

The new Lagoon 44—some points to check. A review outside of the magazines the manufacturer advertises in.

Evolution or regression? Food for thought...

Description	FP43	FP46	FP60	L44	
Important specifications...				44.8	
Beam	22.8	24.1	26.8	25.2	
Draft	3.9	4.25	4.6	4.3	
Displacement	6.8T	9.5T	13T.	11.74	Very heavy, min sail area-lots of wetted surface-Poor light air perf?
SA	1000F2	1322F2	1720F2	1302F2	Light on sail area considering disp
Engine Size (Diesel Twin)	28-38	38	48		
Typical Speed under power Std.	8.7	9.6	10.5		
Speed under power, Opt.	12.5	15.7	18		
Water Tank Size (2nd Tank opt.)	187	227	275		
Fuel Tank Size (2nd Tank opt.)	159	105	175		
Max. Range under power alone	1193 Mi	840 Mi.	1200 Mi		
Bridge Clearance	63'	66.6'	79'	69.4	Not intercoastal friendly (Max 65')
Bridge Deck Clearance	2.52'	3.3'	3.3'		
Comfortable, Load carrying capacity	9,600#	11,520#	13,200#	?	Probably high-lots of volume. At expense of sailing performance?
Number of heads	2 or 4	4	4		
Number of Double cabins	4	4	4 or 5		
Additional single berths	2	2 or 4	2		
Eng. Access	Outside	Outside	Outside	Inside	Access from inside-noise and smells

Cockpit notes...



We have evolved, over the recent years in Catamaran history, to the point where the helmsman joins his guests with a helm position in the cockpit at the forward bulkhead, precisely so that the owner/helmsman can be a part of the socializing that goes on in the cockpit. (They used to be out in the aft corners of the boat in a separate compartment)

Now along comes Lagoon, to re-isolate the helmsman! This design, again isolates the helmsman from the guests, and puts him up where a second Bimini is needed for protection. The boom becomes even higher and will make it very

difficult to reach the sail for flaking or adjustments from the cabin or bimini top. This also greatly raises the center of effort of the sail plan, decreasing stability and causing a need for an extraordinarily high mast (more later).

Stand in the normal Lagoon cockpit, and you can't see forward. You feel like you're behind a brick wall. Stand in this cockpit, and you'll be behind a brick wall, with a lid—totally isolated from the view forward and a feeling of connection with your environment.



What's right/wrong with a hard Bimini? It's true, what Lagoon says: "virtually all catamarans eventually have a bimini". One primary reason for a soft (removable) bimini is ***Fountain Pajot Cockpit done right*** or to hurricanes in the Southern latitudes to reduce windage (Our charter companies won't accept a boat with a non-removable bimini!). Also, a soft bimini is lighter and keeps the center of gravity lower. Today's, modern, soft biminis have a provision for a walkway down the middle for sail access. (this lack of a walk way was the main disadvantage in earlier designs—and not a reason to go to a hard bimini.)

Controls led aft.

Virtually any design can incorporate this design feature. The question is do you want to? With controls aft, you end up with an extraordinary amount of line at the helm—most of which (reefs, Genoa halyard, etc.) are needed a very, very small percent of the time, but are in the way 100% of the time.

In a Fountain Pajot, for example, the lines go into special tail lockers forward where they're out of the way, but ready to go when needed. At most, you might want to lead the Main halyard aft for raising with an optional electric halyard winch—but then, it's a simple matter to move it forward and hang it on it's mast winch (or put it in it's tail bin for extended voyaging).

Why a forward cockpit?

You've already got a huge main cockpit, and nets forward for lounging. This forward cockpit seems like an affectation—best left for power boat aficionados. An idea often seen on power boats, thought seldom used there either (too much spray, no sun protection, etc.). In the end, the concept compromises storage at this important area of the boat.



Other deck features.

Compare Fountain Pajot's one level, wide, side deck design.

Lagoons are notoriously difficult to get around on deck as you're slipping from one level to the other, tripping over hatches, or forced to walk on the relatively narrow, outside lower deck.

If there's one thing that we constantly hear it's, "don't put any wood on the exterior." Varnish it, oil it, let it weather ugly—whatever you do, it's the wrong choice for most people? (And, by the way, what happened to the rub rail? Or are you the perfect "docker" who never brushes a piling?)

Performance/Mast height...

We understand that the mast had to get higher because the boom started so high, and because this is such a heavy displacement boat (relative to other's in it's class). Even at that, there's still a deficiency of sail area, compared to the displacement, and an extreme amount of wetted surface derived from the relatively wide pontoons.

So, you accept giving up some light air performance? Are you also ready to accept that the mast is too tall to go under the bridges on the inter-coastal waterway? (Normally a 65' limit) Do you really want your only choice to venture south be one that forces you out into the open ocean—with no alternative? (This mast appears to be approximately 69' high, from the drawings.)

Engine access and notes?

Difficult to imagine what this will be from information provided. Rudders are placed right in the middle of the back steps—if the engine goes forward of the rudder, which it should, it will be under the berths—whether accessed from inside or out, this will add more noise and vibration to the interior—and recess the engine forward from where it will be quite difficult to gain access.

Electric motors? 2 big questions.

1. Service!!! who/where?
2. Those huge props necessary to generate power when sailing, will kill performance. Do you want to lose 25-40% of your performance when sailing in order to keep the batteries charged? This is an idea not yet ready for prime time. They say we're still 10 years away for Hydrogen cells, so better stick to reliable, available diesel for now—with the easy service anywhere that comes with them.

The interior, is the interior...

You pay your money and make your choice. In the Fountaine Pajot 43, and especially in the 46—there is more isolation and counter space in the galley.

You can sit with a remote control anywhere in the main saloon that's comfortable to steer—you don't need a large area devoted to a function you will hardly, if ever, use.

A thought: Most navigation is electronic, and it makes far more sense to have the instruments (and their controls) located in the main cockpit where you can glance at them, or adjust them because they are at the forward end, convenient to the cockpit where everyone is socializing anyway. Who wants to climb up onto an upper station every time you want to see or do something—or do you install yet another set of displays?

Yes, the Lagoon 44 *is a big shock*. A boat that no one is likely to imitate! It's already taking way longer than expected to come out, and may, ultimately exist in quite a different guise than the preliminary information indicated. Lagoon has been well known in the past to be very late on deliveries of their regular production boats. We can only imagine what they're saying, and what they'll deliver on this one—better get a performance guarantee with your deposit!!!

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Points to check when you order a boat:

1. Is the delivery date likely to be honored? How can you be sure?
2. Are the prices locked in no matter what?
3. Will you be required to make progress payments?
4. What will the resale value be if this design proves not to be popular (check resale value out for the “revolutionary” catamaran power boat that was introduced a few years ago—do you want to be the next guinea pig?)
5. What to check on the Fountaine Pajot? Simply, look at how all of the above issues were handled—then you be the judge.



All tails and lines store forward in dedicated tail lockers. Also, chain, windlass and extra storage for fenders and lines.

One level deck for walking around. Easy to see over cabin top.

Helm and instruments immediately available from the cockpit social area

Side walk on to deck from multi-levels—easy on from any dock height

Soft top bimini, with walk on platform. Easily removable in Hurricane conditions. Low center-of gravity. Easy to customize.

The Fountaine Pajot 43 & 46.
Proven designs from the largest catamaran builder in the world using proven technology and offering the most desired features—proven in over 1,000 boats built and sailing the Oceans of the world!

Active, Running line controls led back. Seldom used functions stored forward out of the way.



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