

# Two world firsts for Solar Sailor

**Sydney company Solar Sailor Holdings Ltd launches Australian Solarsailor capability in China and beyond with the first parallel hybrid ferry commercial service and largest solarsail in world**

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Solar Sailor Holdings Ltd are proud to announce a number of successes for the month of June 2010.

A Sydney solarsailor was first launched in Australia in 2000, and now CEO Dr. Robert Dane and his team are thrilled to announce the commercialisation of the product outside Australia - with China recently acquiring five vessels, one for use in Shanghai and four in Hong Kong.

## SunTech Guosheng vessel launched at Shanghai World Expo 2010

Solarsailor and Suntech officially launched the SunTech Guosheng VIP tourist boat for the 2010 Shanghai World Expo

With the largest 'solarsail' in the world, the SunTech Guosheng is the largest 'series' hybrid solarsailor vessel to date, where the propeller is driven by electric motors running on batteries.

From Shanghai, Dr. Robert Dane said: *"As Australians we are proud to be demonstrating sustainable transport in a Chinese built vessel at the Shanghai World Expo. I think Expo will show Australia has leading edge companies and technology as a result of a combination of an open education system and a culture of innovation and finding solutions."*



*The SunTech Guosheng Solarsailor on the Huangpu River in Shanghai*

## The world's first Parallel Hybrid Solar Ferry service launched with the HKJC



On Friday 25th June 2010, Solarsailor and the Hong Kong Jockey Club (HKJC) officially launched the first commercial 'parallel' hybrid solar passenger ferry service in the world.

The HKJC is achieving 50% reduction in fuel and carbon emissions compared to their previous vessels. Dr. Robert Dane said *"Half of the savings are because of new efficient hulls and half is from our hybrid marine power and solar power. This is significant news for marine industry - we have an approved product ideal for urban ferry runs."*

The Hong Kong Jockey Club solar ferries will be the first commercial 'parallel' hybrid solar passenger ferry service in the world. The parallel hybrid technology sees diesel engines and electric motors both driving the propellers - the set up being similar to hybrid cars.



*Launch of the Hong Kong Jockey Club Solar Golf Solarsailor passenger ferry*

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*"This is a very exciting development for China and I wish to congratulate the HKJC for championing this groundbreaking technology. China has the will, the means and the vision – this is consistent with China's demonstrated commitment to increased investment in clean energy projects", commented Mr. Bob Hawke, solarsailor Chairman.*

We proudly invite everyone in the marine community to come to Hong Kong and ride on the new ferries - the world's first parallel hybrid electric solar ferry service.

## **Solarsailor wins Environmental Technology Award at the Sustainable Shipping Award 2010**

Solarsailor are proud to have won the award for the Environmental Technology category in the Sustainable Shipping Award 2010.

Over 150 experts involved in the maritime sector gathered at the Sustainable Shipping awards in London on 24th June at The Cumberland Hotel, London to celebrate those companies making great strides to shape and improve the environmental legacy of shipping.



*Solarsailor representative  
Anna Richardson second from left*

## **About Solarsailor**

Solarsailor Hybrid Marine Power (HMP) and solarsail technology is suitable for a wide range of applications from small-unmanned vessels to large tankers, including ferries, tourist cruisers and private yachts.

The solarsail - a revolutionary, patented, single device that harvests both sun and wind energy in a seaworthy manner. The HMP system can incorporate the use of alternative fuels such as bio fuels or gaseous fuels & is a commercial platform for hydrogen fuel cell technology in the future.

**Advantages of the hybrid solar boats are:**

- Fuel savings
- Zero emission capability
- Redundancy of power i.e. there are two completely separate systems driving the propellers giving it safety if one system failed for example due to fuel contamination the electric motors could still operate and if the electric failed the vessel can operate as a normal diesel.
- Lower GHG, noxious gas and particulate emissions
- Potential access to environmentally sensitive routes.

**Please see our website at [www.solarsailor.com](http://www.solarsailor.com) for more information.**

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