

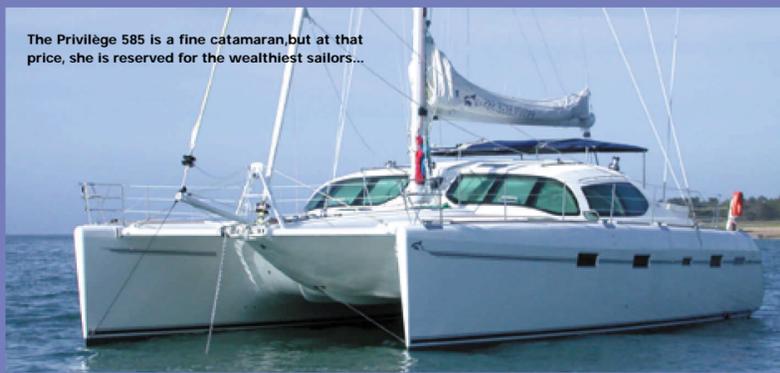


test

PRIVILEGE 585



The keel, designed by Marc Lombard, is a marvel.



The Privilege 585 is a fine catamaran, but at that price, she is reserved for the wealthiest sailors...

The Privilege 585 is a perfectly finished catamaran... featuring genuine comfort of life onboard and good performance.

PRIVILEGE 585

WELCOME TO THE WORLD OF DREAMS

TEXT & PHOTOS : PHILIPPE ECHELLE

THE FRENCH MULTIHULLS FLEET HAS A NEW FLAGSHIP WITH OUTREMER 64', MARQUISES, CATANA 581, LAGOON 570 AND YAPLUKA 60. THE FLOTILLA WAS MORE THAN EXCEPTIONAL. BUT NOW, THE BRAND NEW PRIVILÈGE WILL BE WREAKING HAVOC IN THIS NOMENKLATURA: HERE IS EASY CRUISE, PARADOX OR REALITY?

The Alliaura Group took over the activities and premises of Jeantot Marine in Les Sables d'Olonne, also operating Kirié and J.Composites. In other words, this new 'heavyweight' in the nautical industry of Vendée, now builds Privilege multihulls! Despite the manager's renown at the time, the first Privilege 47 and 48 designed by Guy Ribadeau Dumas suffered from a rather confused image in public opinion probably linked to their essentially professional use (rental or chartering) made of these boats. Yet, despite a few structural problems due to lack of experience in some 47, the intensive use of these catamarans, precursors in large craft, seems to have met with general satisfaction.

Today, another marketing and industrial strategy prevails. To paraphrase a famous slogan: a shipyard's flexibility, a group's strength: in concrete terms, this is materialized in a series of attitudes around which is organized the Alliaura team's new challenge and that of their favorite designer Marc Lombard. Pooling resources, rationalizing procedures, fine quality construction and finishing are particularly perceptible. The range comprises five models: 37', 435, 465, 585 and 65'. During my visit, the majestic silhouette of a newly launched 65' was the key attraction on the pontoon of the captaincy and, in the little Alliaura marina, a 465 with extended transoms struck my eye, also providing the scale for her robust big sister, the new 585.

PRIVILÈGE 585

Dear readers, the test of this 585 takes us into the very exclusive club of 60' cruising multihulls. New trends are confirmed: the turbulence of Mr Pons's ministerial decrees is behind us! The makers' objective is to create owners' units that can really be used with a small crew and offer a quality of life on board that can rival life on land: in brief, the latest models are closer to the lifestyle common onboard a motor yacht than on 40' bunks. Let's begin by making it clear that these boats don't aim to set a standard: they are too glib and too expensive for that. They occupy a profitable marketing niche for shipyards that value recognized technological expertise. And these big catamarans have a worldwide clientele of real sailors. Far from the negative images of the 1970s Taylorist industry, the construction of these boats calls on the finest craftsmen and forms a showcase for French know-how. At Multihulls World we have a special place in our hearts for small boats and the creative diversity they represent. Our pages are their nursery since they are affordable, but prestige models are what drives European yachting like a locomotive. The success in this segment of the market expresses the constant intellectual and technological challenge of these teams. So, let's go out to have a closer look at this new style of globe-floaters!

THE EASY CRUISE CONCEPT

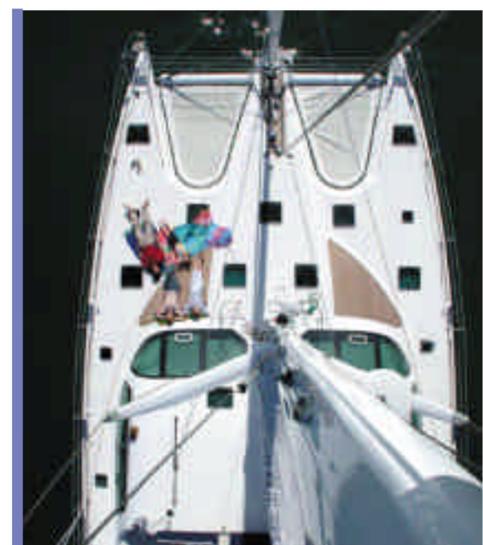
It seems Alliaura and Marc Lombard want to create a new reference in comfort for this size and offer hitherto unheard-of volumes: the 585 we tested is a genuine Pullman. The designer has succeeded in meeting the challenge, since the 585's lines are not as tense as on the 65: their design (especially the roof) attenuates the perception of the unbelievable space inside. Referring to life onboard a 17m catamaran as easy cruising is a hard challenge to meet: the power and complexity of these multihulls doesn't predispose them naturally to this result! This condition is essential, however: it is the basis for the concept's credibility. We would see on the water how this is achieved in the key compartments of navigation: maneuverability with sails and the motor, anchorage, energy production and life onboard.

FEATURES

The 585 is delivered in true sailing condition, as confirmed by a glance at the inventory of standard equipment. The future buyer can choose between two sets of features. A version with 4 bedrooms and an owner's version in which the 'pasha' occupies a real apartment in the 2/3 of the portside hull and central tip. We tested the version with four cabins plus a crew. The 585's nerve center is the deck saloon. The result is splendid! The wild cherry wood on a sandwich structure and the beige leather create a cozy luxury atmosphere. To starboard there is a real bar across from three club chairs and the saloon had a mobile table, which makes the dining room operational. This accessory illustrates the obvious concern with ergonomics everywhere onboard. The top-of-the-range finishing has priority over the fuss weight estimate and the result is wonderful. All the cabins are huge! The headroom, floor space, berths (200cm x 160cm) give the whole a warm feeling and biomechanical comfort rarely achieved in yachting. You can wash in splendid multi-jet shower stalls and the modular air conditioning (optional) further adds to the overall feeling of well being in these apartments. The art-deco tendency is tasteful and you'll just have to see that these fine realizations are kept away from the more boorish behavior for which they were not intended: dripping oilskins or winch handles have no place here! The starboard hull gallery is occupied on either side by a galley that is up to quasi-professional standards: freezers with a mural façade, negative and positive cold areas, gigantic counters of Corian, custom range with four large burners and oven. With such equipment, sailing on a 585 can become a gastronomic cruise with a talented chef onboard. Ideal for preparing Mediterranean red tuna, huge rock lobster from Tobago or coryphenes!

DECK LAYOUT

Clearly, the deck layout on the 585 offers all the finest accessories for maneuvering and for comfort specific to large catamarans but it systematizes recourse to electric winches, so all the functions are power-assisted: sheets, halyards and even the mainsheet track trolley!



The deck area is considerable, so everyone can find a place onboard...

I LOVED

- The comfort
- The quality of construction
- The lack of structural noises
- The technical design and equipment

I WOULD LIKE TO SEE

- Adjustment of the genoa jib traveler under tension
- An electric genoa furler
- A lazy jack canoe system without intervention for both paying off and hoisting
- A rational rope bag at the mastfoot

Life onboard this catamaran should be very pleasant for those lucky enough to take advantage of it.



Specifications

PRIVILEGE 585

General characteristics

- Builder: Alliaura Marine, Les Sables d'Olonnes
- Designer: Marc Lombard
- Interior decorator: Diedre Group
- Construction material: sandwich verre/mousse/polyester isophtalique
- LOA: 17.82 m
- Waterline length: 16.80 m
- Beam: 9.25 m
- Displacement: 20 T
- Clearance: 27.10 m
- Draft: 1.75 m
- Mast length: 24.25 m
- Mainsail: 109 m²
- Genoa jib: 80 m²
- Stormsail: 30 m²
- Gennaker min: 135 m²
- Asymmetric spinnaker: 280 m²
- Double cabins: 4/5
- Crew cabin: 1 single / 1 double or both
- Transmission: 2 X 110HP Volvo
- Fuel: 2 X 700L
- Water: 2 X 600L + desalinator 160L/h
- Lavatory water: 2 X 150L

Technical equipment

- Alternators: 2 X 60A
- Converter 220: 2000W
- Charger: 80A
- Ancillary batteries: 675A/24V
- Motor batteries: 2 X 2 X 135A /24V
- Hot water tank: 80L
- Generator: 12KVA 1500 rpm

Electronics

- Raytheon ST 60 Unit
- Automatic pilot ST 7000 Plus
- Radio K7 CD charger
- Radar/tracker/GPS
- VHF

Fittings

- Ocean 3 Ø14 windlass
 - Winches: 2 X 64ST. 1 ST56.1 ST53.2 ST44.
- All electric
- Davits for the tender
 - Gennaker boom

► Price: Euros 976,000 plus VAT

The rigid bimini top, large davits, large transoms for access to the sea, the size and number of trunks, the ergonomics of the anchorage area, all that is obviously in keeping with the expressed agenda, but my attention was particularly drawn to the raised helm station around which are grouped the piloting functions and instruments: a broad deep bench can accommodate two or three people and I found this sailboat flybridge convincing despite my prejudice in this area.

RIGGING AND FITTINGS

Progress in design and technological mastery accompanied the appearance of big cruising multihulls: in these sizes there's no room for fun and games! While remaining very classic, the 585 is provided with excellent equipment: aluminum mast, boom and forebeam by Jean Pierre Maréchal, Harken mainsail trolleys, Lewmar electric winches, Dyform rigging! Everything remains simple and calls on solutions that are tried and true. The powerfully self-stiffened 24m tube is even free of runners! The reduced sail area requires proper preparation of the set of rope stoppers and having ball-bearing blocks at every clew: only the installation of the essential nipper requires going to the end of the boom while supporting yourself on the rigid bimini top. For the rest, the mastfoot is perfectly well equipped with all the requisite speed and electric power. Without an automated furler it does take two people to reduce the genoa jib: one to handle the slack and the other for the furling rope. The gennaker fittings are perfect and their area (135m²) should provide a considerable boost to the 585 in light weather between 80° and 130° of the wind!

MOTOR AND UTILITIES

Despite her apparent simplicity, the 585 is a technologically sophisticated boat and part of the EASY CRUISE concept rests on the reliability of many mechanical features (for propulsion, assistance, energy production). Our very thorough visit and the assessment of the various stages in the assembly of these systems show that the obligation for excellence is obvious everywhere: accessibility, clarity of utilities, respect of the right way of doing things. Professionalism

appears everywhere and should guarantee the result. These units should have top-quality maintenance, but intervention is facilitated by the rational nature of the installations.

TEST AT SEA

With the motors well warmed up, we cast off from the Alliaura pontoon and entered the channel of Les Sables alongside a fellow motor catamaran. Once we had got through the usual little problems with the lazy-bag, we set the boat into the wind and hoisted the mainsail, this maneuver is 80% an exercise in vigilance since the halyard winch is a model of speed and comfort. After having slalomed between the lazy-bag's bridles, the Spectra sail is well in 30 seconds later! Beware, however, of these super-powerful new electric motors: at night some non-initiates have knitted strange scarves with their reef pennants! Marc Lombard was onboard and our discussion on reducing the sail area ended up with our hoisting the complete mainsail and genoa. We were accompanied all afternoon by a northeast wind at 20-25 knots and even close-hauled we did not have shorten sail This was a test and the exercise was tolerable for a few hours: at 40° of the wind, we sailed at 11 knots on a virtually flat sea! There were 30 knots apparent wind: everything was going well, but we had to beware of the stress generated by this kind of sailing! The short, rather deep Lombard fins performed wonders, keeping the 585 on her course. Bearing away, we tacked on a reach all afternoon between 9 and 12 knots, with a peak at 14 we felt strongly in a gust of wind.

The helm is somewhat sticky, as appropriate for the hydraulics, but excessively geared down, but owners and pilot makers seem to appreciate this general characteristic: it strikes to me that the fine Lombard fins would be better served by something more direct, but I leave that to individual opinions. It is true that 80% of the time, this limousine will go her way under the control of the powerful pilot 7000, the single fly helm station is thus perfectly consistent. With perfect ergonomics, the visibility in 4 corners deserves a perfect score. The succession of tacks was effortless,

only the lengths of genoa sheets complicated the maneuver compared to a self-tacking solent, but there again, the power systems handle it. We didn't have a chance this time to use the gennaker. This sail is undesirable beyond 18 true knots. That's unfortunate, since I would have liked to assess its efficiency on the 585's long boom! A mini-staysail de 30m² completes the standard set of sails. The spinnaker's 280m² performed wonders equipped with a top-quality sock, but dropping the sail requires prudence and anticipation. At the helm for some time, I did not feel tired, as sometimes happens with certain catamarans in which you have the feeling of standing in a corner behind the roof. All the maneuvers performed show that the concept of an easy cruise associated with the 585 is realistic: with a small crew this boat is less physical than a manual 45'. The design of the anchorage station, the great lengths of 14-diameter chain and the optional second windlass (present on our test boat) show that, here again, this measure was taken. The arrival at the Alliaura pontoon with 20 knots of crosswind was an interesting exercise: having become familiar with the 585's reactions under sail, I started the maneuver of backing to the wharf with the small tension linked to the position of this large brand-new boat. Nor can I forget the windage of the 17m hulls and the 27m mast! The first 180° rotation was a big surprise, and the boat turned in

place with the ease of a dinghy. The comfort and efficiency of the electric controls are truly sensational! The power and torque of the motors make it possible to maneuver the Privilege in all situations: this is an efficient toy that responds to all actions from the helm, the anti-leeway device plays its role perfectly and the rudders are truly directional. This means zero defects!

CONCLUSION

The 585 proudly sports her true colors and displays her options: maximum comfort, appointments comparable to those of a 25m maxi mono, high cruising speed with a small crew, fixed fins with no internal mechanism. The first unit in the series shows fine maturity with a genuinely homogeneous whole. Self-assured, with all the safety and comfort she provides, the 585 should convey to the ends of the world the hedonistic crews that have chosen to sail her.

I was delighted by the overall concept of the quality of life. She may be slightly less efficient for an outing of a few hours than some of her fellows with sportier claims, but she will cajole her crew like none other: the great care in the design and realization should guarantee the reliability of the many essential mechanical features that should be by accompanied top-of-the-range maintenance. In exchange, this environment will offer the rare pleasure of being sole master onboard a great boat.



In the saloon, to starboard, three club armchairs face the bar



In the bar - a real bar - you can greet your friends in truly extraordinary comfort



The saloon has a mobile table, which makes the dining room truly operational...

In the 585, the cabins are bedrooms...



	PRIVILEGE 585	LAGOON 570	CATANA 581	MARQUISE 56
LENGTH	17.82m	17.06m	17.70m	17.20m
BEAM	9.25m	9.15m	9.10m	8.15m
DISPLACEMENT	20T	14T	16T	13T
MAST	24.25m	22.50m	23m	
SAIL AREA UPWIND	189m ²	170m ²	195m ²	160m ²
DOWNWIND	389m ²	329m ²	335m ²	
MOTORS	2X110 HP	2X53 HP	2X110 HP	2X48 HP
DRAFT	1.75m	1.40m	0.90-2.80m	1.40m
WATER TANKS	2X600L	2X500L	2X600L	2X600L
FUEL TANKS	2X700L	2X400L	2X600L +1X200L	2X300L
DESIGNER	Lombard	Van Peteghem et LauriotPrevost	Barreau et Valdelièvre	Berret et Racoupeau