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**STUNNING CAPE50 DEBUT PICKING YOUR PICK REVIVAL 640 REVELATION  
GREAT LAKES NSW HIGH SOCIETY SEALEGS CLASSIC RACING POWER**

New Sail

# SMOOTH SAILING

Lagoon's 46 catamaran is the consummate cruiser, whether for a turn on the bay or an extended coastal voyage.



By Denby  
Browning  
Photography:  
Lou Martin



## a boat designed to take the owner and family long distances in comfort and style



One of the great moments of joy for cruising yachtsmen is when the sails fill and the engine is switched off. Bliss. Quiet. Just the sound of water rushing past the hull and the power of the wind stretching the sheets.

There is only one problem. The boat heels, so nothing is quite horizontal. Nowhere to put the glass of chardonnay.

Enter the catamaran. This configuration offers all the benefits of traditional monohull sailing with the wondrous benefit of horizontal decks and tables. There is also the pleasure of space: wider decks, wider living spaces.

The Lagoon 46 adds a whole lot more to cruising pleasure. This is a boat designed to take the owner and family long distances in comfort and style. Distances such as South East Queensland to the Whitsundays, or even out to the Pacific Islands. They would simply need to stock up on food – there's plenty of storage space for that, and a few bottles of chardonnay, of course.

The Lagoon's deep and wide aft deck is fitted out with a lounge across the transom, a dinette with fold-out timber table on the starboard side, lounge seating on the outside and director's chairs inboard. Yet more lounge seating is on the port side. There is even room for storage units, including a garbage unit, and a gas bottle cabinet that feeds the galley and a barbecue in the aft port quarter of the cockpit. Glass holders are everywhere. This entire space is protected from the weather by a hardtop and in the case of our test boat, a set of clears all around.

A tender hangs on davits aft of the cockpit.

### HELM ON HIGH

The helm on most catamarans I have experienced is in the cockpit; one on either side in many cases, taking up valuable space. Lagoon's design team fixed this small issue by lifting the helm on high – atop the aft section of the main saloon. GRP steps from the cockpit's starboard side or the side deck on the port side take you up to this space.

Europeans apparently love the sun, so the bridge is open to the weather. In the southern hemisphere we take sunlight more seriously, so our boat included a hardtop over the entire bridge which, in a way, negates the vast sunlounge layout.

While the helm is forward with the stainless-steel wheel on the centreline, the skipper's seat is a padded bench that spreads across to provide



Nicolas Claris

## The Lagoon 46 offers the option of three or four double staterooms

enough companion seating for a number of guests. The specifications state six, but that would be a bit squeezey. Behind this seating arrangement is a sunbed with headrests – it's about equal to a king-size bed! The companion seat's back even folds down to become part of this playground.

The mast sits a couple of metres forward of the skipper's position, with main and jib halyards, topping lift and reefing lines running back into the bridge through a suite of carefully marked jammers and three electric winches, two on the port side and one to starboard.

In fact, there are electric winches everywhere on this Lagoon: controlling the tender davit, the aforesaid lines, the headsail sheets, of course, and even the traveller. The controller for the latter is right beside the skipper's seat, although the traveller itself runs behind the bridge sunbed. The crew have no need to move more than a couple of metres in any direction to control this catamaran.



Nicolas Claris



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The only sail that is not controlled entirely from the bridge is a wonderful Code Zero. It has to be furled from the foredeck. More on this sail later.

While we're on the foredeck, this space includes an inevitable pair of trampolines between the two hulls, small timber seats in each forequarter for dolphin watching, and a wide lounge sunpad across the aft section. A number of deck hatches provide additional light and air to the accommodation in the hulls and access to bow lockers on either side.

### COMFORTABLE INTERIOR

The interior of the Lagoon 46 is practical, comfortable and light. Windows surround the main saloon, from the full width of the aft bulkhead to the wrap-around windscreen. Enter into this space from the cockpit through a sliding glass door and you'll find a large timber dinette table immediately forward with L-shape lounge seating and a substantial galley to port. This includes an underslung stainless-steel sink with mixer tap and a second tap for saltwater washing up, a three-burner gas cooktop, an under-bench gas oven, a substantial freezer, a convection microwave oven and plenty of storage cupboards and drawers. There are even storage lockers under the galley floor.

Our test boat included two drawer refrigerators in a unit on the starboard side. A flat-screen TV sat on top of this unit. A chart table is in the port forequarter of the saloon.

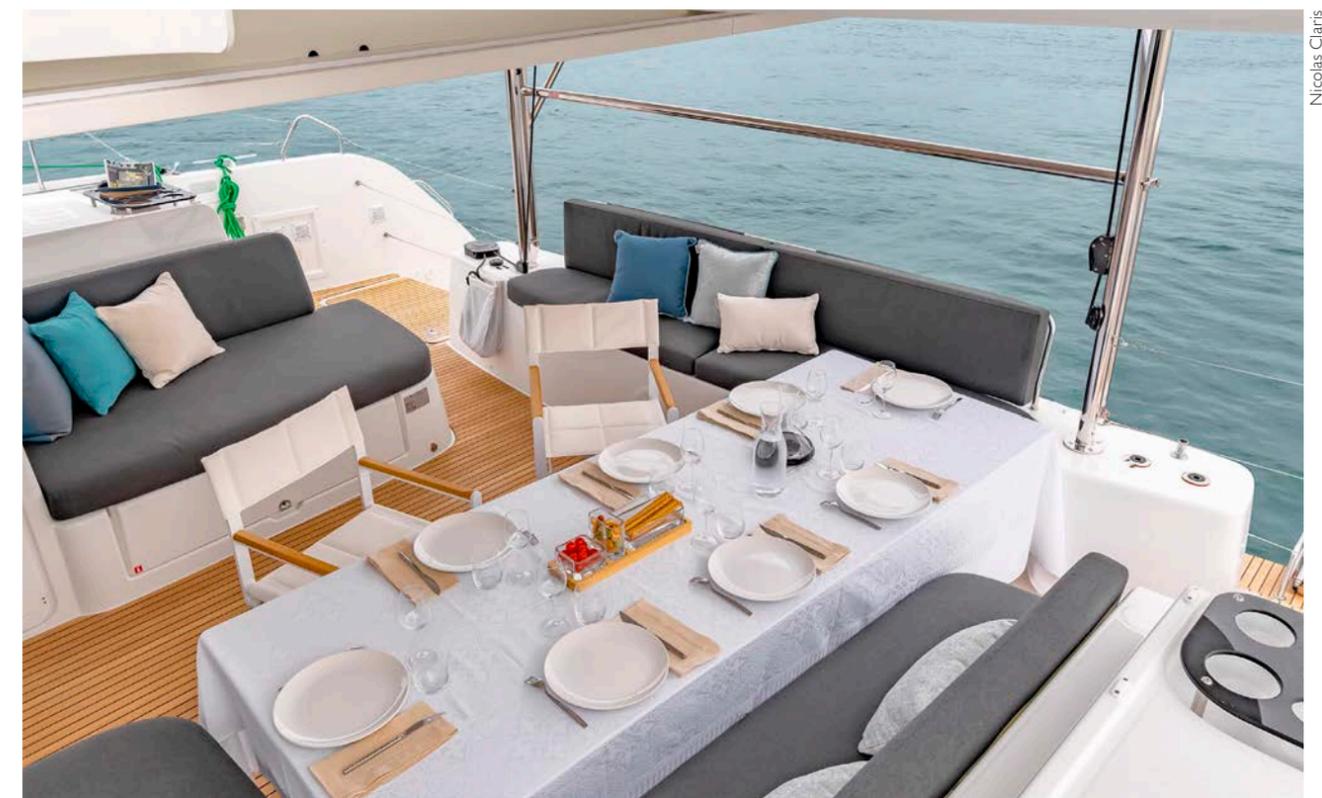


Nicolas Claris

The Lagoon 46 offers the option of three or four double staterooms, each with en suite bathroom. The three-cabin option provides a master suite along the entire starboard hull, adding a lounge area and a large bathroom. This is the layout on our test boat and I would guess that most serious cruising sailors would select it. How many guests do you need onboard?

The master in the starboard hull has the double bed aft with storage under. A large hull window includes an opening porthole and a deck hatch pampers by admitting even more light and fresh air. A comfortable lounge area is amidships outboard with hanging lockers inboard. The substantial bathroom is forward. Here, a vanity runs along the inboard wall, the shower stall with frameless glass door is forward and there

*Clockwise from opposite top: Wraparound panoramic windows maximise views and light in the saloon; Plenty of lounging space in the forward cockpit; Stage an alfresco feast on the aft deck under the shade of the generous cabin overhang; Looking aft from the shower cubicle in the stateroom all the way to the double bed; The three-cabin master suite adds a lounge and en suite.*



Nicolas Claris



**With mainsail and jib set,  
we ticked along at a  
pleasant seven knots**

is even a separate toilet enclosure with its own vanity and sink.

The port hull is fitted out with two cabins that mirror one another: double bed at the end, bathroom with vanity, toilet and separate shower stall amidships, and hanging lockers inboard.

## PERFORMANCE

We put the Lagoon 46 through her paces on Moreton Bay, north of Brisbane, on a bright, sunny day with enough wind to ensure we needed the twin Yanmar diesel engines only to depart and enter the marina at Manly.

With mainsail and jib set, we ticked along at a pleasant seven knots (13km/h). We were eager to set the boat's big Code Zero and took the opportunity after we dropped our photographer off on an island to get some running shots.

A Code Zero is a large sail, sitting between a genoa and a spinnaker, and is best used sailing somewhere from a beam reach to close hauled. Our skipper explained that this sail works well only in breezes below 20 knots. We nudged that limit on a couple of occasions and still the sail performed perfectly. The Code Zero requires a short bowsprit, an addition to the Lagoon.

Boat speed is generally half wind speed with a couple of knots added by the big Code Zero. She tracked happily with the aid of small keels set in both hulls, which give the boat a draft of 1.4m.

Moreton Bay is shallow, so swells rarely build. We were dealing only with wind chop and the boat handled it with ease. And not a drop of chardonnay was spilled. 



*Right: Three-sixty-degree views from the flybridge helm, the hardtop clears providing full protection from the elements.*

LAGOON 46	
Length overall:	13.99m
Beam:	8.10m
Mast clearance:	25.07m
Displacement:	15.75 tonnes
Water capacity:	600lt
Fuel capacity:	1040lt
Mainsail:	89.9m <sup>2</sup>
Jib:	50.4m <sup>2</sup>
Code Zero sail:	140m <sup>2</sup>
Power (standard):	2 x 45hp Yanmar diesel
Price from:	\$1,310,000
Price as tested:	\$1,773,858
More information: The Multihull Group, tel: 1300 175 325. Web: themultihullgroup.com.	