEL-ELECTRIC NAVIGATION MODE

- Variable speed generators produce electrical power to operate the electric motors.
- Top comfort for medium/long-range navigation.

### 2. ZERO-EMISSIONS NAVIGATION MODE

- All the internal combustion engines are off.
- Only the high voltage batteries supply power to electric motors and to the Hotel Load.
- Zero noise while cruising.
- Zero pollution.

### 3. GENERATOR FAST-CHARGE MODE

- Main diesel engines are off
- Variable speed generators operate at high speed to provide the power for a fast charge of the batteries and hotel load.
- Batteries will reach 90% charge in as little as 30 minutes.

### 4. HOTEL-LOAD ZERO-EMISSIONS MODE

- Lithium-ion batteries supply energy for all of the electrical systems of the yacht.
- At anchor, the yacht is fully operative up to 12 hours with all the diesel engines off.
- Top comfort.
- Zero noise and zero pollution.

### 5. INTERNATIONAL SHORE POWER & PLUG-IN BATTERY CHARGE MODE

- While at the dock, the hybrid yacht has worldwide electrical shore power compatibility and charges the Lithium-ion batteries.
- No need for extra shore power converter.
- Save fuel for the next day at anchor.

For more information, visit  
[https://www.e-motion-hybrid.com/  
serial-hybrid-functions](https://www.e-motion-hybrid.com/serial-hybrid-functions)

# STANDARD EQUIPMENT

## STRUCTURAL MATERIALS

- Hull bottom and sides in sandwich of GRP and PVC core (density 80-100 kg/m<sup>3</sup>).
- Main deck and deckhouse in sandwich of GRP and PVC core (density 60 kg/m<sup>3</sup>).
- Hull lamination all in vinylester resin.
- All other laminates in polyester isophthalic resin.
- Construction of main laminates by infusion.
- GRP stiffeners laminated on PVC formers by hand lay-up directly to the shell laminates.
- DSM gelcoat, white colour.
- Main deck structural cabin sole in GRP sandwich.
- Watertight and structural bulkheads in sandwich of GRP and PVC core (density 80 kg/m<sup>3</sup>).
- Partition bulkheads in marine plywood. Bulkheads fastened to shell by lamination.
- Independent fuel tanks in aluminium 5052.
- Independent freshwater tanks in aluminium 5052.
- Grey and black water tanks in aluminium 5052.

## ENGINE ROOM AND MARINE SYSTEMS

- Air conditioning 65,000 BTU Climma CWS (with inverter).
- 1 x 60L/16gal water heater by QuickSpa.
- Bow thruster (1).
- Engine rooms with access from hatch on main deck.
- ER insulation materials Pyrotek Sorberbarrier.
- Bonding by copper strip 4 x 32 mm.
- 2 x shaft-drive gearboxes.
- 2 x shafts in stainless duplex steel. GRP sterntube with shaft seal.
- 2 x rudders in stainless steel 316L, airfoil section.
- 2 x propellers (Cu3), 4 fixed blades.
- Sea Star Optimus electronic power steering.
- Mufflers for main engines and generator.
- 2 x ER air inlets with moisture eliminators.
- 2 x air blowers for ER forced ventilation.
- 4 x fire dampers with remote shut-off.
- 2 x automatic fire-suppression system, Seafire. With heat sensor and alarm.
- 2 x engine fuel filters.
- Genset fuel filter.
- Fuel transfer pump.
- Fuel hose, Trident 365.
- 8 x bilge pumps throughout the boat, with high-water alarm.
- 2 x freshwater pumps in parallel for redundancy.
- 3 x grey water sump pumps and tank.
- Grey water macerator pump.
- Black water macerator pump.
- 2 x deck wash points (cockpit, bow).
- 2 x ER cameras.
- 1 x docking camera.

## ELECTRONICS

- Autopilot, with control head (Raymarine P70).
- 2 x multifunctional display Raymarine Axiom Pro 16".
- Raymarine i70, echo sounder, GPS RS 130, including Raymarine backbone and cables.
- AIS (with antenna) VHF (with antenna).
- Raymarine fish-finder sensor CP 100 + CPT 120.
- Raymarine Radar FLIR Quantum Q24C.
- Chain counter and helm station.

## ELECTRICAL SYSTEM

- 20 x 400 watt solar panels (8000 watts).
- Bonded electrical system with ground plate.
- 24VDC, 220/110VAC ship systems.
- 2 x engine AGM gel-type start batteries, 150 Ah.
- 24V 400ah lithium house bank.
- Converter Victron Orion 24/12-40.
- Circuit breakers and fuses BEP.
- Quick Spa interior/exterior LED lights.
- Hella Marine navigation and anchor lights.
- Main distribution switchboard panels AC/DC.
- 2 x shore power cord 50A (Marinco).
- 220V/110V sockets (Vimar) throughout.

## EXTERIOR OUTFITTING

- Aft cockpit folding-edge table in teak.
- Horn 24V.
- Searchlight with remote dash-mount control.
- TV antenna, Glomex.
- Fenders and mooring lines x 6.
- Primer coat, antifouling (black).
- Propspeed paint to shafts and propellers.
- Hull structural keel.
- Hull portlights Lewmar flush Mitre size 1.
- S/S cap rub-rail on hull side.
- Deck hatches Lewmar Mitre flush hatch size 44.
- Large windshield hatch on main deck.
- S/S mooring cleats 13", 2 x S/S bollards 15".
- Vertical windlass Quick, 2000W 24V, with deck switches.
- S/S 316L handrails.
- Cockpit stern gates in stainless steel.
- 2 x hot/cold shower faucets, fitted at port and starboard transom steps.
- Swissway swim ladder with Carina railing telescopic 3 +2 in transom hidden and flush mounted.
- 2 x stainless steel bow pulpits with teak seats.
- All outdoor cushions in Sunbrella fabric.
- All GRP non-skid areas molded into the laminate.
- Synthetic teak (cockpit, stairs, boarding platform).
- Lewmar anchor (DTX 40kgs/88lbs) with 60m/196ft x 10mm/3'8" short link chain.
- Stainless steel davit lifting system with electric winch (250kgs).
- Cockpit cabinet with storage.
- 37L stainless steel bin in cockpit cabinet.
- Stainless steel electric grill with hatch, in cockpit cabinet.
- 6 x Aqualuma underwater lights (blue or white).

## INTERIOR OUTFITTING

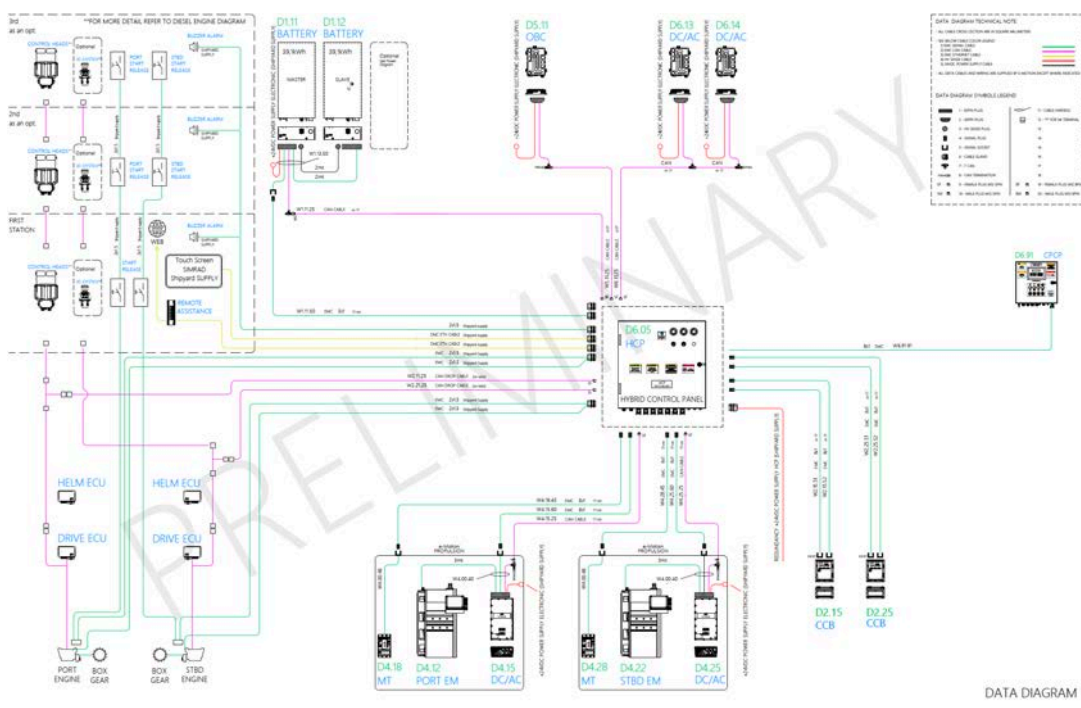
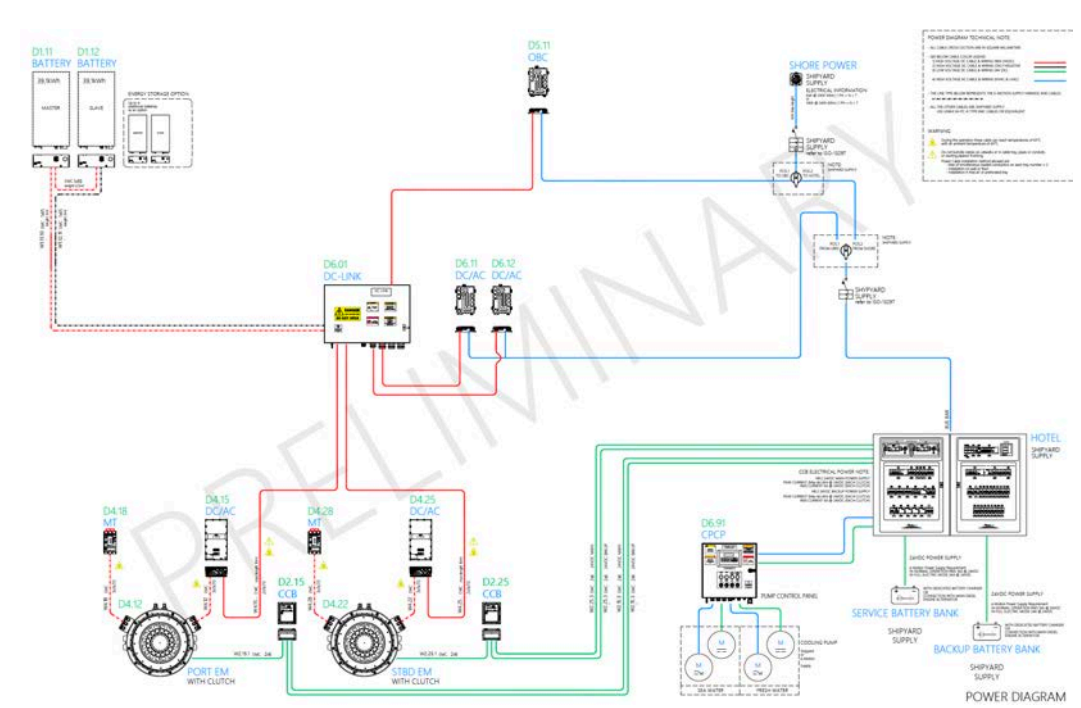
- Main deck helm station with engine instrumentation, windscreen wiper and a double Besenoni Dragonfly adjustable helm seat (fore and aft adjustment).
- Helm station engine controls and displays.
- Tilt mechanism steering wheel.
- Magnetic compass.
- Side shelf/office desk.
- Windscreen wiper.
- Fusion entertainment system (2 speakers in saloon and cockpit with remote, amplifier and subwoofer).
- TV electric lift in saloon (suitable for 50" TV, not standard).
- Fridge-freezer.
- Induction cooktop hob.
- Oven-microwave combination (galley).
- Draw fridge in cockpit.
- S/S 316L interior handrails.
- Solid Surface galley and bathroom countertops (LG HI-MACS).
- BLUM drawer systems and cabinet hinges.
- Parquet laminate flooring on main deck galley/dinette area.
- Teak flooring in all bathrooms.
- Timber veneer furniture and interior decorations.
- Ceiling and wall panels in synthetic leather fabric.
- Sofas and seats upholstery in synthetic leather (Ultraleather by Ultrafabrics).
- Saloon coffee table with two ottomans.
- Dinette table with two stools. Drawer storage beneath dinette sofa.
- Liquor cabinet fitted into galley counter (if choosing Galley Option A).
- Dark leather at main deck helm station and above TV cabinet.
- Manual blinds on all hull windows.
- Electric blinds on main deck windows (excludes sliding door to cockpit).
- Memory foam mattresses.
- Galley SS sink with water faucet (hot/cold).
- Hood above hob.
- Air extraction fans in all bathrooms.
- Planus electric toilets with macerator.
- Ceramic washbasins.
- Bathroom and shower fixtures (Kohler).
- Combination washer/dryer.
- Separate shower stall with teak grating in each bathroom.
- Carpet in lower decks and main deck forward saloon.

## OTHER

- Transport cradles.
- Launching & export formalities.
- Shrink wrapping in preparation for shipping.
- Owner's Manual.

### PARALLEL HYBRID SYSTEM EQUIPMENT

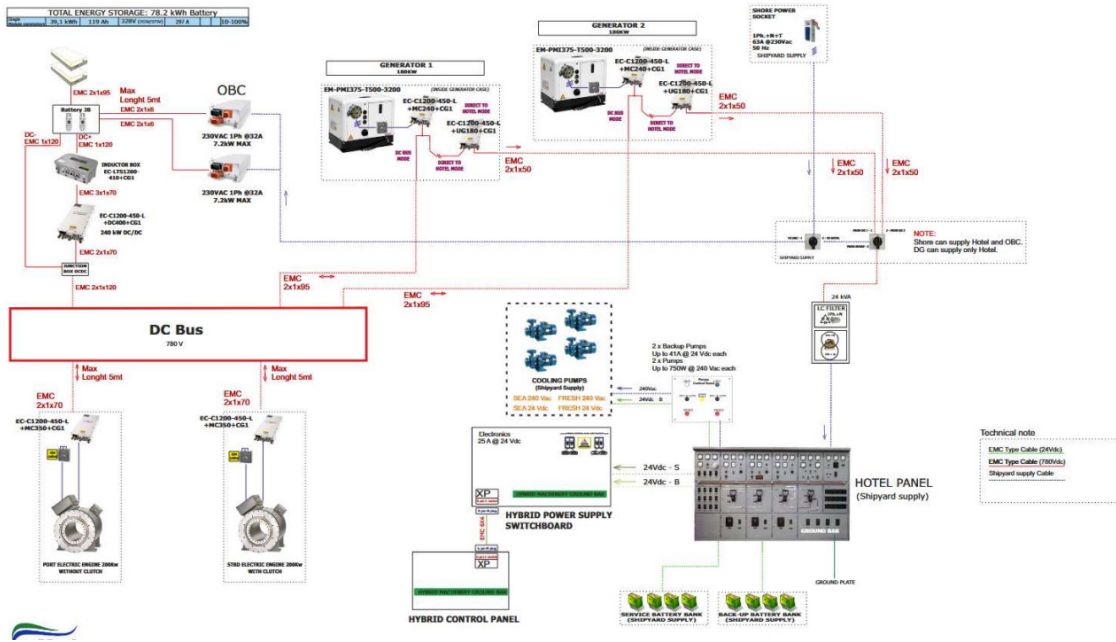
- 2 x Yanmar 6LY440 hp 324kW without gearboxes and electronic controls for 1 station
- 2 x E-Motion electric engines with clutch 100kW each
- 2x e-Motion battery packs (total 78.2 kWh)
- 1 x Hybrid control panel with power management system
- 1 x Remote Management module
- Simrad display for hybrid and engine monitoring (only if Simrad electronics option selected)
- 2 x Inverter DC/AC
- 2 x onboard charger
- Cooling system
- *Optional Variable Speed Generator:* e-Motion variable speed generator continuous 180kW, with integrated AC/DC inverter 240Amp and DC/AC inverter 180Amp.



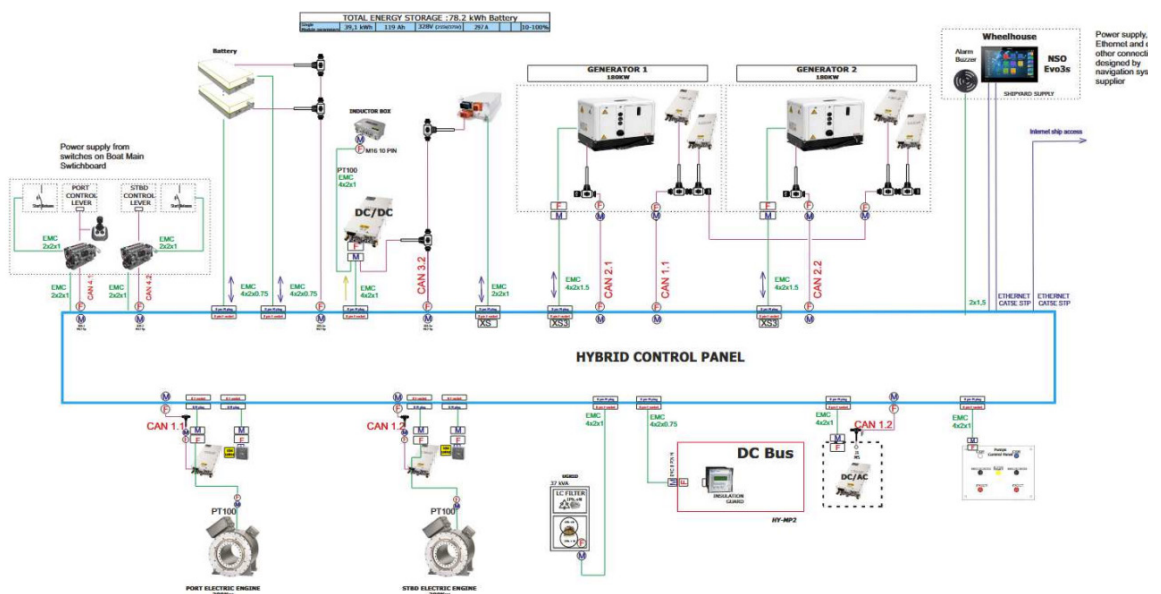
## SERIAL HYBRID SYSTEM EQUIPMENT

- 2 x e-Motion electric engines  $P_e = 213$  kW each
- 2 x e-Motion variable speed generators, continuous max power 180kW each
- 1 x Hybrid control panel with power management system
- 1 x Remote Management module
- Simrad display for hybrid and engine monitoring
- Shore battery charger
- Cooling system

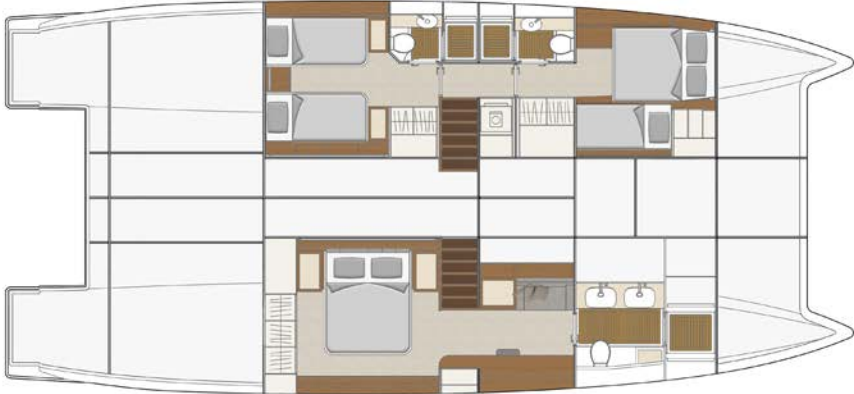
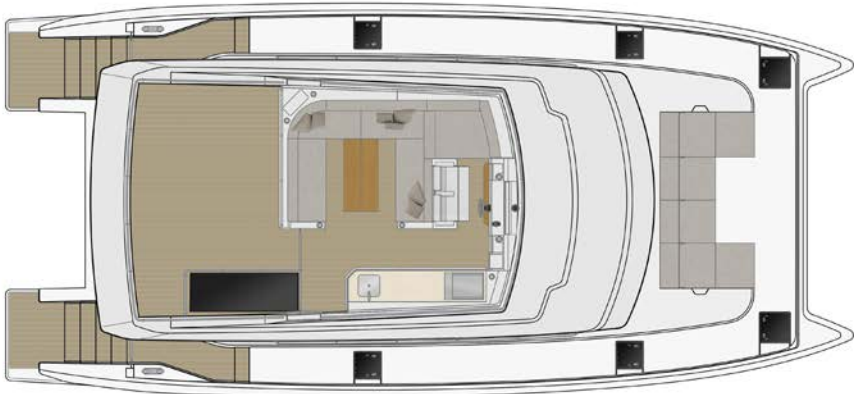
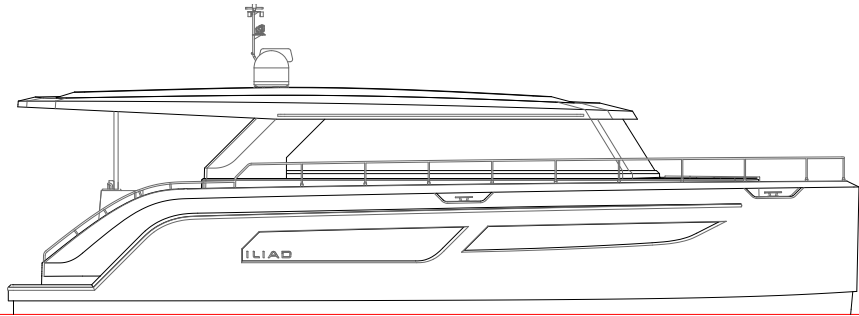
## POWER SYSTEM



## MONITORING & CONTROL SYSTEM



DISTRIBUTED BY GLOBAL MARINE PTY LTD (ACN: 619 575 343)



\* CONTACT YOUR DEALER FOR MORE LAYOUT OPTIONS

## EXTERIOR



- 1 Extended hardtop roof offering great protection from the elements and 8000 watts of solar panels.
- 2 Expansive saloon windows for natural light and panoramic views. Affords excellent visibility when driving.
- 3 Large storage lockers in each bow. These can also be optioned as a crew cabin.
- 4 Raised C-shaped sunbeds with reclining backrests and large storage locker under the centre.



## EXTERIOR

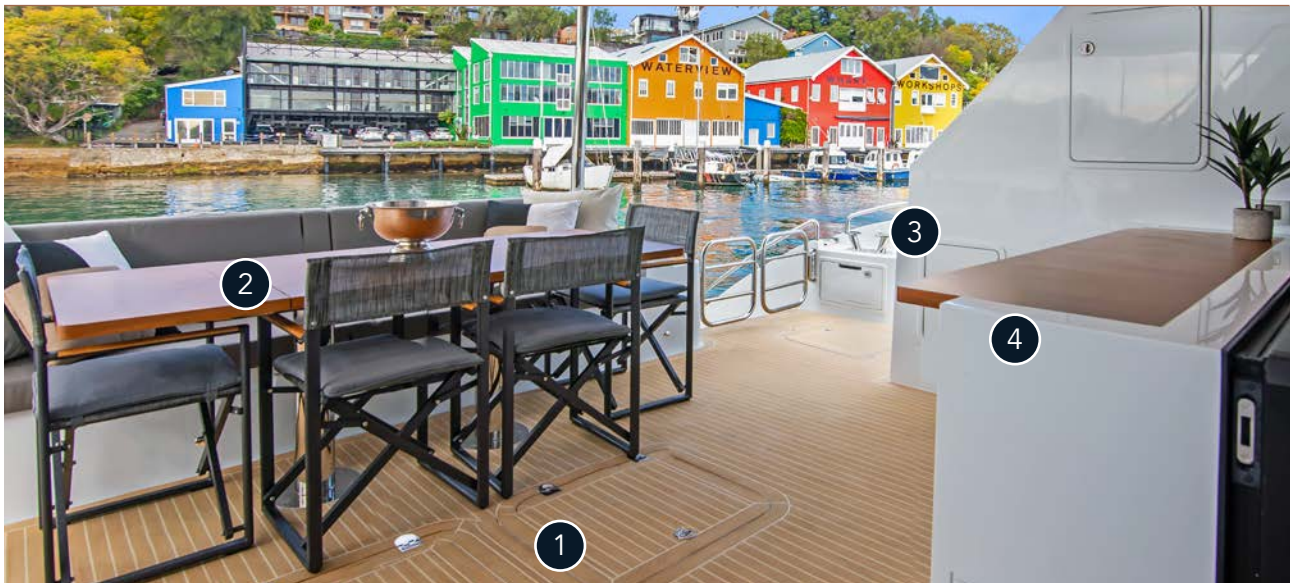
- 1 Wide side decks (70cm/27") with handrail on superstructure and high handrail on bulwark.
- 2 Raised bulwark 1ft off the deck for increased safety when moving around the boat.

## EXTERIOR



- 1 Wide stern platforms with swim ladder and shower on starboard side.
- 2 Optional hydraulic swim platform for launching and retrieving tender up to 450kg/880lbs. (Standard spec is stainless steel davit lifting system with electric winch 250kg).
- 3 Cockpit stern gates for optimal safety, particularly with children and pets onboard.

## AFT COCKPIT



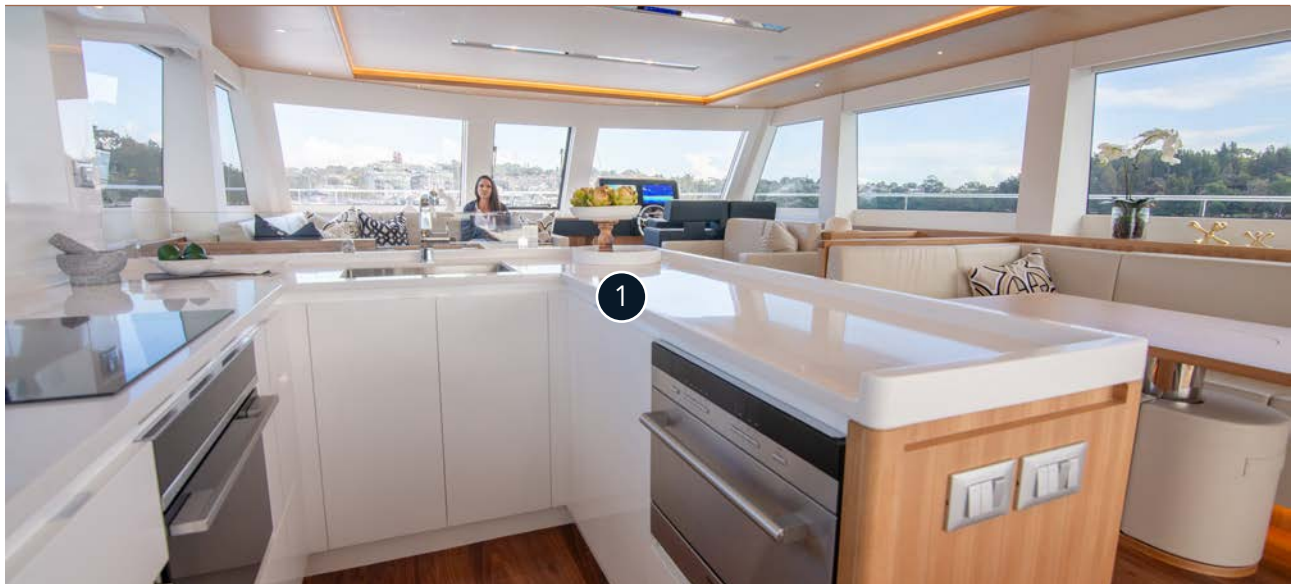
- 1 Two large storage hatches under the floor in the centre of the cockpit with 1m<sup>3</sup>/3ft cubed storage space each.
- 2 Large fold-out teak cockpit table that can accommodate 10 people.
- 3 Storage locker.
- 4 Servery/bar flowing from the galley into the cockpit.

## INTERIOR



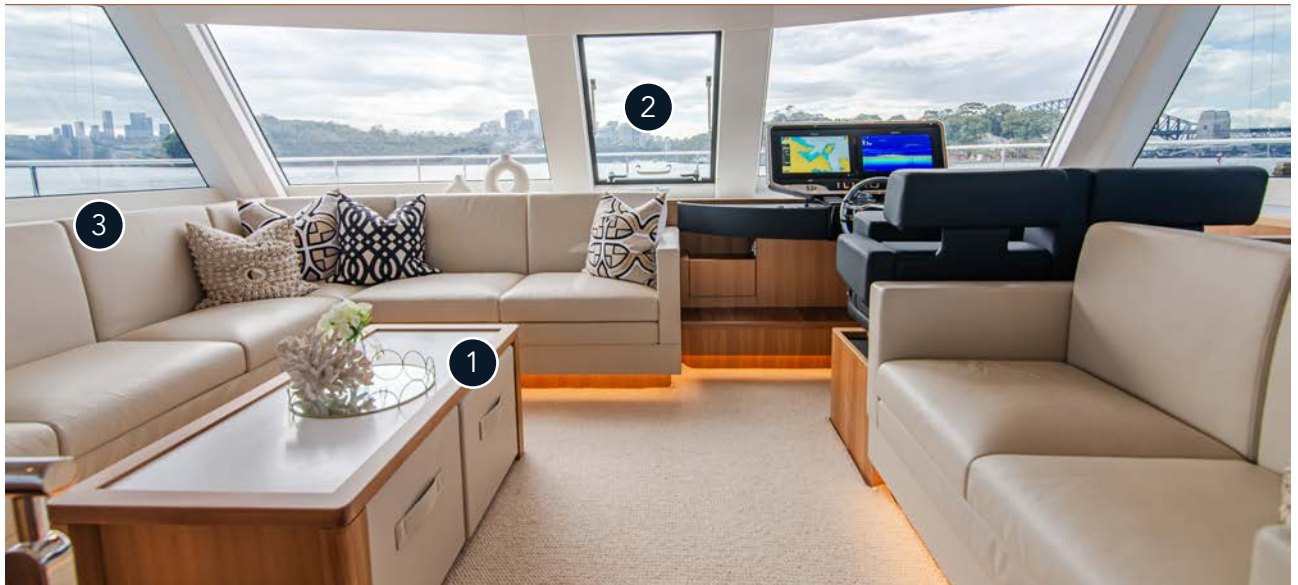
- 1 Main deck saloon with galley to port and dinette table to starboard with under-table dining stools to seat six.
- 2 Large storage hatches in the saloon floor and under the carpet in the forward lounge area.
- 3 Ambient indirect lighting and feature ceiling panels.

## GALLEY



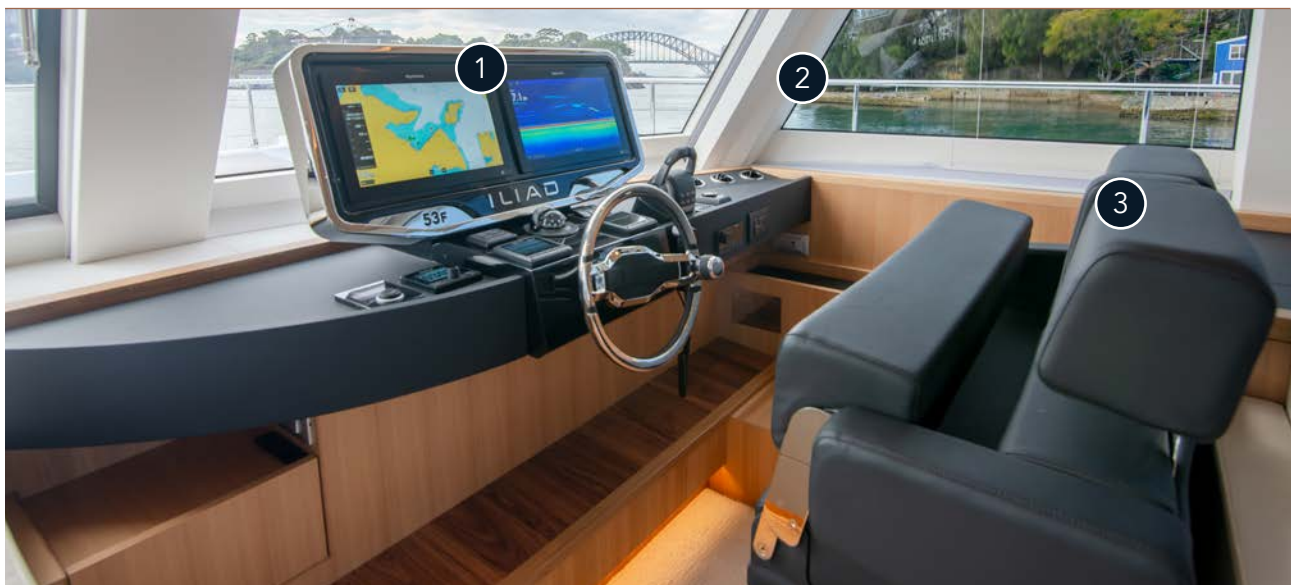
- 1 Galley option A with large 412L double-door fridge, combination oven/microwave, 4-burner stove top, extractor and large stainless sink as standard. Space for optional dishwasher. Generous cupboard and benchtop space throughout.  
Liquor cabinet as standard or optional wine fridge.  
Cockpit drinks fridge situated under window sill, under the servery bar to the cockpit.

## FORWARD LOUNGE



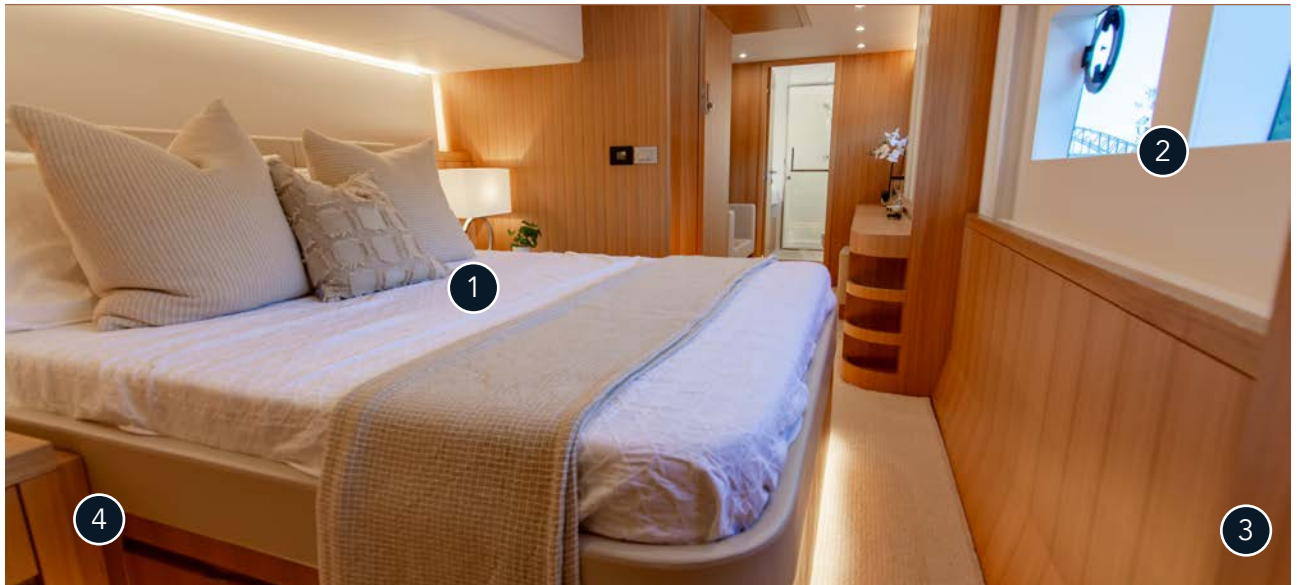
- 1 Forward lounge with facing sofas and floating coffee table with concealed stools.
- 2 Opening hatch for excellent air flow through the main deck.
- 3 Elevated sofa position for excellent views through the expansive saloon windows.

## HELM STATION

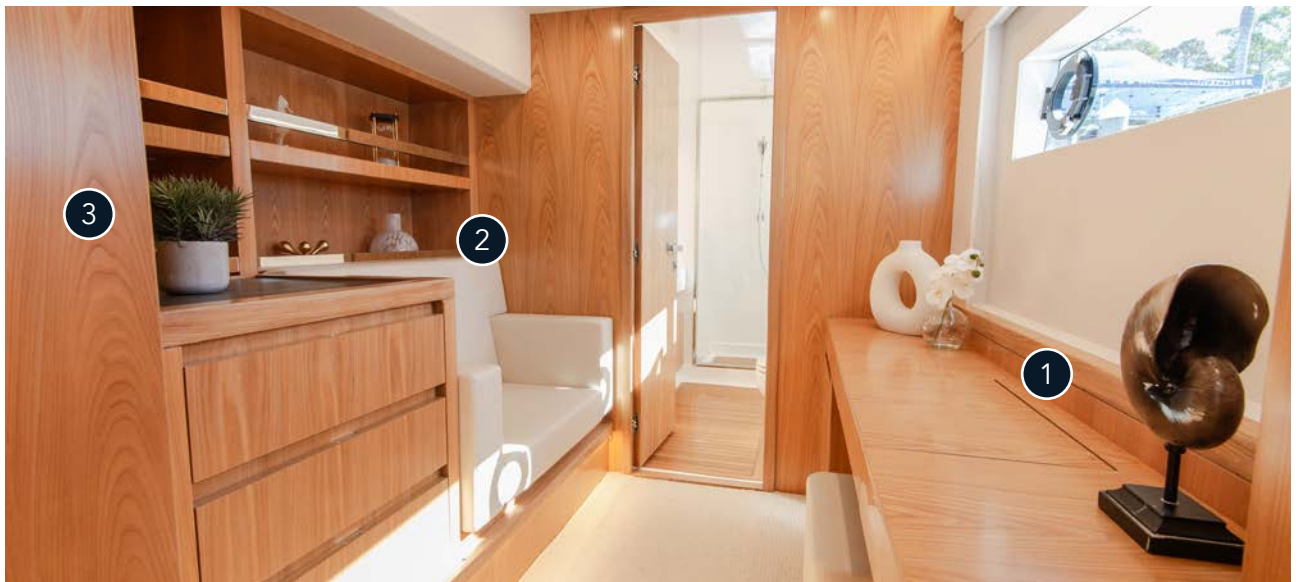


- 1 Standard helm station showing optional second 16" plotter.
- 2 Excellent all-round visibility for the helmsman.
- 3 Besenconi double helm seat.

## MASTER SUITE



- 1 Master cabin extends the entire starboard hull with a full walk-around queen-sized bed.
- 2 Large hull windows for excellent views.
- 3 Wardrobe hanging lockers located aft of the master cabin.
- 4 Four spacious storage drawers concealed under the master bed.



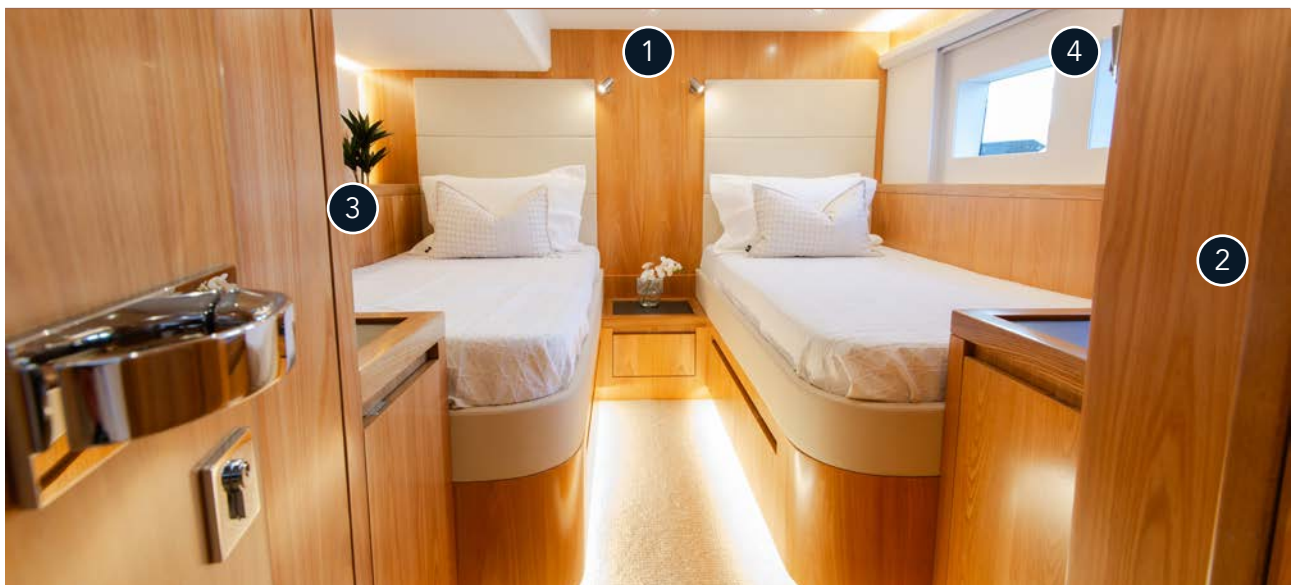
- 1 Vanity table with concealed stool.
- 2 Sofa, bookshelves and additional storage drawers.
- 3 Sliding door to create exceptional privacy for master suite hull.

## MASTER ENSUITE



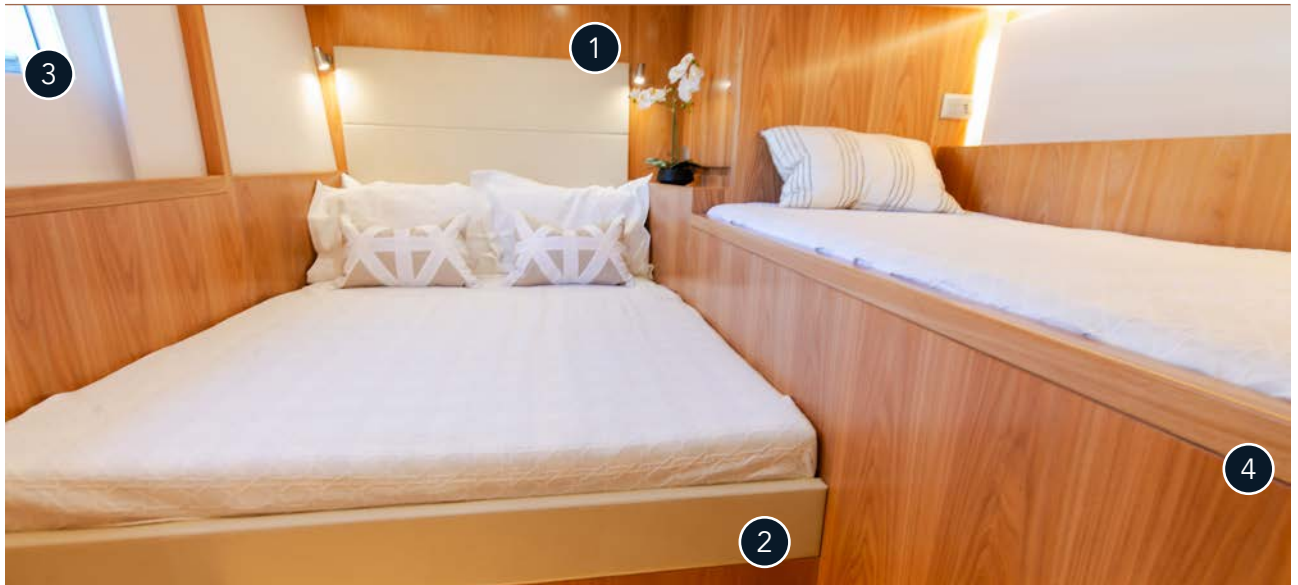
- 1 Spacious vanity with double sinks and storage behind mirrors and below vanity top plus separate linen closet.
- 2 Electric freshwater flush toilet.
- 3 Generous walk-in shower with teak grate flooring.
- 4 Large windows for natural light and overhead hatch ventilation.

## PORT AFT CABIN



- 1 Standard twin bed arrangement pictured, but this cabin can also be configured with a walk-around double bed design.
- 2 Private ensuite with walk-in shower.
- 3 Shelves in addition to ample draw and closet space.
- 4 Large windows for natural light and overhead hatch ventilation.

## PORT FORWARD CABIN



- 1 Port forward cabin with double bed and adjacent single bed, making it ideal for guests of all ages.
- 2 Storage under the double bed, and additional shelf and closet space.
- 3 Hull window with opening portlight and deck hatch overhead for ventilation.
- 4 Private ensuite at cabin entry.



## GUEST ENSUITES

- 1 Each guest cabin enjoys its own private ensuite featuring a vanity with storage behind overhead mirror and under sink, electric toilet, walk-in shower with teak grate flooring, and a hull window and overhead deck hatch for natural ventilation.

*This document is effective at the date shown and replaces and delete any previous edition with the same topic.*

*To continually improve its models, ILIAD Catamarans reserves the discretion to produce on its own boats all the suitable variations, also in waiver to the specifications contained in brochures, guides, price lists, technical files, websites, advertising, media articles and in every other publication, without notice.*

*ILIAD Catamarans models are offered to the world market, and for this reason they can be equipped with standard and optional equipment that varies from region to region. The manufacturers and models of all the models' appliances, audio-visual and technical, hydraulic, electronic equipment etc presented in this document and in any other promotional material (brochures, price lists, technical files, websites, advertising, media articles, boat show material etc) are not binding as the manufacturers/suppliers of these products can modify or revoke the models at any moment without warning.*

*These products, installed on board by ILIAD Catamarans are selected by the company for their superior performance and quality, as well as on the basis of their availability on the market during the production of the boats. The characteristics and specifications presented are not contractually binding. Performance data is declared in good faith, however are purely approximate and indicative, and data is not legally binding with no guarantees given on speeds and fuel consumption due to various factors that can affect these performances (weather, loadings, sea state, fuel quality, propellor condition, and hull cleanliness etc).*

*The information, specifications and equipment stated in this document are subject to change without notice. This document is not contractual or legally binding.*

*Official ILIAD Catamarans dealers are listed on the company website at [www.iliadcatamarans.com](http://www.iliadcatamarans.com).*