

IN BRIEF

Ready to be customised

In 2007, the yard successfully built the *Catana 87* (27m), designed by naval architects Christophe Barreau and Frédéric Neuman. *Orion* was built for an experienced catamaran yachtsman, and is the largest yacht to come from the yard to date.

Today, even though the yard hasn't as of yet launched another superyacht, and has been kept busy with its smaller sized yachts, it still offers this fully customised series, which can be built in any size above 25m.

H2X

► **Location:** La Ciotat

► **Web:** www.h2x.com



H2X's most recent launch, *Cartouche*

H2X has several superyacht launches under its belt, including the sail catamaran *Nahema 120*, which during its construction in 2008 H2X could say it was the first shipyard in the world to build a 36m hull through epoxy resin vacuum infusion. H2X builds both custom and semi-custom boats, including monohulls and catamarans, power and sail, both for pleasure and work.

The yard's last superyacht launch was in 2010 — the 29m *Cartouche*. "Like everybody else, we got hit by the crisis but by shifting, temporarily, our activity from a luxury production one to a commercial one, we can say that we have not felt the recession," said Bertrand Fergelot, sales representative at H2X. H2X is also a subsidiary of *Ix-Marine*, a division of the *ix-Core* maritime group, and therefore has the backing from this huge group to allow for slower superyacht demand if necessary.

Currently the yard is busy with two workboats under construction (a 43m and

12m) and also builds custom tenders for superyachts and carries out refit work. The vision of the president of the yard, Sébastien Grall, has culminated in the creation of a one-stop company where all the various stages of construction and refit, from naval architecture to production, has been grouped under one roof.

Investing in the future

Due to the current economic situation and the evolution of its clients' requests, H2X has developed a new strategy for the future which will see it introducing new products with competitive prices. Furthermore a research and development programme to strengthen the shipyard's innovation policy in eco-designed boats with the possibility to use biomaterials is also taking place.

No doubt the company will be busy for the future as the yard has also had interest in larger projects. "We are answering a few bids regarding boats up to 60-metres," said Fergelot.

MULTIPLAST

► **Location:** Vannes

► **Web:** www.multiplast.eu

Multiplast in Vannes was founded at the very start of the 1980s by Gilles Ollier in order to build yachts in composite materials. The company succeeded in this quest and today Multiplast has a well-established reputation for building high-tech custom composite multihull and monohull yachts, especially racing ones.

Multiplast combines the existence of an architectural design office, the Gilles Ollier Design Team (comprising Yann Penfornis, Franck Martin and Jack Michal), and a composite shipyard within the same company — although Multiplast has also built composite yachts from the drawing boards of other architects.

Racing pedigree

Some of the company's race-winning yachts include the 33m *Gitana*, 32m *Groupama 3* and 37m *Orange II*. In fact, Multiplast has built three of the largest multihulls which are taking place in the next Route du Rhum in 2014, including the 24m *Prince de Bretagne* (the yard's last superyacht launch in October 2012), *Banque Populaire* (ex *Groupama 3*) and the refitted *Sodebo*,

which is currently at the yard. Work has already begun on the 34m maxi trimaran *Sodebo* (Multiplast's ex *Geronimo*) and should be completed in plenty of time for the race in March 2014. Dominique Dubois, CEO of Multiplast said, "To convert this trimaran, which left our yard a few years ago for Olivier de Kersauson, into a machine potentially capable of winning the next solo Route du Rhum, is a superb challenge".

Other than the start of this huge refit, 2013 has also seen the launch of a 65-footer from the Vannes yard that is due to participate in the Volvo Ocean Race.

PRIVILÈGE MARINE

► **Location:** Les Sables d'Olonne

► **Web:** www.privilege-marine.com

Newly formed Privilège Marine comes from the back of Alliaura Marine, which went into liquidation in 2011. Alliaura produced the Privilège, Feeling, Tresco and Transcat range of boats. Last year Privilège Marine restarted catamaran production in Les Sables d'Olonne after French industrialist Gilles Wagner, with the support of private investors, bought the Privilège and Feeling brands along with the moulds and production tools from Alliaura's assets.

A new lease of life

The company hired former employees of Alliaura Marine and has embarked on a series of sail catamarans between 44ft-75ft (up to 23m) from the Privilège range and a series of sail monohulls from 32ft-44ft in the Feeling range. Privilège Marine also introduced a new power catamaran range this year, designed by Marc Lombard (from 18.8m to 19.3m).



Privilège Marine's new power catamaran

No mention as of yet has been made of Alliaura's largest yacht to date, the 30m Privilège 1000 catamaran, and whether the newly formed Privilège Marine will take on that mould. **SB**