



MULTIHULLS

#162 - November/December 2018

WORLD

Route du Rhum THE CLASH OF THE MULTIHULLS!



CHARTER

Destinations - seasons:
the guide to a successful
vacation in the sun

Our story: "We chartered
a cat for 3 months"

Chartering a Catamaran
Superyacht:
can you do that?



On test

Sail: BROADBLUE 346

Powercat: PRIVILÈGE EUPHORIE 5

Secondhand : LAGOON 37

Feature

Powercats the boats of tomorrow?

FR : 7,90€ - BE : 8,50€ - IT/ESP/GRN/L/PORT/CONT : 8,80€
AU : 9,50€ - DE : 9,90€ - UK : 8,50€ - USA : 14,95\$
CANADA : 15,98CAD



THE MAGAZINE COMPLICIT IN THE DREAMS OF ITS READERS

multihulls-world.com



A MOTOR CATAMARAN FROM JFA YACHTS



At JFA, passion for catamarans is real. The proof, with the various refits carried out for customers on top-of-the-range catamarans, or of course the Long Island 85s, designed and built at the yard.

At the request of a customer interested by the Long Island 85's volume, but looking for a motor boat, JFA Yachts and Marc Lombard developed a new project, called Long Island 78 Power.

A boat intended for long voyages, whose hulls will be built in aluminum, with the deck and superstructure in composite. Propelled by two 500 hp engines, the cruising speed is fixed at 12 knots, with a maximum of 15 knots (half-Haden). As for the previous Long Islands, JFA Yachts and Marc Lombard have focused on the weight of the boat and its equipment. This displacement and the required speed allow reasonably-sized engines to be fitted, so as to reduce diesel consumption and the size of the tanks, while still offering a transatlantic range.

The boat's accommodation will be designed by Franck Darnet Design and will be reminiscent of the accommodation of the no2 Long Island 85, mixing oak and dark wood.

The order for the Long Island 78 Power has just been confirmed, and the construction has just started...

For more information: www.jfa-yachts.com

F40-XX

Delta Catamarans just present its brand-new boat, the F40-XX. This catamaran's originality – beyond its very neat design – comes from the three versions being offered by the builder. You have the choice between a sporty version, a charter version putting the emphasis on the living areas and volumes aboard, and finally an 'Excellence' version, for demanding owners. But the F40-XX's 'must', is of course its single area between the saloon and the cockpit, covered by a coachroof which lets in generous amounts of light. For more information: www.deltacatamarans.com

SUNREEF : AN ATTRACTIVE NEW RANGE

Discovered at the last Cannes Boat Show at the beginning of September, the brand new Sunreef 60 and 80 caused a sensation. It must be said that by developing this new range, the builders R & D department wanted to tread a path between modern, sophisticated architecture and the spirit of a classic sailing boat. The idea here is to offer comfort aboard – essential on top of the range boats – but also catamarans capable of meeting the needs of a family (or friends) cruising around the world, as well as luxury charter professionals. A range which is above all versatile...

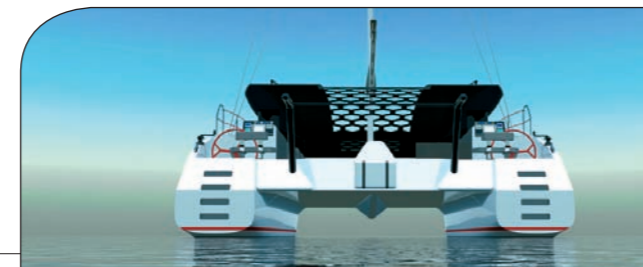
For more information: www.sunreef-yachts.com

NEEL TRIMARANS

Neel Trimarans is continuing its expansion, and will be launching its flagship, the Neel 65 Evolution, in October. Aboard this up-market boat, we find once again everything which has made the Neel range (whether the 45 or the 51) a success – the famous 'Cockloot' (the saloon-cockpit area which opens or closes according to the owner's wishes and the weather), as well as a coherent sail-handling position, and above all the pleasure of passing through the water as only trimarans can.

The builder is also taking advantage of this boat show period to officially launch in the USA (at the Annapolis Boat Show) the famous Neel 51, already crowned with two prestigious awards – the titles of European Boat of the Year and Multihull of the Year. Enough for the enthusiasts to while away the time, whilst waiting for the launch of the brand-new trimaran designed by the builder with Marc Lombard, as the Neel 47 should be presented to the general public for the first time at the International Multihull Show in April 2019.

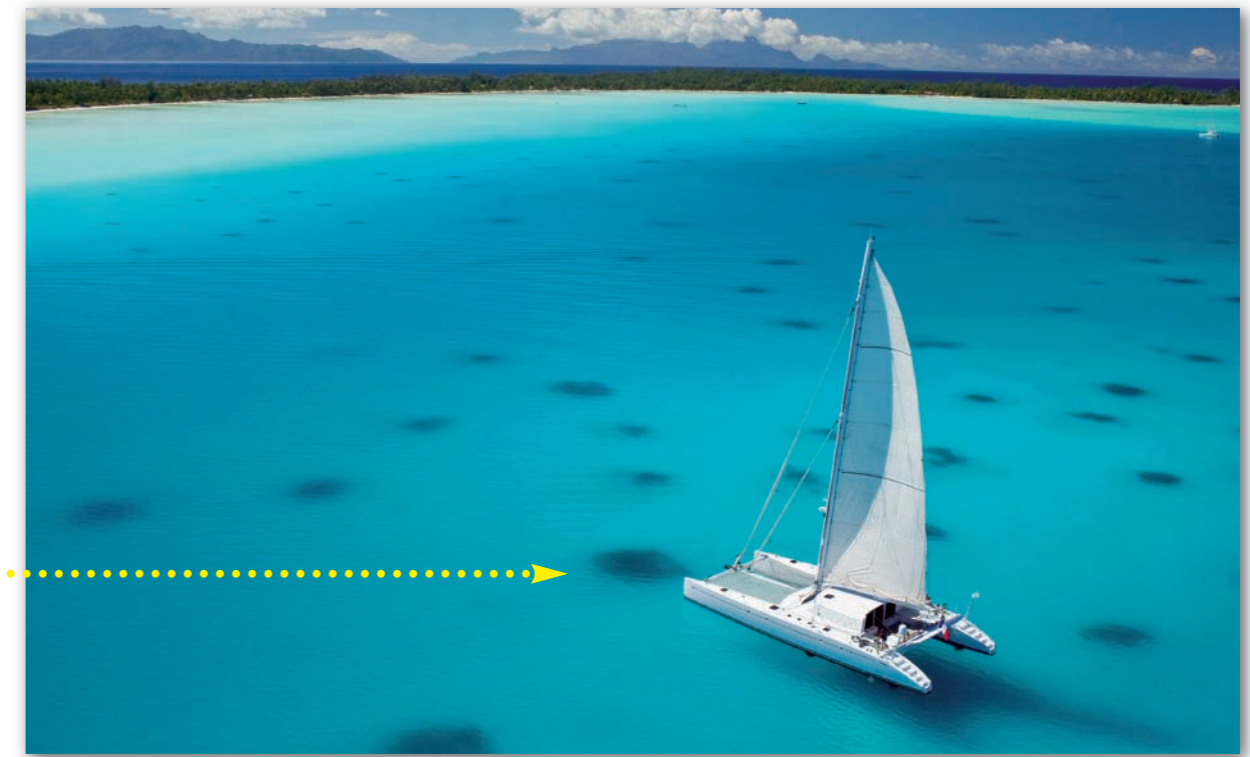
Information: www.neel-trimarans.com



How about taking your vacation on a catamaran **SUPERYACHT?**

You have been dreaming for some time: to offer you the ultimate luxury of a cruise on a "catamaran superyacht". But is it possible or reasonable or accessible?

Multihulls World takes stock of the very best in charter...



A breathtaking wilderness to discover on a boat comparable to a five-star hotel on the water. This is the paradox of luxury charter

That's it? You've settled for a destination at the far side of the world in a dream location. Whether you chose the Tuamotus, the Seychelles or the French Riviera, your vacation will be idyllic, but they can also become really out of the ordinary...

Business hasn't been too bad this year, you have friends –one or two couples – to go with, or your own large family, but especially you have a real desire to enjoy yourself. If you say exceptional holidays, this often means a stunning or wilderness destination, and/or the comfort of a 5-star hotel. But in the maritime world, these two notions can be

very distant or even contradictory. A solution does exist however, making no concessions: the rental of a luxury yacht. The Great Barrier Reef, the bottom of a Patagonian fjord, the blue of a Polynesian lagoon but all to be discovered from the terrace of a palace with the cuisine and the service that flow from it, can become a reality. While an exploration cruise requires a personal and organizational commitment, here you will only have to let yourself be quietly lulled into enjoying the beauty of the place, the attractions at your disposal and a caring crew. From diving in the Society Islands to the markets of

the Mediterranean, from learning yoga on the sandy beaches of the Caribbean to the sunset over the Acropolis, a cruise aboard a superyacht offers you a visa for some of the most beautiful and remote areas in the world enjoying the best possible cocooning and privacy.

A five-star hotel on the water

An attentive crew, with a minimum ratio of one crewmember for every two guests is at your fingertips to help you make the best of every moment. Whether serving cocktails, hoisting sails, looking for the next stopover, or attending to the guests' every need,



(PHOTO : N. CLARIS)

ENJOY YOUR VACATION WITH THE MANY TOYS AVAILABLE AS STANDARD. BUT ALL REQUESTS, EVEN THE MOST EXTRAVAGANT, WILL BE FEASIBLE

multihulls are becoming more and more popular, thanks to their intrinsic qualities (see the article "The Multiyacht in question" Multihulls World No. 149). Wide beam, oversized outdoor spaces (forward, aft and flybridge), panoramic view, cabin separation and natural stability provide catamarans with structural advantages that allow for a significantly higher ranking than a monohull.

An (almost) unlimited choice

These advantages have not been lost on the biggest yards... If the first Multiyachts were one-off units, fully custom-built, such as the 138 foot "Douce France" or the largest ever built, "Hemisphere", at 145 feet, or "Magic Cat" and "Rose of Jericho", the fastest, the trend quickly became to develop semi-custom yachts. On this basis, Blue Coast Yachts has launched three very luxurious catamarans of 92, 95 and 100 feet: "Rafoly", which became "Black Swan", "Cartouche" and "Allures". Then, in the early 2000s, a brand was born that would quickly become a leader in this very particular market: Sunreef Yachts. Its founder, passionate about catamarans, began by developing



The crew on an 80' MultiYacht is composed of a captain, an engineer, a hostess and a chef. Their professionalism guarantees complete relaxation

the crew of a superyacht are the basis and the spirit of the cruise. For his part, the chef prepares dishes worthy of a gourmet restaurant according to your wishes. The captain is always an experienced sailor but also a concierge (in the hotel sense of the word) and ensures and even anticipates the fulfillment of all your desires. A restaurant, an excursion, a spa, a golf course: he will find it along the coast where you are sailing, and it will be one with all the most exclusive services for your well-being. The highly qualified crew can entertain and watch your children when you need a little time for yourself or to manage your business. A superyacht is a fabulous playground for all age groups, as it will have a wide range of water sports equipment, and often a fabulous collection of films... And what about the hostesses, always on hand for you to make the most of these few days of relaxation!

Multiyachts, the ideal platform

A superyacht is above all a boat of (very) high standing. Always impressive in size, this type of unit is distinguished by a very elaborate, sophisticated and elegant design. Inside, the decor, volumes and equipment, refined by the top designers, are reminiscent of villas that are usually seen only in glossy magazines. The size of the cabins - but it's better here to talk about suites - with their private baths, their king-sized beds and desk; the living room, the dining room and all the other different indoor or outdoor living spaces, the professional galley with XXL-sized storage guarantee that you will be able to find rest and intimacy in between the leisure activities and the aperitifs.

Swimming is most often facilitated by a hydraulic platform and the storage space allows you to enjoy the latest toys, each more exciting than the last. And in superyacht sector too,



CHARTER

On board these boats, every detail counts and that what makes all the difference

Gastronomy is part of the program. Ask for the dishes of your choice or let yourself be surprised by the chef's imagination



a high-end charter agency. The demand was there, but few boats were available. Never mind, Francis Lapp set about building a yard to construct them. An initial 74 footer was launched in 2003, and Sunreef Yachts was born. Since then, the brand has built a hundred sailing and motor catamarans from 60' to 114', creating models with double decks and contributing to catamarans becoming a permanent feature on the superyacht market. Some, such as "Iphara", the 102' sloop, or "Skylark", a 72' motor yacht are available for charter. Then Privilège with the 745, "Lady Alliaura", launched the notion of customizable boats in small production runs. A concept taken over and developed today by Lagoon, the world leader in production catamarans, with the SEVENTY 7 and the SEVENTY 8 motor (see tests in Multihulls World 151 and 161). The luxurious nature of equipment is becoming ever

more important in the world of super-yachting. Precious woods, thick wool carpets, state-of-the-art multimedia and sound systems, telecommunications and high-tech office equipment, the retractable deck in the hull and the Jacuzzi on the flybridge are all essential (just like crockery in fine china and crystal glasses) for anyone who wants to live on these luxury craft. But beware, this does not necessarily mean that luxury and the pleasure of speed are incompatible. It was "Magic Cat" which first launched the idea of reconciling these two essentially contradictory concepts. Since then, the American brand Gunboat has made it their raison d'être. And these particularly fast high-tech boats are - for some - also available for charter, such as "Zenyata" or "Slim" or "Moonwave" the last 57' just out of a complete refit at JFA. This Brittany-based shipyard is also an important player in

THE OWNER'S VIEWPOINT

It is of course important for the profitability of an investment, to offer your yacht for charter, unless you want to use it full time, especially since the average availability of luxury units is in the order of 80% of the time. But for all that, and if we take it for granted, the fruit of chartering for an owner will never be able to be used to finance the purchase of the boat; it will be used to cover operating expenses and the investment required for repairs and upgrades. A luxury yacht, if it wants to be attractive to customers, must always offer the latest in-vogue equipment, be it for watersports, or for home appliances, multimedia, communications and even decor. In order to guarantee safety and security, maintenance, technical revisions and upgrades must be undertaken very regularly. Electricity, Plumbing, Engine, Generator, Watermaker etc. The list of jobs and maintenance is significant so that the boat has the ability to put to sea with peace of mind and provide the comfort that customers demand. The annual operating and maintenance costs of an 80' yacht including the permanent crew of two, captain and engineer, plus a hostess and a chef for periods in use, port dues, insurance and miscellaneous costs may represent an overall budget in the region of €300k to €400k depending on the case. To this is added the agency fees for charter management. So here you are at the head of a real small business. In principle, the coverage of all costs must be balanced with an average of 10 to 12 weeks of charter per year.

The fleet of MultiYachts available for charter allows you to find very different kinds of atmosphere: classical or very avant-garde...



CHARTER

the world of Multiyachts. Indeed, JFA has built "Rose of Jericho" which became "Azizam", then the 110' "Mouse-trap" and notably launched the semi-custom Long Island series of which the 85' "Winquest" is available for charter. Of the total of about 150 multihulls over 70' built in the world, no less than a good thirty are for charter. Which should be enough to find happiness!

And relatively economical

The various high-end multihulls - mainly catamarans - available in charter cover a wide range of possibilities both in terms of destinations and comfort and/or performance. More or less luxurious or fast, capable of accommodating four to twelve guests, these MultiYachts are simply a phone call away. It's also one of the characteristics of luxury charter: the broker with whom you will be in contact is first of all there to offer you an irreproachable service. He must understand what you want, take charge of and

respond to your requests to customize your cruise by planning a route and tailor-made interests. And it all starts with the choice of the boat with the equipment and amenities that suit you, as well as the number and quality of the staff and their qualification for the service you want. The main charter agencies member of the MYBA (worldwide association of brokerage agencies, guaranteeing a quality of service) offer catamarans for charter, but only some agencies are really specialized in the Multiyacht. This is of course the case of Sunreef Yachts Charter but also of Merex Yachts and Blue Latitude Yachting who work very closely with the manufacturers. Bernard Gallay also offers a wide choice; and Hong Kong-based Simpson Marine, ideally located for cruises in Asia and the Indian Ocean.

How much does it cost?

So we've got down to the question that can be annoying: how much does the



Chartering is also an opportunity to try the most advanced or ultimate concepts in luxury yachting

exceptional cost? If you want the top of the line for 12 guests with as many crew members, you'll have to shell out \$260k per week for Hemisphere - the largest catamaran. For as many guests but with "only" seven people for the service, "Douce France" is yours for \$95k for the week. In general, 70 to 90' catamarans that can accommodate from 6 to 8 passengers cost from \$35 to \$50k per week. A price that includes the charter with the crew and all the equipment, but the expenses of food,

drinks, fuel and other consumables as well as communications and of port or delivery are additional... And that can quickly mount up on this type of boat! An advance on costs is requested in a contractual form called the Advance Provisioning Allowance (APA) for supplies. It is generally fixed at 25 to 30% of the charter amount. It is the captain who deals the accounts at the end of the charter and refunds the difference or charges for the extra consumed. If meal expenses vary according to the appetites of the guests, the fuel outlay on multihulls is much less than on the power monohulls - at least that is a given! Count about twenty percent of the original price on a multihull against nearly 35% for the most greedy superyacht engines. Finally the tips for the crew are left to the discretion of the charterer... An amount that remains (very) significant, since for the same price as a week on a MultiYacht, you could charter a 45' production catamaran for a whole year. But not everyone a year available to them, so make the most of it...



The crew of a superyacht are always available to share their enthusiasm and allow you to access the extraordinarily technical aspects of large yachts (Photo: N. Claris)

POWERCAT

Text: Vince Valstar - Photos : DR

Why not choose a POWER CATAMARAN?

The idea of transforming a placid sailing catamaran into a unit powered solely by its engines is not new, nor is the idea of designing a two-hull motorboat... Two long-standing concepts that have long remained on the sidelines of high volume market production. Yet today, interest in power catamarans is clearly on the rise...



Leopard - now 43PC and 51PC - is one of the largest manufacturers of powered catamarans. Units that are easy to handle and particularly comfortable at sea and at anchor.

Remember what happened in the 1990s: Privilège launched its Euphoria 40, and built 23 examples, followed by the 44 and the Transcat, at 45 and 48 feet. After a break of a dozen years, the Sables d'Olonne shipyard is back in the market with its Euphorie 5, a direct descendant of its Série 5. It was the same story a little later on at Lagoon: in 2001, the Lagoon Power 43 paved the way for this new market but was put on hold six years later. However, other shipyards strongly believe in the motor catamaran: Robertson & Caine have been selling a number of models for the past decade - the Leopard Powercats. And for about twenty years, Fontaine-Pajot has been offering a whole range of motor catamarans, but without relying on the existing molds of its sailboats. Two schools of thought, therefore: units redesigned around a sailing catamaran and units which are completely new, 100% engine versions. We will come back to this later.



A motor catamaran can be a good solution to go far and discover the world, as Laurent Bourgnon demonstrated with his Sunreef 70...



Since 1999, Fountaine Pajot have developed a specific motor range. The Maryland 37 was the first in the series...

The benefits of engine only

The shipyards have understood the benefits of offering comfortable boats, but which are easy to use, maneuver and maintain. These units can indeed seduce newcomers to the nautical world, but also pragmatic skipper who are tired of managing a sailboat. And blue water cruising? Can we have enough autonomy to complete long passages? Will the fuel budget explode? Laurent Bourgnon, who started exactly 10 years ago with his family aboard a Sunreef 70 Power, came up with some interesting answers. The former ocean racer, lost in 2015 in a diving incident, had opted for a very comfortable power catamaran after a long study of the possibilities offered by this type of craft. First of all, he knew how to sail. Focusing on the route, the weather and the regular maintenance on board suited him very well. Dealing with the management of the sails and the constraints of trajectories related to the direction of the wind? Perfect. His Jambo, a luxurious unit designed to his own specifications, was equipped with two marinized engines of 420 hp each. Electronic charts had been fully reviewed to optimize consumption. Because with power cats, this is what we want to know. If it is going to suck up hundreds of euros per day in fuel, they have little future in our world today..

Figures ... and contradictions

Laurent Bourgnon pointed out that his fuel budget largely offset the price of the sails. A questionable argument since most motor catamarans of equal size, are sold at a higher price than their sailing equivalent. Usually around 15 to 20% more. While large engines are obviously more expensive than small, the specs of these models often include a generator as standard, teak deck and finishing materials which are more luxurious... but there is still a mast, sails and all the deck hardware missing! Coming out of the shipyards, sales volumes are still rather low, ie. 10% of the cruising catamaran market - or roughly 130 of the 1,300 units of more than 12 m produced each year worldwide. If Leopard seem to be a step ahead thanks to their partnership with The Moorings charter company,

Fountaine-Pajot also manage to place twenty of each of their models. And Lagoon counts 40 L630s sold. From a purely marketing point of view, it's interesting to note that manufacturers have banned the term "trawler", which is considered both too old fashioned and nerdy according to them. Rather, Motor Yacht, Power, Power Cat, etc... And yet, most boaters use motor catamarans to cruise and complete crossings comfortably and therefore more or less at reduced speed to optimize consumption. With this logic, one would have thought that the Lagoon 40 MY, with its two 75 hp motors with saildrives (the biggest on the market), would hit the mark. But no! Buyers want bigger engines - with propshafts. Even if 90% of the use of motor catamarans is for cruising at between 8 and 12 knots, the owners appreciate the option of being able to hit 20 knots..

Speed and consumption

Laurent Bourgnon, with his Jambo, was definitely ahead of the field as to the optimization of autonomy: his engines consumed 7.5 l / hour each while maintaining a speed of 10 knots. During his first big crossing - Cannes, in France to Puerto Montt in Chile, he consumed 10,000 liters, half of his tanks. It is interesting here to compare these figures with a more modest unit like the Lagoon 40 MY: the recommended engine speed is 2,150 revs, giving a cruising speed of 8 knots. There, the total consumption comes out at 8 l / h - a liter per mile; a range of 600 miles. At 3,250rpm, it reaches 11 knots, no more. But the consumption goes up to 33 l / h. A 100% engine type cat displays interesting results at low speeds: the consumption of the MY 37 Fountaine Pajot is limited to 2 x 5 l / hour at 7 knots - which means 1,000 miles of autonomy - climbing to 2 x 22 l / hour at cruising speed and 2 x 40 l / hour at full speed (20 knots). So we can see that heavily motorized units are not very greedy at low revs ... but they are much more when you increase the revs. Here's another example which confirms this: Aboard the Euphorie 5 - read the full test in this issue - it is 9 l / hour at 7.5 knots, but close to 100 l / hour at 20 knots. The famous Lagoon 630 undoubtedly gives credit to a powerful engine. With 2 x 180 hp, 10 l / hour at 7 knots and about 50 l / hour at 10.4 knots. But with the big 300 hp engine it goes down to 8.4 l / hour at 7 knots and 24 l / hour at 10.4 knots. So consumption is divided by two at this ideal cruising speed. Obviously, flat out - 17 knots



ABOARD MOTOR CATAMARANS (HERE THE AQUILA 44) WE CAN FIND FACILITIES CLOSE TO THOSE OF TWO-HULLED SAILBOATS: VOLUME, SPACE, PRIVACY AND COMFORT ARE ON THE PROGRAM!

POWERCAT



A WORD FROM NAVAL ARCHITECT MARC LOMBARD, ARCHITECT OF PRIVILEGE AND NAUTITECH

"The interest with a motor catamaran is that we never have to put the sails up!"

On board most catamarans equipped with a flybridge, the mainsail is no longer hoisted. This is a fact. And we have a villa on the water... the logical evolution is a motor cat. But for me, either we make a boat to sail, or a floating house. For blue water cruising and for an Atlantic crossing, a motor catamaran similar to a sailboat makes sense. Most models are rather designed for small engines and great autonomy, but are usually finally delivered with bigger engines ... As for the owners, some make fun of the consumption. They cannot help but go fast, even if it's 10 or 15% of the time. For us, it's almost an educational problem! There are good compromises: the Nautitech 47 Power rises to 24 knots from a cruising speed of 10 to 12 knots.

The Euphorie 5 is closer to the trawler. Its hulls have benefited from a digital simulation with reversal of rear curvature. This form serves as flaps and we have more volume for the engines. The yard has opted for an even more powerful engine. Note that the forefoot is barely above the water, with a very precise angle of rotation at 2°, maximum 2.2. From 15 knots, the boat encounters a certain resistance, then the angle drops to 1.8.

There is a demand for very fast motor catamaran projects - we are working on this with the Furio. But for me, below 30 knots, the IPS is useless. Its performance is not optimum and these engines are very expensive.

- it's not the same scenario for your credit card, since the engines burn 115 l / hour. To summarize, most large units are able to cross the Atlantic without refueling, as long as they limit their speed to between 8 and 10 knots. As for the classic summer use, we can count on one month of boating and 1,000 miles. That is an average consumption - for 25 l / hour at a speed of 10 knots - of 2,500 liters (approximately €3,500 at European prices). For the same summer cruise, a sailing catamaran will run its engines for 500 miles. With a consumption of 10 l / hour at 8 knots, it will burn 625 liters of diesel - less than €900 at the pump.

Two architectural schools

To design motor catamarans, the builders have two solutions: base the boat on a sailing catamaran or design a model which is 100% engine. The first formula is the most common - Leopard, Lagoon, Privilege, Aventura, Nautitech, Bali...

Of course, all the elements of the rig disappear as well as deck hardware and mast support strut. The hulls are reworked at the after end for more lift: this is first of all to fit bigger engines, to support their higher weight but also to ensure a longitudinal trim is pitched up at a minimum at high speed. Another modification: the skegs shorten to become simple mini-keels - in order to maintain a track and a minimum of grip during crosswind maneuvers. The draft becomes significantly lower than that of the sailing ca-

tamaran. Most often, these models sport a flybridge - at least for units over 43 feet. An option sometimes already proposed in the sailing version. Inside there are very few changes. We see exactly the same accommodation layout. Ditto for the cockpit and the deck plan.

The second formula is one defended by Fountaine-Pajot, which has developed a specific range of engine catamarans. The bias is rather to propose a two-hulled cruiser. The platform is noticeably smaller in the beam: 6.61 m for the MY 44 against 7.12 for the Bali 4.3 MY and 7.54 for the Nautitech 47 Power. It's always better for places in port, even if the sidedecks are not as wide. The Fountaine engine is also impressive: we are dealing with 2 x 370 or 2 x 435 hp Volvos. The Nautitech is happy with 2 x 225; 2 x 160 hp for Bali. The technology is clearly focused on performance above 15 knots. It pleases the owners, even if they will use very little of the potential of their boat. On





board, new codes are adopted, straddling sailing culture and power boating. An innovative concept and inevitably interesting. Less bling than on a speedboat, but more surface area for relaxation. More openings inside, but handholds for standing if the sea is rough... The most glaring difference is inside, where priority is given to the cabins. They are huge and do not hesitate to encroach on the nacelle. At the expense of the saloon - socializing is more of an outside thing, under the rigid bimini. We find this logic in shipyards that only make motor catamarans, such as Aquila Yachts and its complete range from 36 to 48 feet, while waiting for new products to come on stream soon...

We should also mention the Sunreef shipyard that offers a whole range of motor catamarans as well for blue water cruising (Power 60/80) and for fun (40 Open). There remain other projects or achievements in progress, such as Blazajak and Furio 6 (Privilège Marine). As for the United States, the Mares 47 Fly doesn't hesitate to be propelled by four Suzuki outboards at 350 hp: it's all about exceeding 50 knots...

A market with the wind in its sails (even though they don't have sails...)

According to the manufacturers, the growth forecasts of the catamaran market are good. The pragmatism of former sailors who note their great number of engine hours and the constraints imposed by the sails, the evolution of the platforms offering ever more comfort - on board which any constraint becomes even more painful, inevitably. We dare not mention the aging of the man... The use of these units is close to that of sailing catamarans, except that we sail a little faster, that we almost laugh at the weather and we are able to keep to a schedule. Always more fun to arrive in time at Santa Cruz or Palma to retrieve a crew member or a family member who is getting off an airplane! Motor catamaran buyers



are mostly (60 to 70%) former catamaran sailors. These Skippers appreciate the relatively simple maintenance of their unit, using only one full tank of fuel in the year, not to mention the lower draft of their boat. But we're not just dealing with old sailors. Regular motor boaters are also attracted to two-hulls. More privacy in the cabins, larger nacelle, better seakeeping behavior, no rolling at anchor, lower consumption, possibility of long crossings: the benefits are numerous.

- 1 : Today, several builders offer motor units powered exclusively by solar energy. And it works!
- 2: The motor cat can also adapt to new concepts, like this Cocoon which is surprisingly livable despite its size of only 8m.
- 3: The flybridge is of course one of the must-haves on motor catamarans (here the MY 44). You can dine, rest, run the boat and enjoy life, quite simply!
- 4: The Furio's owner's cabin conceived by Privilège Marine. On board most motor catamarans, there are even more luxurious amenities than on sailboats.