

Premier 45: Review and test

By **Simon Temlett**



The Premier 45 has become the flagship of a relatively small but diverse range of yachts built in Dubai by Premier Composite Technologies. The company has grown from a small, specialist outfit, Speedwave, run in the late 1980s to manufacture components for grand prix yachts. Under German brothers Hannes and Max Waimer, they built the first carbon composite spreaders and rudder for Dennis Conner's *Stars & Stripes* in 1988.

After a spell in Malaysia when the company was a prolific builder of Farr one designs including the Farr 30 (Mumm 30), Farr 40 and the Farr 52, the successful completion of a very large contract for composite sliding mosque roofs partially prompted the move to Dubai in 2006, and Premier Composite Technologies was born. Only, now they have the biggest five-axis milling machine in the Middle East, and much greater buying power to drive down build costs.

Being honest, the Premier 45 is a lot about indulgence. That is where it started out. It is a model designed originally by Botin/Carkeek, before they split into different design businesses, but with a very different interior courtesy of the Norwegian architects Snøhetta (look at their work on the King Abdulaziz Centre for World Culture for a flavour).

A close, wealthy motorsport friend of Hannes wanted a mid-sized, manageable cruiser-racer which would push the boundaries a little, which was something of a statement, a not-much-

more-expensive alternative to, say, an X Yacht or a Grand Soleil. That it all then rather ran away with him has resulted in a very comprehensively spec'd toy. It's probably best not to divulge the final spend, but suffice to say, he is so happy with the concept that he is reported to be having a 55-footer.

The Premier 45 was launched at the Dusseldorf Boat Show in January 2013 and more recently went to Amsterdam and Southampton shows as a prelude to being tested for the European Yacht of the Year, where it is a contender in the performance cruiser class.

Sailing performance

I sailed the boat on the Solent twice during the same day. First time out we had 9 to 13 knots of wind from east-northeast, and a nice little chop. Then in the evening it was more like 7 to 10 knots and warmer.

I was not really quite sure what to expect in terms of performance. Would it be all showroom gloss or all performance, which would require a race crew?

The boat was certainly quick and pretty easy to sail. In its current guise, as tested, it is a boat which will delight the experienced, discerning owner. But it can be detuned slightly more for a more sedate, easier life. So you might spec a mainsail with slightly less aggressive roach if you are sailing more usually in moderate breezes, and with the power controls in place perhaps even an in-boom furling system.

On a beat, the Premier 45 was predictably close-winded, feeling very light and responsive on the helm and tracking positively. We could achieve 7.5 knots at 25° off the apparent wind without too much concentration or trimming required.

Keeping the mainsail leech nicely twisted when the breeze was up allowed us to settle and enjoy the ride. Easing the angles open a little more and we made a speed in the low 8s, rising to about 9 knots with the apparent wind on the beam. The rudder profile will get some further attention as it is perhaps very slightly too aggressive. Bear in mind this is hull number one.

Setting the asymmetric gennaker is pretty easy. The retractable carbon bowsprit is controlled by a single outhaul line. We launched the light kite from a sock and were off in seconds towards the upper limit for the sail, making 10 knots and surging to over 11 knots at times with no real hassles and just three on board.

The helm remained light most of the time, very much more akin to a pedigree race boat in its feel. Suffice to say, the all-round sailing performance is sparkling but pleasingly manageable.

Specification

Price From c£356,000 (ex-VAT)

LOA: 45ft (13.7m)

LWL: 42ft 5in (12.9m)

Beam: 13ft 7in (4.2m)

Draught: 6ft-9ft (1.8m-2.8m)

Displacement: 9,335kg (20,580lb)

Sail Area (up/downwind) 1,296sqft/2,796sqft (120.4m²/259.8m²)

Fuel: 215lt (47.3gal)

Water: 300lt (66gal)

Berths: 4/6/8

Engine: Volvo Penta 55hp

Design: Botin Partners & Carkeek Design Partners

Interior: Snøhetta, Oslo – Norway

Builder: [Premier Composite Technologies](#)



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Simon Temlett



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