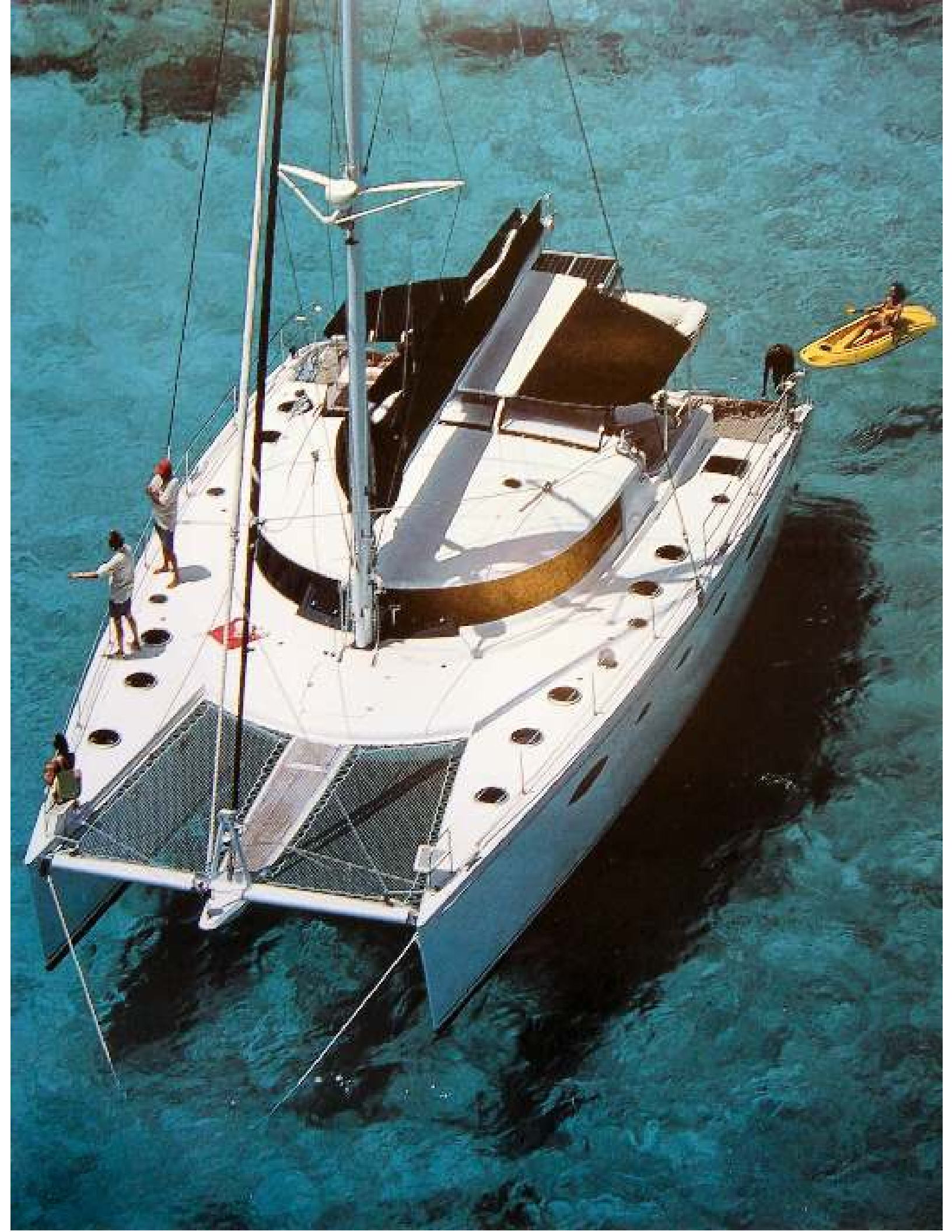


FONTAINE PAJOT ELEUTHERA 60'

BIG BOLD AND VERY BEAUTIFUL.







Fountaine Pajot is the world's number one builder of cruising catamarans and has consistently set the standard for all others to follow since they began back in 1976 in France. Earlier this year they launched their 1,500th boat.

Based in two locations in France (La Rochelle and Aigrefeuille) they are surrounded by arguably the world's best sailing talent and owner Eric Bruneel is no exception to this. In fact in the 2004 single handed Transat he not only competed but won by 23 hours from top racer Rich Wilson who holds the record from Hong Kong to New York.

Here in the South Pacific they have appointed E.C Marine, based in Mooloolaba as their distributor, and during our time in the region we had the opportunity to take a closer look at the 60ft flagship from this world renowned boat builder.

One of the more notable points of this vessel is that it is the biggest fibreglass structure in the world that's resin infused in one shot. This alone is a technological feat and provides a far stronger hull than piecing it together. After all less joints means stronger structure.

The Eleuthera 60 is the flagship of Fountaine Pajot's sailing catamaran range and has been designed for the most discerning cruising sailor. The timeless contemporary design features sleek

hulls and roof. It is a catamaran that offers a level of comfort, spacious accommodation and quality of finish more commonly found in custom designed yachts.

Designed by European architectural firm Berret-Racoupeau, the Eleuthera 60 has been fashioned with long-term comfort in mind to cater for private owners' use, large families or crew, and private charters for up to twelve people.

As you board from the stern you notice that only one hull has a boarding ladder. We were told this was because they want one hull where you can dock a dinghy without risking damage from any stainless steel ladder protrusions. Obviously the company has been listening to clients as this is usually something you learn through error. The aft deck is very large and features a beautiful table and seating arrangement with the helm in a raised position to starboard. All the toys are at your fingertips from this helm seat and your visibility is over the top of the cabin.

As you enter the cabin through large glass doors, there is a dining table to port. Just forward of this is access to the port hull accommodation area and just forward of this is a large navigation station with ample vision to allow you to helm the boat from indoors by use of the autohelm and radar should the weather turn nasty. In the centre of the boat under the large panoramic windows



is a large lounging area before the entry down to the starboard hull. All seating is covered in a luscious ultra leather.

There is a large bar styled galley through the aft doors to starboard. The galley has plenty of natural light making for a pleasant cooking environment. There are double stainless steel sinks, dishwasher and stove all in easy access locations. There is also a large fridge and freezer under the bench and ample storage all around. The galley is actually more like a kitchen found in your house.

In the hulls there are four large cabins with their own ensuite. Both of the forward cabins have a typical double berth commonly found on cruising catamarans but it is when you step into the aft cabins and actually find island berths that you are spellbound. The wider hulls are an obvious advantage in this layout but an aft island berth in a catamaran hull is exceptional. Throughout the cabins there is ample storage and air through large hatches.

On the business side of things there are twin 75hp diesels that are set so far apart that manoeuvring is simple. There is a massive 180 m² of sail area and Eric Bruneel reports the top speed ever recorded on one of these cruising boats was an astounding 27.2 knots. There is an electric mainsail winch fitted as standard and the furling genoa makes short handed cruising simple.

Moving about on board is safe and easy due to the absence of dangerous fittings on the deck (no shrouds, no fittings in the gangways, catwalk etc), keeping the deck clear, convenient and safe. In addition, stanchion bases are incorporated into the edge of the hull.

Out on the water and immediately you could feel the power to weight ratio taking over and the boat picked up speed quickly with the generous sail area. Surprisingly for her size she managed to hold the line upwind quite well but it was when we took off downwind that she was in her element. The wide hulls picked up the swells and instantaneously she increased speed and would hold the surfs for a very long time. And considering that most people cruising always try to sail downwind, this is the best tack to be good at.

The Eleuthera 60 features original technical solutions patented

by Fontaine Pajot, which have now become references throughout the marine industry. These innovative solutions include uni-directional and bi-directional fibre vacuum infusion construction, reinforced skegs to protect propellers and rudders and allow beaching up in calm water, plus triangulated rigging which facilitates mast trim and clearing the deck layout.

If you are looking for a world cruiser with all the luxuries of home and huge entertaining areas, or just the ultimate holiday home, then this vessel is well worth considering. When you consider the price of waterfront property these days, the price tag of AUD\$1.85 million is quite reasonable, but it is when you are enjoying the class of this boat with the sun setting and a flute of champagne in your hand that you will realise the money has been well spent.

And just for your reference, Eleuthera is Greek for "Freedom". Isn't that what we are all seeking? ■

SPECIFICATIONS – FONTAINE PAJOT 60

LOA	18.28m
BMax	8.57m
Draft	1.45m
Clearance	24m
Lightweight displacement of standard boat	17,300 kg
Displacement-under maximum load	24,000 kg
Maximum load	6,700 kg
Sail Area	
Genoa	70m ² (approx)
Mainsail	110m ² (approx)
Engines	2 x 75hp
Tank Capacity	
Fresh water	825 L (approx)
Fuel	600 L (approx)

