



The Privilège 745 is Alliaura's new flagship: exemplary finishing, yacht accommodation... a MUST!

PRIVILEGE 745



HOW FAR WILL THE GIANTS GO?

THE ARRIVAL OF SOME (VERY) WELL-OFF CLIENTS IN LEISURE SAILING HAS LED TO THE APPEARANCE, OVER THE LAST SIX YEARS OR SO, OF SOME (VERY) HIGH QUALITY CATAMARANS IN THE CATALOGUES. THE PRIVILEGE 745 IS ONE OF THE JEWELS IN THE COLLECTION.

[W]ith its 23 metres of stainless steel and glass, wood and polyester, this boat can no longer be considered to be in the category 'cruising boats'. Along with the Yaplukas, Sunreefs and Catanas, it has entered the quite exclusive club that is the next category up, the 'catamaran sailing yachts'. The Privilège 745 has everything a yacht

The only boat to escape successfully is the JFA 26-metre, 'Sun Ténarèze'. The flybridge is extended here by the two large aerials, for a Fleet 55 and the satellite TV receiver, hidden under their domes. This catamaran is certainly big, but it is also beautiful. Moreover all boat designers will say the same: it is easier to design a pretty, big boat than a pretty, small one. The design came from Cabinet Diedre in

tively uncluttered and certain fittings are hidden, for example the aft mooring cleats, which are hidden in small bulges along with their dedicated winches; whilst forward, at the bow, they are situated in a small locker. As on all the Privilèges, there is the builder's trademark 'rostrum', which bulges out from under the longitudinal beam and houses the owner's cabin. The hull design is in sharp contrast with the smaller models in

running from bow to stern (as on the Amel monohulls), which is very reassuring and aesthetically coherent, given the length of the boat.

GUIDED VISIT

Let's begin with the flybridge. This is the favourite place on this boat with multiple living spaces. It stretches over the whole of the width of the cabin roof and forms a real terrace,

The steering position situated on the flybridge has carefully-designed ergonomics with most controls within easy reach..



Access to the flybridge from the cockpit is via a real spiral staircase in teak and stainless.



should have, especially the architectural feature which is now essential on all the large boats, and some of the smaller ones, too - the flybridge.

Versailles; the architecture was entrusted to Marc Lombard in La Rochelle, in common with the rest of the Alliaura range. The deck is rela-

the range; flared above the waterline before curving again higher up, to increase the available interior volume.

with a table, fridge and large seats, where you can even sunbathe and use the small electric grill to prepare the sausages for the 5 o'clock drinks. The steering position's ergonomics have been carefully studied; most of the control lines return here (to win-



All the winches are, obviously, electric: with so much sail area, it is essential!

Access from the pontoon is by a folding accommodation ladder, which remains in place. Otherwise, you would have to climb the two metres

« The Privilège 745 represents the results of a builder's expertise »

of freeboard! At the stern, boarding is via the sugar scoops using a gangway which can be completely retracted into the boat's entrails - an essential accessory in Nice, Cannes, Saint-Tropez or Monaco! Note also the guardrail in stainless steel tubing

ches which are all electric, the biggest being size 80s). Only the halyards remain at the mast foot. A teak and stainless spiral staircase leads down to a cockpit which is quite traditional; there are two areas, one



Once inside the Privilège 745, it's the apotheosis!

The galley is situated in the starboard hull; everywhere on the boat, there are small fiddles on the edges of the work surfaces and shelves. It goes without saying that there is a large amount of cold storage. The accommodation lay-out is functional, with well-defined spaces. Going through the galley door, we enter the professional space, with the crew cabin at the far end. This has a small saloon, a shower, a single Breton-style bed and a multi-purpose cabin, with a double or two single berths. The crew cabin is finished to the same high standard as the rest of the boat, and forms a coherent whole. This version of the Privilège 745 has four cabins. At the rear of this same

1.9m to 2.1m. As for the port hull, this has two entrances. The furthest aft, behind the bar, serves two cabins, which are roughly the same as the last one. The access further forward leads to the owner's suite. The real accommodation in this boat is in the 'rostrum'; everything here is dedicated to luxury and the art of easy living. This space is worthy of Hollywood (or the 1001 nights): the subdued lighting, the leather of the seats, the positioning of the large bed... Despite the difficulty, there is sufficient headroom throughout; the settee is beautiful and the desk is comfortable. There is a window between the 'bedroom' and the 'bathroom', where there is a bath

nes are housed here, of course, and my one regret is that access to them for maintenance is a little awkward. The builder has chosen to provide easy access to the generators, one in each hull: aboard a boat like this which consumes large amounts of energy, they will be running for 16 or 18 hours a day, and will therefore be maintained more frequently. A considerable amount of space is taken up by the air conditioning mechanism.

AT SEA

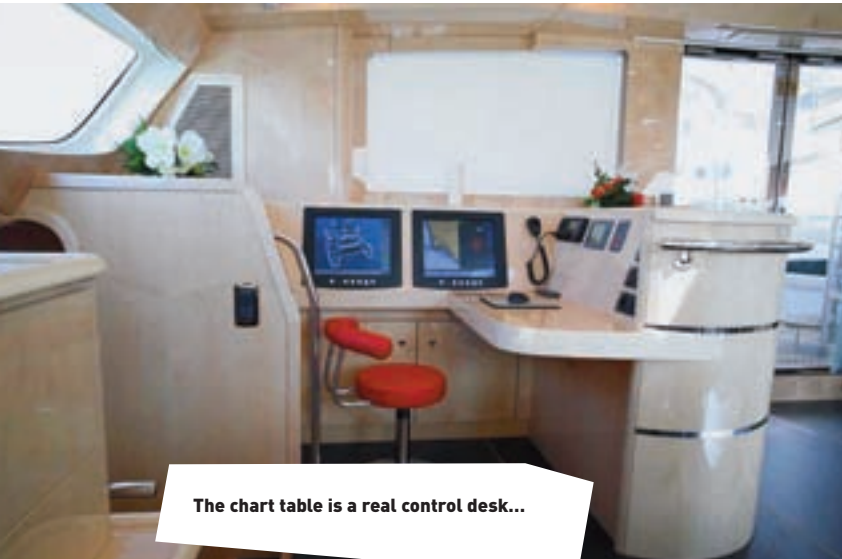
We left the quay. This boat's programme is sunshine and easy living, but on the day of the test we

tion of the skipper and the hostess, but of the captain and his or her crew. They are well looked after, as we have seen, and have their own accommodation.

We were now out at sea. With both engines at 4000 rpm, we were doing nearly 14 knots, with just a few knots of wind aft. With the engines turning at this speed, it is best not to think about the two big 300 hp Yanmars' fuel consumption! Care has been taken with engine room soundproofing, as the aft cabins are positioned partly over the engines. We came head to wind, to hoist the main. The halyard is at the mast foot, the winch is electric and once past the lazy jacks, keeping the but-

now blowing at 12 knots, we were sailing at 8 knots. When the wind dropped to 9 knots, still at 120°, our speed dropped to 6.7 knots. It is best not to have any illusions about such a big boat's sailing ability; it needs a lot of wind.

A small swell caused us to pitch slightly and from inside we had the impression we were going faster, however a look at the speedo brought us back to reality; we were still sailing no faster than 8 knots. The wind did not get up any more and we did not see what the boat would be like in a good blow. But experience of this kind of boat shows that it will easily reach 10 - 12 knots, and will not go much fas-



The chart table is a real control desk...



The bar side of the saloon: good taste and, once again, exemplary finishing.



This is the owner's apartment.



The crew are not forgotten: here is their accommodation, which would be the envy of many catamaran owners...

for meals, the other for living. Aft, we noticed the two enormous stainless steel tubes which take the forces of the mainsheet track, which is fixed on the after edge of the flybridge. Right at the back of the boat, a large platform allows you to sit alone on a seat and contemplate the sea whilst

refined, but never kitsch, and the decor remains sober. The woodwork is in maple, the leather seating is white or red. Nothing is missing, from the electrically controlled blinds to the video projector and the large screen which unrolls in front of the entrance door, the bar of course,

hull, there is the first guest cabin; the bed is of course 160cm wide, and, as in all the guest cabins, there is a WC and a shower. Headroom varies from

with massage shower - in short, nothing but luxury. Let's finish our visit by the technical areas, in the sugar scoops. The engi-

there wasn't much sun, or even wind come to that. From 'up top' the visibility over the platform is good (the flybridge is 6 metres above the water) and so much the better, as the maximum beam is around 11 metres! The view aft however is more limited, by the presence of the rigid bimini. In the channel at Les Sables d'Olonne, any sailor will spare a thought for the Vendée Globe heroes, who go off from time to time to sail round the world, alone. As for our boat, it was certainly not designed for a solo sailor; with a good breeze, it would be difficult to handle as a couple and three or even four crew would be more comfortable when dealing with the 162m_ mainsail, especially when it has to be reefed. At this size, there is no room for error and it is best to know what you are doing! You will understand that on a boat like this, it is no longer a ques-

tion pressed took the headboard to the top of the 30m mast. Unrolling the headsails is just as easy; the genoa and staysail roller reefing is electric, as are their winches. The fittings are in proportion to the boat's displacement - enormous. We sheeted in and trimmed the sails; there was a 9 knot breeze blowing, but we would need a lot more to propel the 45 tonnes at around ten knots, which would probably be its cruising speed. For the moment, we were not doing more than 5 knots. In this very light weather, gybing was quite gentle, and we started to prepare the gennaker. Its furler is mechanical and here again, with 200m_, it is best that the crew are used to sailing boats of this size. One rope out of place and everything will go wrong; a minimum of knowledge and preparation is necessary. Under gennaker, at 120° to the true wind, which was

ter. In any case, this is not a racing boat; its vocation is more that of a floating palace which also sails.

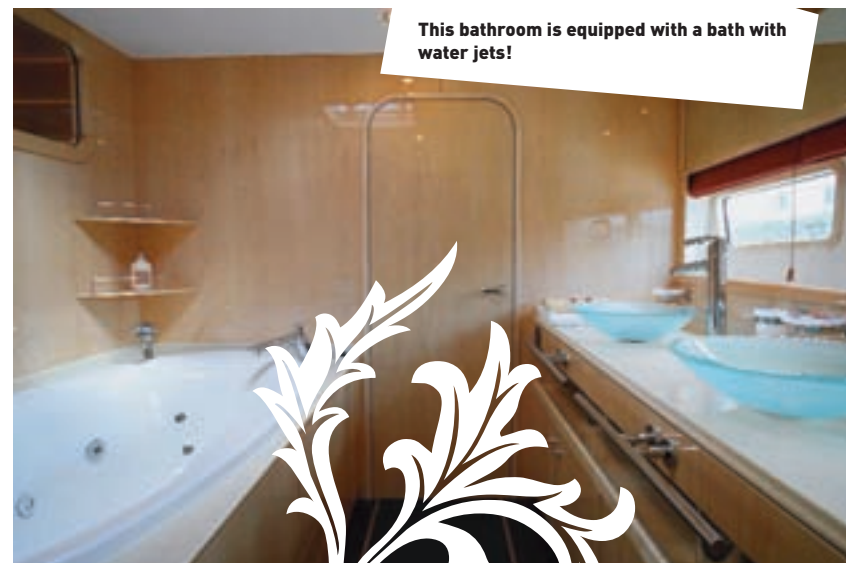
CONCLUSION

The Privilège 745 represents in a way the results of a builder's expertise - one who started producing multihulls more than twenty years ago now, and who is still concerned by such things as careful construction, serious scantlings, whilst limiting weight to a certain extent (sandwich construction). Above all, the whole boat is built with taste (because lots of money and a sense of what is beautiful aboard these prestigious craft, do not always go together). Obviously a boat like this is for the privileged few; it is a real millionaire's boat, for which you will have to fork out several million euros.

Under gennaker, at 120° to the true wind, which was now blowing at 12 knots, we were sailing at 8 knots

at anchor... At sea, the dinghy is stowed here and launched with the hydraulic crane which retracts into the aft crossbeam. There is teak everywhere. Let's enter the yacht's nacelle. Everything is big, beautiful and in the best taste. The interior is clearly very

and the television screen which comes out of the chart table unit on its own, again thanks to a simple button. The chart table is a real control desk, but proved to be rather on the small side and not too practical. From the dining table, there is, of course, a view of the exterior.



This bathroom is equipped with a bath with water jets!



- > A real palace!
- > The numerous living areas.
- > A very comfortable boat.



- > Very large and very cumbersome.
- > Very heavy; more of a motor-sailer than a pure sailing boat.
- > Very expensive...

Technical Specification (BUILDER'S DATA).

- >Architect : Marc Lombard
- >Designer : Diedre Design.
- >Builder : Alliaura Marine.
- >Length overall : 22.70 metres.
- >Beam overall : 10.90 metres.
- >Draft : 2.20 metres.
- >Air draught : 33 metres
- >Unladen displacement : 40 tonnes
- >Diesel capacity : 3,500 litres.
- >Fresh water capacity : 2,400 litres.
- >Waste water capacity : 600 litres.
- >Mainsail area : 160 m2
- >Genoa area : 100 m2
- >Staysail : 49 m2
- >Asymmetric spinnaker : 350 m2
- >Gennaker : 150 m2