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Prestige 750

750

COOL, CALM AND COLLECTED

PUTTING THE MASTER STATEROOM ON THE MAIN DECK LEVEL GIVES THIS UNIQUE 75-FOOTER AN ABUNDANCE OF SPACE AND SEVERAL OTHER BONUSES. ***By Dag Pike***

LIFE PLAYS SOME FUNNY TRICKS and when I travelled from Britain to Trieste in the northeast corner of Italy in the winter, I was sure that I would find some lively conditions for a significant sea trial of the Prestige 750. I did not expect the mirror-calm sea that was such a contrast to the storm-lashed coasts of Britain. The calm was disappointing, and although it did not stop me appreciating the qualities of this superb new design from Jeanneau, I would have loved to put it through its paces in a more demanding way.

The Prestige name is quite new still in the motor cruiser market, but it is starting to have a major impact that will be felt strongly by its competitors with the introduction of the Prestige 750. This flagship design means that Prestige is vying with its major competitors in one of the most challenging sectors of the market. The 750 competes in terms of quality, engineering and style – as well as price.

Right from the start, the ambition of the Prestige 750 designers was to have the master stateroom at main deck level, something not seen before in a 75 footer. They have more or less achieved this because while there are four steps from the saloon to the master, the master suite is high enough in the hull to allow significant design changes and this has produced several bonuses.

Located under the forward coachroof there are no compromises in the size and quality of the master suite. It has a massive eight feet (2.44 metres) of headroom; it has windows that allow you to watch the world go by while lying in bed. The suite incorporates a walk-in dressing room and a beautiful bathroom with a very large shower cubicle. The generous headroom does create one issue: you cannot

reach the skylight hatches over the bed to open/close them unless you stand on a chair.

Having the forward master raised in this way has allowed the hull designers to make the forward section of the hull considerably finer than normal because they now lie well below accommodation level. This should significantly improve the performance in waves –one of the main reasons that the flat calm with no challenging waves frustrated me. This fine entry combined with a dead rise on the deep V hull of a ride-cushioning 14 degrees should ensure a comfortable ride even in adverse conditions.

Going back to the accommodation, the VIP cabin has been located amidships in the position that would normally be occupied by the master. The VIP is nearly up to the same quality as the master cabin and although it lacks the views it has a large walk-in closet and generous bathroom on its starboard side. Forward of this there are two twin cabins, with their forward ends tucked under the master cabin in an innovative use of internal hull space. The port twin has an en-suite bathroom that is shared by the other twin cabin giving a total of eight berths, which could be a bonus if the yacht is used for charter work.

Completing the layout below decks is the well-engineered engine room that is accessed via a transom door and the two-berth crew cabin located against the transom. The generous amount of accommodation fitted into the hull is helped by not having a tender garage aft. A tender can be carried on the hi-lo swim platform or up on the rear of the flybridge where an optional crane can be installed.

The main deck saloon follows the practical trend of having the galley just inside the cockpit doors so that it can serve both the cockpit table and the stylish glass dining table on starboard opposite the galley. Strangely, this is a six-seater dining table when there are berths on board for eight.

The rest of the saloon is given over to an inviting lounge area with the ubiquitous rising TV screen behind the helm seating. This helm had to be raised above the saloon level to gain a view through the windscreen so even when you are standing in the saloon there is no forward view, which seems restrictive. Perhaps you get used to this after a while, but I do like my forward view.

Prestige is planning a re-design of the helm area. Currently it is also the passageway to the outside door on the port side and the wheel is set low so you cannot sit comfortably at the helm. The wide window mullions restrict visibility and the dash layout is convenient, rather than

practical. There is work to be done here, but the test boat was the first one out of the factory.

There is space and view galore up on the busy flybridge that extends right aft. A reverse angle windscreen protects the helm and on the port side and behind this there is a bar counter with a teak dining table and a sunbed to starboard. The whole area is sun-protected by large optional fixed bimini, but there is a fabric centre panel that opens when you want the sun. Further sunbed space is aft and again there is an extending screen on the rear of the bimini that can offer sun protection if this area is not used for jet ski or tender stowage.

The exterior styling is sharp and dramatic with the high topsides matched by the long sweeping line of the superstructure as it rises from the coach roof, up to the flybridge and then drops slightly towards the stern. It is a very modern style that is matched by the hard-edged styling found in the accommodation. You can sense the quality of the design with a variety of interior styling options and the wide range of optional

HULL DESIGN

Designing the hull of a motor yacht is always a compromise between so many conflicting features, but this new approach by Prestige holds out considerable promise. The fine entry will allow the hull to cut through waves rather than lift over them and it is only as the waves get bigger that the buoyancy of the hull will come into play.

The deeper than normal V of the hull also helps to cushion the ride in waves. A normal motor yacht hull will have a deadrise of around 10 degrees that may make the hull more efficient and allow higher speeds from the same power, but Prestige has opted to put the accent of the hull design onto creating a comfortable ride. This is a yacht that you will still want to use when the seas get a bit lively and my regret is that calm seas on the sea trial prevented me from putting this to any sort of convincing test.

equipment that allows an owner to customise the design considerably.

Good points in this new design are the electric privacy screen at the rear of the cockpit, the ability to specify Seakeeper gyro stabilisers and a joystick control system, the wide side decks, the generous size of the cockpit and the good galley. Overall this is a wonderful new design that will certainly impress the market. Apart from the helm re-design the fairleads forward need their sharp edges removed and there are a few other details that need improvement, such as handholds in the saloon and improved stair handrails, but the test was on the prototype.

A pair of eight-cylinder MAN diesels each develops 1,200 hp, with smaller 1,000 hp engines as an option. There is a conventional shaft and propeller system and in terms of performance, the Prestige 750 is conservative with a top speed of 28 knots. This will be more that adequate for most practical purposes and it offers a good cruising speed of 24 knots where the 750 feels like it could cruise all day. The acceleration is good, but the 750 runs at its best with the flaps halfway down despite the fact that a small hook has already been built into the hull bottom.

Everything about the performance – as far as I could test it in the conditions – was safe and predictable. It is designed for cruising rather than trying to pretend it is a sports yacht, as some competitors do. The joystick control operates on bow and stern thrusters as well as the main engines and allows precise and safe manoeuvring.

This newcomer to the market is set to make its mark. It ticks so many boxes for what owners want in the modern market and I am sure that the small teething troubles on the prototype will get ironed out quickly. It was so refreshing to find some new design thinking and I can see the competition taking a very close look at this concept.

Technical Specifications – Prestige 750

Length OA	74 feet, 01 inches
Length WL	68 feet, 01 inches
Beam	17 feet, 11 inches
Draft	5 feet, 03 inches
Light displacement	91,271lbs
Loaded displacement	105,822lbs
Fuel capacity	1,168 gal
Water capacity	220 gal
Transom deadrise	14°
Engines	2 x 1,200 hp MAN diesels
Optional engines	2 x 1,000 hp MAN diesels
Propulsion	Shafts and propellers
Design	Garroni Design and J.P.Concepts
Basic price	€2,485,000
Price as tested	€3,100,000

RPM	Speed	Comsumption	Sound/Helm	Sound Saloon
600	6.0	4.2	58	61
900	8.9	8.0	61	65
1200	11.3	20.8	61	66
1500	13.3	36.3	64	70
1800	18.4	57.0	68	72
2100	23.7	84.0	73	75
2400	28.0	111.0	74	78

Readings taken on a sea trial off Trieste, Italy in the North Adriatic Sea. Wind 0 knots. Sea calm. Speed readings taken by GPS. 70% fuel, 39% fresh water, 26% grey water, 14% black water. 6 people on board. No tender.