

A customised stamp, an attractive silhouette: the 615 seems to be carrying the Privilege range along in its wake!
(Photo Fly Pictures / A. Holder)

A RICH GLOBE-TROTTER'S DREAM

PRIVILEGE 615

The Privilege 615 is not really a crisis period 'product'! But let's not deny ourselves the pleasure of discovering it; moreover this generic term doesn't suit it! It benefits from a small production run design, but concentrates such talent and ambition for quality that it intends to be in the leading group of a family born at the beginning of the 2000s, the 'catamaran yachts'.



A real long-term cruising catamaran...which makes you want to go to the other side of the world!

48 HOURS ABOARD BLUE NOTE

When replying to the invitation from the owner of this 615, I didn't imagine meeting such a passionate cruising catamaran enthusiast. BLUE NOTE is actually his 3rd multihull, after a one-off 50' from the Profils team, and a Lagoon 57'. Alain has always greatly customised his boats; he likes living aboard, cruising and welcoming customers and friends. From the Mediterranean to the Pacific, he has gradually acquired a solid experience of this kind of multihull, which allowed him to collaborate positively in the definition of his new catamaran! The kind of emblematic purchaser in the segment, with whom the builders have to be able to compromise.

This 615 has already covered more than 5,000 miles, including a lively trip round Spain and two charter seasons. It is used as a main residence! It is not therefore an exhibition bijou residence, but a completely functional boat which was interesting to observe at the end of its 'running in' period.

ASK FOR THE PROGRAMME

The Privilege 615 can be justified within the framework of a well thought out programme, run by a competent owner who knows how to choose his partners for responsible use and maintenance. This kind of warning may seem off-putting,

but must be stated. A catamaran of this size is at the limit for reasonable personal use, and therefore requires maturity and availability, or a capacity for delegation, to enjoy it to the full. After a first life as a boat-home, regular cruises and a few seasons of occasional yacht charter, Alain envisages an active retirement aboard his Privilege: a long voyage and part-time work.

THE PRIVILEGE OF ENJOYING LIFE

Jean-tôt was the precursor of the development of big multihulls, with the 51', then the 65'. In 2001, the 585 returned to the concept: style and internal volume allowed Alliaura to assert its brand, its presence and its expertise in this demanding segment; the 615 is its natural successor. BLUE NOTE is one of the first examples of this young series. It is extensively customised and prepared without concession. The internal ergonomics, the functionality of the living areas and the quality of the accommodation are backed up by flawless equipment and careful decoration. The sound system and air conditioning finish off the creation of an atmosphere which is exceptional aboard a leisure cruising boat.

A COCKPIT WHICH IS A REFERENCE

For several years, the big catamarans have been trying to outdo each other with (sometimes bold!) solutions to make these 'external saloons' attractive; BLUE NOTE's has no revolutionary or ostentatious characteristics, it is just perfect! Both bright and private, it offers multiple covering possibilities, to adapt to all weathers. The reception capacity is flexible, without ever losing the area's cosy comfort. This marine 'patio' is accessible from the quay via a hydraulic gangplank and superb stairways in the sugar scoops, is joined to the bar and the galley, and is full of charm.

TWO STEERING WHEELS ON THE TERRACE

I often have reservations about the real advantages of a fly-

the tone. Once inside, the charm really starts to operate! The choice of materials: white leather, light maple decoration and a floor in dark 'wengé' vie with the organisation of the volumes in the area. The dining area is perfect for 8 guests (more than that and it's no longer a meal, it's a reunion!); the bar has a sink, fridge and all the space necessary for serving or presentation, allowing the galley to be located in the hull. A round settee is an invitation to discussions at the end of a chilly evening, or watchkeeping from the interior.

A FIVE-STAR GALLEY

By returning to his or her proper place, the cook gets back what he or she is entitled to. I am not going to drag you into a tedious list of the household arts, but

would nevertheless like to state that this galley is a success from all points of view and has all the equipment necessary to satisfy a demanding cook and hungry, refined guests. I particularly appreciated the large opening cut into the hull's side and the availability of all the functionalities.

HOME SWEET HOME... VIDEO

This variation of the 615 offers perfect comfort by drawing the quintessence from the available volumes, whilst avoiding two



The 'Baie des Canoubiers' offers an anchorage from your dreams, off-season.

major pitfalls: the perception of a boat which is too big for private use, and the absence of a real atmosphere. It is often this additional 'soul' which gives a living area its charm, whether ashore or afloat. Each of the 4 cabins makes up a small suite with its own atmosphere, sepa-

ment, the Privilège 615 is content with reasonably-sized engines. The 2 x 110hp Yanmar Turbos BLUE NOTE is equipped with ore modern, economical, discreet engines; the transmission, via shafts and folding propellers, reinforces reliability. Alliaura has chosen to fit them



The flybridge space brings together the helm, the piano and the sunbathing area!

rate electric heads (why aren't the motors more discreet?), multiple jet showers and desk, and is nothing like any of the others! The owner's section is adjacent to a children's gangway with two bunks. Access to the forward cabin is via the port companion-

quite far forward; the problems are compensated for by high-performance insulation and perfect accessibility (from the bilges, for daily observations, from the cabins for servicing). Power, torque and availability when manoeuvring proved to be



The 615's signature: fish-eye portholes, steering position on the flybridge, and boulevard-sized areas.

way or the saloon, to discover a very impressive home video installation. This convivial grotto is dedicated to all forms of sound or image, and uses the rostrum area in a very relevant way.

COMFORTABLE PROPULSION OF A MOTOR SAILER.

Despite its size and displace-

ment, the Privilège 615 is very satisfactory, as did the reactivity and flexibility of the electric controls. The problems of alternator belts have today been solved on these excellent thermal units, which are well-suited to the frequent or even intensive demands aboard boats whose mechanical propulsion is complementary to the



With its superb living spaces, the 615 is intended both for demanding owners and charter companies looking for a prestigious boat.

sail plan, as on all the catamaran yachts. This characteristic, combined with the quality of the living space and the economies resulting from the possibilities of deliveries under sail over long distances, allows demanding

sail to be carried to windward, 300 under gennaker and more than 350 under spinnaker! These respectable areas will not turn the Privilège 615 into a racing boat; it is not built for that! Despite its 35 tonnes, fully laden, it is capable of sailing

More than 210m² of sail to windward, 300 under gennaker and more than 350m² under spinnaker... The 615 is a real sailing boat!

programmes to be respected and can prove attractive to customers defecting from motor boats. The generator is of course essential, to supply the numerous on-board consumers; its use can be reduced by input from wind generators and solar panels which are not provided as standard.

A NICE LONG-DISTANCE CRUISING BOAT

The Marechal mast is 26m high and allows more than 210m² of

slowly in 6 knots of wind under gennaker, which reduces recourse to the 'iron topsail', when using the boat in a patient manner! In moderate breezes, 10 to 19 knots, the boat reacts well and shows a good turn of speed when reaching downwind. From the steering position, the perception of speed is almost reduced; at 8-9 knots, only the proximity of the sugar scoops or the bows restores the feeling of movement. With the exception of the access to the mainsail



The saloon lounge: one of the key areas of the Privilège 615's personality.



The Privilège's marine patio: one of its trump cards!



The 'pacha' cabin...



The galley expresses the boat's overall refinement...

headboard (essential for attaching the halyard and perfecting stowage in the lazy bag), which is not exactly a rest cure, the deck plan is completely coherent and even proves to be simple to use, if you have taken time to reflect and anticipate, as always aboard a big boat. The abundance, quality and power of the Antal electric winches, (as well as their speed when sheeting in) only call for praise; they are what open up the use of these big boats to a short-handed crew. The quality and size of the ball bearing fittings does the rest. Use of a boom barber hauler is essential once the mainsail goes beyond the rail; it is moreover surprising that this system has not been integrated as standard, with the necessary pad eyes on the deck! The keels are active even at slow speeds, and allow satisfactory pointing until the sea has become too rough and spoils things, and obliges the helm to open the pointing angle or help the boat with an engine! Coming back to Cannes from Saint Tropez in a freshening south-westerly (10, then 19 knots), we appreciated the meal eaten on the flybridge and the Privilège's perfect directional stability. Between 8 and 11 knots (GPS) under gennaker and mainsail; the boat was perfectly comfortable on the long broad reaching legs. It is certain that better performance will be obtained on downwind points of

sailing, where the hull length and the 615's power should push it along at 12-15 knots. In this strong wind configuration, (over 25 knots), we regretted the absence of a spinnaker boom fitting on the sides of the coach-roof, to stabilise the genoa profile (not at all shocking on multihulls!). Gybing under mainsail only required the use of the engine, to bring the stern through the eye of the wind; with the genoa the balance of the sail plan was re-established.

CONCLUSION

The Privilège 615 is a big, successful catamaran; its silhouette is very acceptable and the wedge-shaped coachroof moderates its windage. It is well built, has top-quality equipment and has been the subject of overall reflection which has made it reliable and pleasant to use. The 'secondary' equipment (anchoring system, electric davits, dinghy launching) is well-sized and worked to our entire satisfaction shorthanded (there were 3 of us aboard). Control of the sail plan is real; the fittings, just like the Incidences sails, cannot be criticised and this boat could go to the other side of the world with its owner. Comfort aboard is superlative, as is the build quality.

TECHNICAL SPECIFICATION

Architect: Marc Lombard
 Builder: Alliaura
 Length: 18.50m
 Waterline length: 17.35m
 Beam: 9.25m
 Mast height: 26m
 Air draft: 28.85m
 Unladen weight: 27t
 Daggerboards/keels: fixed keels
 Mainsail area: 124m² (double thickness Dacron)
 Roller genoa: 90m²
 Gennaker: 150m²
 Roller staysail: 33m²
 Engines: 2 x 110 hp Diesel
 Transmission: propshafts
 Generator: 7kVA as standard
 Watermaker: 160l/h
 Diesel: 2 x 750l
 Fresh water: 2 x 650l
 Black water: 2 x 150l
 Material: Divinycell foam/polyester/glass sandwich by infusion (vinylester below the waterline)
 Price of the standard version of the P615: 1,435,000 exc. VAT

SPORT : **
COMFORT : *****

THE PLUSSES

- Serious and well-proven boat
- Quality of life and authentic atmosphere
- Build quality

THE MINUSES

- Performance under sail a little disappointing
- Safety of flybridge access
- Hydraulic steering with no feedback and too low-geared

THE COMPETITORS

MODEL	CATANA 65	LAGOON 620	GALATHER	VAPLUKA 65
Builder :	Catana	Lagoon	Fontaine and Pajot	Yacht Industries
Architect :	C.Barreau	VP/LP	Berret Racoupeau	Yacht Industries
Length (m) :	19.80	18.90	19.35	19.80
Weight (t) :	27	27	22.6	30
Windward sail area (m ²) :	200	243	220	215
Price in €inc VAT :	2 800 000	NC	2 030 000	NC