

MULTIHULLS

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WORLD

Route du Rhum

THE CLASH OF
THE MULTIHULLS!



CHARTER

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the guide to a successful
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Our story: "We chartered
a cat for 3 months"

Chartering a Catamaran
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can you do that?



On test

Sail: BROADBLUE 346

Powercat: PRIVILÈGE EUPHORIE 5

Secondhand : LAGOON 37

Feature

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THE MAGAZINE COMPLICIT IN THE DREAMS OF ITS READERS

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EUPHORIE 5

A very successful POWER CAT



The power version of Privilège's Série 5 sailboat, the Euphorie 5, kept us waiting for almost three years, but convinced us... immediately. On board, you experience exceptional comfort and enjoy the luxury of good taste. You also get a feeling of confidence for long passages, whatever the weather.



IT IS AGAINST THE CHOP THAT ITS BEHAVIOR IS THE MOST CONVINCING: NO PITCHING, GENTLE MOVEMENTS AND NO SPRAY

Another one! Another catamaran that abandons its rig and adopts powerful engines, to get rid of headwinds, calms and of course the hassle of sails. It's a fundamental trend that could prompt some manufacturers to rush into this new market full of promise. None of that at Privilège Marine; the design, construction and development of this Euphorie 5, which has as a working basis on the Série 5, have taken more than two years. And the result is clearly up to the task. This boat wants to be luxurious and compatible with the prerequisites of the most demanding owners in terms of accommodation, finishing and equipment. This is certainly the case here. The silhouette of the Euphorie 5, seen from the pontoon, is imposing. It's clear that Marc Lombard has done a good job on the aesthetics. The sloping coachroof gives a zest of aggressiveness that goes perfectly with the rather low flybridge and its T-top. The vertical and slightly truncated bows at deck level seem more aggressive than those of the Série 5 - but they are in fact the same. It has all the identical PVC / glass sandwich construction, including for structural bulkheads. And of course, crash-boxes in the bows and sterns. The two Yanmar 320 horsepower engines are common-rail 4.4-liter V8 blocks. The standard engines would be 2 x 220 hp, though there's the option to be content with 2 x 180 hp, according to the yard. But the demand is clearly oriented towards big power, so Privilège Marine could install you two 370hp blocks.

Speed and suppleness

The spacing between the hulls makes the boat very easy to maneuver when you put one engine ahead and the other astern: no need for a bow thruster here. At the controls, perched on the flybridge, the view is excellent on the water. The platform, however, masks the back of the boat - all you need to do is to take the controls at a second cockpit installed aft, to port. We were

surprised by the low noise of the engines - even though we're switching from the 2 x 75 hp on the Série 5 to 2 x 320! Having got some way out of the channel at Les Sables d'Olonne, we could open up the throttles. The helm offers an unprecedented sensation: it is very soft and especially, it returns to a straight line when it is released, like power steering on a car. With its electro-hydraulic control, the helm independently manages the two rudders - no connection between the two. You can adjust the settings of this steering system, which starts up with the ignition of the engines. You have the possibility to synchronize both motors - the left joystick can control everything. Acceleration is quick, with the maximum speed, 20 knots, being reached in less than 11 seconds. A full turn results in a turning circle of 70 to 80 m in radius, and the Euphorie 5 remains steadfastly level. It is against the chop that its behavior is the most convincing: no pitching, gentle movements and no spray. Marc Lombard worked particularly hard on the aft third of the hulls in order to have more volume and an inverted curve that acts as a flap. The aim is to optimize the work of the propellers and limit the pitching to 2°. The Euphorie has been optimized for speeds of 10 to 15 knots but its behavior remains excellent at lower and higher speeds. On the other hand, the fuel tanks seem way too small. With 2 x 545 liters (not much more than the 2 x 400 liters of the Série 5), we have 345 miles of autonomy at 10 knots... it's not enough! The yard is working on optimizing this - engine power and fuel capacity. In the meantime, one could envisage using a single engine, as is often done when motor-sailing a sailing cat. But here this practice results in a helm angle of 8 to 9°, generating a reasonable amount of drag. It's a solution that might be of interest with a strong wind on the quarter, and using the leeward motor. As we were approaching closer to the beach at Veillon - which borders the wild Payré estuary - we appreciated the lower draft of 1.30 m - against the 1.57m for the Série 5.

1: The hulls have been designed for optimum performance between 10 and 15 knots.

2: The cockpit offers two wraparound seats, electro-hydraulic steering and full instrumentation.

3: At high speed, the passage of the hulls through the water remains remarkably soft and the deck stays dry.

4: The flybridge, here protected by the T-top, offers a 360° panoramic view.



Relaxing on deck

The Euphorie 5 is available with three versions of deck layout. The first retains more or less the silhouette of the Série 5; the second incorporates a flybridge; and finally that the version we have for our test, a flybridge protected by a T-top. The yard's design office took care to remove all the fittings of the Privilège Série 5: it is just possible to see the reserve in the molding for a winch would have been fitted over on the starboard side. The cockpit is well sheltered under the bimini, with a large table of 120 by 93 cm, many seats, two loungers, a large aft bench-seat and a clear passage in front of the davits. A few steps lead to large swimming platforms. The side-decks are wide (57 cm minimum) and protected by a high bulwark and have good handrails. Forward, the vast solid deck area - Privilège's famous ro-



trum -, two small trampolines and three sun loungers. A spiral staircase of 7 steps leads to the flybridge. This item, made from a pre-stressed stainless steel tube, is as aesthetic and luxurious as it is spectacular. Upstairs, the cockpit, of course, but also large U-shaped bench seats at the after end, storage lockers and a refrigerator. Forward, a movable passageway is provided for access for sunbathing. Staggered mini-steps (too small) are molded into the coachroof for direct access to the foredeck. The mooring cleats have gone from 45 to 50 cm and are higher to accommodate larger warps.

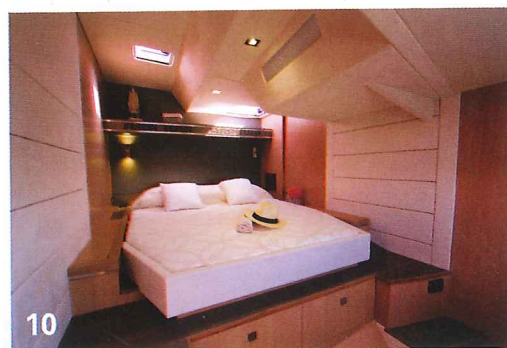
Comfortable and bespoke outfitting

Access to the nacelle is flush and level from the cockpit. The door, thanks to its three glazed modules including two sliding, offers an opening 189 cm high by 144 wide. The accommodation setup is almost the same as that of the Série 5: "More volume forward, thanks to the removal of lockers, a little less aft, to provide space for the engine compartment covers", we are told by Privilège.

The nacelle offers an imposing volume with a U-shaped galley forward, to port. The saloon is positioned to starboard; it offers a table of 130 cm by 76. The top can be lowered if required. The chart table adjoins the cockpit, on the port side. You sit at it athwartships, with a table top of 72 by 65 cm. This arrangement allows for a large floor area and therefore circulation is always easy. The quality of the finish is remarkable, down to the smallest detail - the assemblies, the electrical circuits and so on. The batteries, ideally centered under the floor, are protected by a panel. Go down 5 steps and 130 cm, you find the cabins. Note: the headroom is everywhere exceeds 2 meters.

Three versions are available: as standard, there are three cabins, one of which is the immense owner's suite in the central rostrum. The second version shifts this famous cabin a little to port, creating a more modest double. And finally, the third option offers four double cabins. This version that we tested... except that the bulkhead between the two forward cabins has been moved

RPM	Speed in knots	Total consumption l/h	Range nm
1400	7.45	9.2	883
2200	9.9	31.3	345
2800	13.35	60.8	239
3000	15.55	68.3	248
3400	20.05	102.2	214



The Euphorie 5 comes in three versions of deck plan: simple bimini, flybridge and covered flybridge.

The steps on the front of the coach-roof are convenient, but they are too small...

The rostrum, a kind of central mini-hull common to all Privilèges, can accommodate one or two spacious cabins while stiffening the structure.

Up on the flybridge, a breathtaking 360° view - and comfortable seating to enjoy.



Chines offer more volume inside above the waterline. They also limit pitching movements.

A stainless steel rail, 77 cm high, surrounds the entire boat.

Produced from a huge pre-stressed stainless steel tube, the staircase is an aesthetic feat and one of technical mastery.

The steps, here covered with teak, lead to wide sugarscoops ideal for swimming.

A second helm station on the port side facilitates certain maneuvers such as moving back into a slip.

to port to favor... an already-spectacular owner's suite to starboard. It is here that the yard shows their consideration of the wishes of their customers. As long as you don't touch the structure of the boat, all customizations - general layout, woodwork, upholstery and lighting - are possible. Privilège defends a vision of the one off catamaran, far from the dictated standardization long-imposed by major manufacturers - which seem to be coming back. Each cabin offers a double bunk of 2 m by 1.55 (or two singles) and has a private bathroom.

Conclusion

The Euphorie 5 seems to be getting a great commercial reception - the Cannes Yachting Festival is expected to demonstrate this, and close with a few more orders. A well-deserved success: in this category of high-end catamarans, this new model is an undeniable success. Seaworthy, comfortable and elegant, it's just inviting you to go to cruising. And could even take you much further with larger tanks.

TECHNICAL SPECIFICATIONS:

Builder:	Privilège Marine	Draft:	1.30 m	Hard top for flybridge:	€ 29,900 ex-tax
Naval Architect:	Cabinet Marc Lombard	Construction:	Glass/PVC sandwich	7 kW generator:	€ 16,400 ex-tax
Design:	Franck Darnet	CE Certification:	B	Air conditioning:	€ 41,000 ex-tax
Overall length:	15.25 m	Motors:	2 x 220 or 320 hp	Interior in oak:	€ 9,300 ex-tax
Hull length:	15.25 m	Fuel:	2 x 545 l	Teak for cockpit sole, aft platform and sugarscoops:	€ 13,900 ex-tax
Waterline length:	15.13 m	Water:	2 x 300 l	Electric davits:	€ 5,600 ex-tax
Beam:	7.98 m	Price:	€ 1,066,000 ex-tax	Navigation pack(electronics):	€ 17,900 ex-tax
Displacement ready to sail:	19 t	Principal options:		Engine data:	
Max laden displacement:	25 t	2 x 320 hp motors:	€ 34,900 ex-tax		0 to 10 knots in 6.75 s 0 to 20 knots in 10.65 s

5 : A passage at the front of the flybridge leads to two sunbeds and the foredeck. - 6 : At the back of the flybridge, a large U-shaped bench and a refrigerator.

7 : The entry into the saloon, flush-decked with the cockpit, is particularly wide. - 8 : U-shaped galley means the chef can work without disturbing others circulating about on board.

9 : The dining area seats 8 people, using stools in addition to the L-shaped bench seat. - 10 : Thanks to a bulkhead offset to port, the forward starboard cabin increases in volume and becomes the owner's suite.