# Privilège 495

**$ 390.000**



| | | | |
|---|---|---|---|
| Boot-fabrikant: | Privilège | Lengte: | 14,96 m |
| Boot-type: | zeilboot | Breedte: | 7,32 m |
| Categorie: | tweedehands boot | Bouwjaar: | 2008 |
| Ligplaats: | Panama, Narganá | Hutten: | 4 |
| | | motor: | Yanmar 4JH4-TE, 75 PK (55 kW), diesel |

Verkoper:
**Nicolle Associates**
Adrian Nicolle
Saltmakers House
SO31 4NB Southampton
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Talen: Engels










## Details

| | |
|---|---|
| Boot-ID | **s320955** |
| Designer | **Marc Lombard SARL** |
| kooien | **7** |

## Technische gegevens

| | |
|---|---|
| Diepgang | **1,35 m** |
| Rompmateriaal | **GVK/kunststof** |
| Brandstoftank | **602 ltr** |

## motor

| | |
|---|---|
| Model | **Yanmar 4JH4-TE** |
| Motorvermogen | **75 PK (55 kW)** |

## Uitrusting

| | |
|---|---|
| Navigatie | **autopilot, echolood, GPS, plotter, radar, VHF-radio, visvinder** |
| Technische uitrusting | **220V landstroom aansluiting, airconditioning, davits, generator, omvormer, onderwater diepte aanstreping, ontziltingssysteem** |
| Uitrusting dek | **douche op dek** |
| Interieur | **cockpitafel, ijsmachine, oven, spoelbak, wasmachine** |
| Consumenten-electronica | **tv** |
| Veiligheid | **EPIRB, reddingsvesten, reddingsvlot** |
| Persennings | **bimini top, hardtop** |

## Beschrijving

Summary2008 PRIVILEGE 495 - MACERA

**Owner’s Version | Major 2021-2022 Refit | 2022 Standing Rigging | Yanmar 75hp Engines Rebuilt | Yanmar SD60 Saildrives | 2,435W Solar | 1,200Ah Lithium | Twin Watermakers**

Few production catamarans have earned the enduring reputation enjoyed by the Privilege range. Built by Alliaura Marine in France, the Privilege 495 combines robust offshore construction, excellent seakeeping and substantial liveaboard accommodation, making the model one of the most highly regarded bluewater cruising catamarans of its generation.

MACERA is a 2008 Privilege 495 Owner’s Version, currently cruising amongst the San Blas Islands of Panama. Privately operated and reportedly never chartered, she has been substantially equipped and upgraded for extended independent cruising.

The current owners acquired MACERA in 2021 and subsequently undertook a major programme of refit and upgrading during 2021 and 2022, reported to have represented an investment of approximately US$200,000. The work included comprehensive rebuilding of both Yanmar 4JH4-TE 75hp engines by a Yanmar dealer in Colombia, replacement Yanmar SD60 saildrives, installation of the Mase generator, lithium batteries, replacement pumps, paintwork, new windlass, upgraded ground tackle, 2,435W of solar generation and substantial additional work throughout the yacht.

All standing rigging apart from the dolphin striker was replaced in 2022 using rigging supplied by US Spars, with supporting correspondence, payment and shipping documentation available.

A further programme during autumn 2025, undertaken in preparation for a proposed Atlantic crossing to Europe, included engine servicing, underwater maintenance, replacement bronze ball valves and fittings, new galley appliances, new upholstery and exterior maintenance.

Her cruising inventory includes a 1,200Ah lithium domestic battery bank, 2,435W of solar generation, Mase generator, twin watermakers, dual 230V and 110V inverter/charging capability, Starlink, IridiumGO!, YB3i satellite tracking and communications, Class B AIS, air conditioning, powered sail handling and a 2021 aluminium/Hypalon tender with 25hp outboard.

MACERA is expected to remain in the San Blas Islands until sold.

Broker’s Comments

The Privilege 495 occupies a particularly respected position within the bluewater cruising market. Unlike many production catamarans developed principally around charter use, the Privilege range placed greater emphasis on private ownership, offshore capability and comfortable long-term living aboard.

MACERA is particularly appealing as the Owner’s Version, with unusually generous forward beam-to-beam owner’s accommodation, king-size berth, additional guest accommodation and a galley-down arrangement which leaves the raised bridgedeck saloon available entirely for living and entertaining.

From a technical perspective, the extent of work undertaken by the current owners is significant. They acquired MACERA in 2021 and subsequently undertook the major 2021-2022 refit and upgrade programme, giving them first-hand knowledge of the work carried out and equipment installed.

Both Yanmar engines were comprehensively rebuilt, replacement Yanmar SD60 saildrives were supplied in 2022, the generator was installed during the refit period, standing rigging was replaced in 2022 and further machinery, underwater and interior work was undertaken during autumn 2025. Supporting contemporary documentation is available for a number of these works.

Her electrical installation is particularly well suited to independent cruising, combining a 1,200Ah owner-built lithium battery bank, 2,435W of solar generation, Mase generator, Magnum 230V inverter/charger and Victron 110V inverter/charger.

The owners have also been candid regarding present maintenance items. Four of the five air-conditioning units are

operational, the foredeck trampolines require replacement and there has been a coating-adhesion issue following the autumn 2025 bottom work on the outside of the port hull. The owners report that the other three hull sides are unaffected and are scheduling a haul-out to rectify the affected area.

Overall, MACERA combines the underlying build quality and accommodation of the Privilege 495 with substantial investment in machinery, rigging, electrical generation and cruising systems.

Specifications Additional InfoAccommodation

The interior is finished in high-gloss cherry wood veneer with extensive natural light from the raised saloon glazing.

Large forward beam-to-beam owner’s accommodation.
King-size owner’s berth.
Owner’s head with separate dedicated shower.
Smaller semi-attached child’s cabin.
Two guest cabins aft.
3 x guest wet heads with integral showers.
4 x electric macerating toilets with saltwater flush.
Raised panoramic bridgedeck saloon.
Wraparound saloon seating.
Dining table.
Navigation area.
Saloon television.
Extensive storage.

New upholstery was fitted throughout during autumn 2025.

Interior and exterior carpentry undertaken during the refit period included teak repairs, Owner’s Version-style cupboards and additional storage within the saloon seating.
Galley

Three-burner gas hob.
Built-in oven.
Twin stainless-steel sinks.
Corian worktops.
Two refrigerators.
Separate freezer.
U-Line icemaker, also usable as an emergency freezer.
LG washing machine.
Extensive storage.

Galley appliances were renewed during autumn 2025.

Engines & Propulsion
Engines: 2 x Yanmar 4JH4-TE turbo diesel
Power: 75hp / approximately 55.2kW each
Rated Speed: 3,200rpm
Engine Rebuilds: 2021
Hours Since Rebuild: Approximately 1,000 hours
Propellers: Flexofold folding propellers
Both original Yanmar engines were comprehensively rebuilt during 2021 by a Yanmar dealer in Colombia.

New cylinder sleeves.
New piston rings.
New seals and gaskets.
New injectors.
New turbochargers.
Cylinder heads rebuilt with new moving components.

New pressure pump to starboard engine.
New heat exchanger to starboard engine.

Contemporary Todomar workshop documentation relating to engine repairs is available.

The approximately 1,000-hour figure is a conservative owner estimate since rebuild. Replacement LCD screens for the engine-hour displays are expected to enable exact individual readings to be established.

Engine oil has reportedly been changed at approximately 100-150-hour intervals.
Further servicing during autumn 2025 included injector checks and valve-clearance adjustment.

Saildrives

Saildrives: 2 x Yanmar SD60-4T
Reduction Ratio: 2.23: 1
Supply Date: January 2022

2 x Yanmar SD60-4T saildrives.
2 x SD60 adaptor plate kits.
2 x damper discs.
Associated equipment.

French Marine Motors documentation dated 11 January 2022 records the supply of the replacement saildrive equipment. The current owners advise that the saildrives were installed shortly after shipment, approximately February/March 2022.

Generator

Manufacturer: Mase Generators
Model: Mariner 1020 B
Rated Output: 9.5kW
Voltage: 240V
Frequency: 60, Hz
Current: 39.6A
Manufactured: 2019
Installed: 2021
Operating Hours: 2,836 hours shown
The generator is installed within an acoustic enclosure.
Watermakers
Two independent watermakers are fitted.
Sea Recovery Aqua Whisper

Principal watermaker.
Approximately 40 US gallons per hour.
230V operation.
Sea Recovery automatic system controller.
Salinity monitoring.
Fresh-flush function.

Village Marine Little Wonder

Secondary watermaker.
Approximately 8 US gallons per hour.
12V operation.
Temporarily installed for a passage subsequently not undertaken.
Replacement membranes currently on order.

Tankage & Plumbing

Fuel capacity approximately 600 litres.
Freshwater capacity approximately 570 litres.
2 x holding tanks, one amidships in each hull.
Hot water supplied via shore power, generator or starboard engine.
Hot and cold deck showers.

Electrical Systems

2,435W solar array.
Solar arch.
Provision for additional solar capacity.
MUST MPPT solar charge control.
1,200Ah owner-built lithium domestic battery bank.
Battery manufacturer unknown; batteries sourced directly from China via another cruising owner.
Battery installation assembled by the owner.
Individual battery/cell components accessible for inspection.
Battery bank installed within a metal enclosure in the original battery location.
Magnum Energy inverter/charger - new 2026.
Magnum 230V inverter output approximately 2,700W.
Magnum charging output approximately 125A at 12V.
Victron Multi, Plus inverter/charger.
Victron 110V inverter output approximately 2,000W.
Victron charging output approximately 80A.
2 x Balmar MC-618-H alternator regulators.
Original yacht electrical installation configured for 230V.
Wired 110V outlets installed throughout.
Mastervolt battery monitoring.
Mastervolt AC power monitoring.
Engine alternator charging.
Shore power.

Documentation supplied includes a December 2021 invoice for two Balmar MC-618-H alternator regulators.

Navigation & Instruments

2 x Raymarine E12 multifunction chartplotters.
Raymarine Hybrid, Touch multifunction chartplotter.
Raymarine Digital 4kW radar.
Airmar depth transducer.
GPS.
Raymarine autopilot control.
Raymarine multifunction sailing instrument display.
Wind instrumentation.
Depth instrumentation.
Speed instrumentation.
Fishfinder/sonar functionality.
Additional Raymarine display at the navigation station.

Communications & AIS

Comar CSB200 Class B AIS transponder.
Starlink.
IridiumGO! satellite communications.
YB Tracking YB3i satellite communication and tracking unit.
Raymarine VHF.
2 x handheld VHFs.
2 x EPIRBs.
Ocean Signal rescueME EPIRB1 amongst the EPIRB equipment.

Air Conditioning

3 x approximately 7,000 BTU.
2 x approximately 12,000 BTU.

Four units are currently operational.
One unit requires servicing or repair.

Rig

Mast: Marechal aluminium mast.
All standing rigging apart from the dolphin striker was replaced in 2022.

Replacement rigging supplied by US Spars.
Upper terminals swaged by US Spars.
Lower terminals use Sta-Lok fittings.
Rigging renewed from the chainplates upwards.
Dolphin striker subsequently inspected.
Profurl furlers.
Bowsprit.

Supporting documentation includes US Spars correspondence dated 21 March 2022 specifically referring to standing rigging for the Privilege 495, together with payment and shipping records.

Upper cap shroud each side.
Lower shroud each side.
Forestay.
Inner forward stay/baby stay.

Sail Handling

Six winches are fitted in total, five of which are electric.

Primary sail controls.
Main halyard and reefing.
Mainsheet.
Traveller.

Work to the winches was undertaken during the refit period, including replacement transmissions for three electric winches.

A hardtop provides protection to the raised helm and access for mainsail handling.

Sails

Hydranet mainsail.
Hydranet genoa.
Hydranet staysail.
Three mainsail reefs.

The owners report that the Hydranet fabric remains strong. The sails were considered sufficiently serviceable for the owners' intended long-distance Atlantic passage.
Ground Tackle & Deck Equipment

Electric windlass - new 2021.
Mantus M2 55kg primary anchor.
98m x 12mm anchor chain, re-galvanised 2025.
Additional 100ft rope rode.

24kg Delta anchor.
Delta anchor rode comprising approximately 15m chain and 120ft rope.
20kg aluminium Danforth-style spare anchor.
Raised stanchions allowing three rows of lifelines.
Hardtop helm protection.
Spacious aft cockpit.
Cockpit seating.
Cockpit table.
Bimini with shades.
Davits.
2 x swim ladders.
Hot and cold deck showers.
Aft tender-handling arrangement.
Enclosure serviced autumn 2025.
New hatch covers autumn 2025.

Tender & Outboard

Tender: 2021 Seashea
Tubes: Hypalon
Configuration: Centre-console RIB
Outboard: Tohatsu MFS25C
Power: 25hp
Safety Equipment

6 x lifejackets.
Safety harnesses.
First-aid kit.
2 x EPIRBs.
Ocean Signal rescueME EPIRB1.
Bombard Offshore six-person liferaft.
Non-SOLAS / ISO 9650-1 type.
Documentation records liferaft service and inspection in February 2022.
Next inspection shown on the supplied certificate as February 2024.
Current liferaft certification to be confirmed.
YB3i satellite communication and tracking device.
Offshore flare kit.

2021-2022 Refit & Upgrade Programme

The owners report approximately US$200,000 was invested during the principal refit and upgrade programme.

Comprehensive rebuilding of both Yanmar engines.
Replacement Yanmar SD60 saildrives.
Mase generator installation.
Lithium battery installation.