

LIPARI 41

“ The square-headed mainsail is superb... It will be fully justified in light conditions, such as those we had on our test day! ”



With the Lipari 41, the builder is offering an attractive sailing boat. Especially with this really superb decoration. Bravo!

THE DOOR TO OCEAN CRUISING

At the beginning of June, Fountaine Pajot surprised everyone by announcing the marketing of a new boat, the Lipari 41. It immediately appealed to us.



The Lipari really is a Fountaine Pajot, whose lines resemble those of the Mahé 36 and the Orana 44.

The study was carried out in the greatest secrecy, as was the realisation of the moulds. On this Lipari, we can of course recognise the harmonious lines so characteristic of the catamarans produced by Fountaine Pajot. The 36, the 41 and the 44 have slightly rounded bows, unlike their bigger sisters, the 48 and 60, which have straight bows – a question of the architect's choice.

On first sight, we had the pleasant impression of climbing aboard a boat on a human scale which however offers sufficient space; aft of the cockpit, the manoeuvring area allows access to the dinghy, and a path from one sugar scoop to the other without interfering in the cockpit – the living and relaxing area whose layout is quite classical, with the table to port and the raised steering position to starboard. The main new feature of this 40-footer (compared to the Lavezzi), apart from the bigger area to starboard, lies in the rigid bimini, a solution initiated by Nautitech. Amongst the advantages of this formula is that work on the boom is made much easier, the mainsheet traveller track can be fitted to it, thus freeing up the cockpit from any constraints linked to manoeuvres and in addition, it frees up an area which is sheltered and protected. But there is obviously a weight penalty. We left the harbour. From the helm, thanks to its raised position, forward and sideways visi-

bility is very good; on the other hand, it is much less so to the rear, and when mooring stern-to, a crew member will be needed to indicate the distance remaining. The two engines were of course wonderful for manoeuvring in the harbour; we were already in the channel.



The cabins are attractive, especially the one in the owner's suite...

UNDER SAIL

The slightly curved Z-Spars mast has a single triangulation; the roller reefing line runs along the starboard hull to a jammer – in use it crosses the side deck to return to a winch, if necessary (don't forget that except in special cases, roller reefing gear should be operated by hand!). But before unrolling the foresail, we hoisted the main; it is square-headed and demands a little care when it passes between the lazy jacks. To hoist it, ideally, a crew member hoists from the mast foot whilst another takes in the halyard at the winch from the steering position, before hauling it taut. When the square head reaches the masthead, you mustn't forget to keep an eye on the topping lift, and free it off if necessary. A definite advantage of a boat which is not too big is that there is no need to use the windlass or an electric winch to hoist the main. Here the square-headed

model is called the CST; the sail is superb and sets well – nice work. It will be most advantageous in light conditions...such as those we had on our test day. The return of the bright intervals sounded the death knell for the wind; it was a shame, the 15 – 18 knots that had earlier accompanied the rain was just a distant memory.

A first reach took us towards the Ile de Ré; the optional asymmetric was easy to hoist in its snuffer, its tack fixed to the end of the longitudinal beam (is it really a spinnaker boom?). This spinnaker is very big, cut for sailing deep downwind, with finally a slight asymmetry and a fairly closed luff, giving a sail which is too full to sail closer to the wind. It was impossible to sail any higher than with the wind abeam. The dilemma of a really multi-purpose sail. We were quickly pleased to discover a boat which is quite reactive, and the pleasure of geared down direct transmission steering. On the water, the sun gave us a breeze of about ten knots. Whatever the point of sailing, the Lipari 41 remained at a speed roughly equivalent to half that of the wind: 4.5 knots with 9 knots of breeze, 5.5 knots with 11... We furled the spinnaker and set off to windward again: we were satisfied with 110° between tacks, until the wind dropped. With less than 8 knots of wind, the boat does not perform to windward, however, it kept moving at 3.4 knots in 6 knots of true wind. In this very light weather, the low aspect ratio keels rapidly reach their limits and the difference between two tacks can be as much as 130°, in these same conditions! In which case, as in all cruising catamarans, it is time to call on the iron topsail to continue making way.

THE STEERING POSITION: A MODEL OF ITS KIND

As the wind had dropped, we had a detailed look at the steering position. We found what we had liked so much on the 48, an ergonomic control line area, articulated around three winches and a few jammers. It is as comfortable as they come; there is enough space for three people (with a winch each?) to manoeuvre, of course, but also to look at the sea. The main traveller lines



The galley offers real stowage space, which will appeal to those leaving long-term; it is also fitted with the famous 'Piano' fridge.

are led over the coachroof extension to two dedicated jammers; the sheet passes via the mast foot before also returning to its jammer. The jib sheets remain in position on their winch, and the 2:1 main halyard also has its jammer: simple, easy and efficient. This sobriety can also be found in the instrumentation, which is grouped around the steering position. The position of certain of the instruments is to be regretted, notably the autopilot control: we were obliged to juggle between the movements of the wheel (driven by its lines), to use it. The displays can be read perfectly when seated, but less easily when standing. Just aft of the winches, a locker takes the lines and avoids having them lying everywhere. The reefs



The steering position is ergonomic, articulated around three winches and a few jammers. It is extremely comfortable and can take three people. Excellent.

The saloon is particularly spacious, and the 'picture windows' offer an unequalled view of the exterior.



A boat which makes you want to set off to the other side of the world...

remain at the mast foot and are taken back each time to the winch: a solution which may surprise some people, but the path from the steering position to the mast foot is safe and will be easy whatever the conditions, thanks to the cabin roof which is at the right level to hold on to. Don't forget, this steering position is at the same level as the deck!

The wind is the friend of anyone who likes sailing, but on the afternoon of the test, the friend left us. Perhaps later in the day? Tests really aren't always as simple as we would like them to be. We returned downwind towards the Ile de Ré, with less than 5 knots of wind, under spinnaker (tack on the bow, just like a symmetrical!), sailing at between two and three knots. But at least we were moving.

course a view over the sea; and the saloon. The fitted cooker has three rings, and the oven, higher up, avoids having to bend down and is also a guarantee of safety for the children! There is a double sink. Underneath, the stowage space is quite simply huge, enough to take the stores for a long passage! There is no serving hatch between the galley and the cockpit, but the door is very close. To starboard, on entering, there is the now famous fridge ('piano') which we liked a lot on the Salina 48, with both front and side access; thus stowage is easy, and the cold air remains at the bottom. To be copied urgently on all boats! The chart table is big enough to take a portable computer, but not much else.

As this was a 'Maestro' version



Top marks for the cockpit, which is both convivial and well-protected.

BRAVO, MAESTRO!

And the interior? The access to the saloon from the cockpit is on the same level, via a big sliding door. The nacelle is particularly spacious; we appreciated the large 'picture windows' which are continuous through 90° and offer an unequalled view of the exterior. This nacelle is divided into three distinct areas: the galley, to port as you enter; the chart table, further forward, just after the companionway, with of

(owner's version at Fontaine Pajot, as opposed to the Quator, with its four cabins), the starboard hull was therefore the owner's. He (or she) is spoilt; the decoration has been carried out with care, and is quite refined, without being too ostentatious. Above the desk there are some nice bookshelves; the berth, which is accessed from the end, is, like the three others, of a good size (160cm x 205cm), with a maximum headroom of 125cm. Underneath, there are two enormous drawers (82cm x 82cm); the linen storage volumes are completed by two big cupboards and a hanging locker. Further forward, there is the heads, in white moulded fibreglass – the guarantee of easy maintenance

TECHNICAL SPECIFICATIONS

Length: 11.95 m.
Max. beam: 6.73 m
Draft: 1.15 m
Unladen displacement: 7.6 T
Mainsail: 56 m²
Genoa: 33.5 m²
Engines: 2 x 20hp
Architects: Joubert / Nivelte
Price of the Maestro version:
277,412 euros inc. VAT.



in this area which is wet by definition. We noted the attractive toilet bowl, in plastic of course, not china, which is always heavier (a few grammes here and there soon add up to a few kilogrammes).

Entry to the port hull is by a single companionway, with central heads (210cm long by 90cm max. wide – what more could you

knots. Which was nevertheless more than the monohulls who, like us, were returning to the marina. The sea breeze would strengthen before the evening, alas... our skipper was preparing for the F18 Worlds and had to go training. We had nevertheless succeeded in spending five hours on the water.

|| We were quickly pleased to discover a fairly reactive boat, and the pleasure of geared down steering with direct transmission. ||

ask for?) with a separate shower. The aft cabin has what seems to be ample stowage space (with three big lockers and a hanging locker), on the other hand, there is not much in the forward cabin. In both hulls, access to the forepeak is via the interior. However, on deck, it is possible to fit a round hatch, as an option, to give access from the exterior. In any case, this is the last place you want weight! As we approached La Rochelle, the wind returned. The spinnaker was too full to propel us and we had to bear away until the wind was abeam, with less than 15 knots of breeze; the speed ratio remained the same, around 7

CONCLUSION

Chartered in the West Indies for a week with friends, cruising around the Atlantic, or further, as a family, the Lipari would be the perfect boat, as 40 feet represents a good size – not too small, so it can take a minimum load and negotiate bad weather without too many worries, and not too big, so that each manoeuvre is easy to carry out shorthanded, and the maintenance does not become too much of a chore. The builder's experience can be seen throughout, and there is (almost) nothing to criticise. And that's rare, isn't it?

THE 90M² DECK IS MANUFACTURED USING INJECTION, AND IS IN ONE PIECE!

"RTM (Resin Transfer Moulding) injection," Vincent Laigo, the director of the research and development department told us, "consists of filling a mould, in which fibre reinforcements have been positioned beforehand, by injecting a resin mixed with its hardener. When the resin polymerised, the mould can be opened and the composite taken out." This technology of course meets the tightening up of legislation concerning VOCs (Volatile Organic Compounds), but also plays a part in a real desire to improve working conditions, whilst allowing for better control of the parameters. "Thus," V. Laigo continued, "the reinforcements can be chopped strand or continuous filament mat and tissues; often a combination in the reinforcements. According to the mould's geometry, and from its design stage, we can integrate cores (foams, plywood) and inserts (omegas) to rigidify the structure of the finished part."

WEIGHT CENTERING

It is not easy to combine attractiveness, volume and weight centering. What about the access at the stern, between the two hulls, and the dinghy slung under its davits, which extends beyond the aft end of the sugar scoops? The engines are also positioned right at the stern, which helps sound insulation. On the other hand, the tanks, windlass and chain are logically positioned at the mast foot.

THE ROUNDED BOW



THE SQUARE-HEADED MAINSAIL

To sail fast, a boat must above all be light. This extra power will be especially appreciable in light conditions. The Lipari is not very heavy when empty (7.6 tonnes on the scales), but its wetted surface area will limit its ability to accelerate in strong winds.

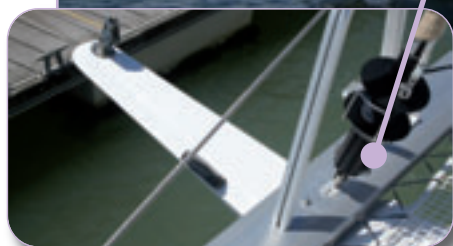
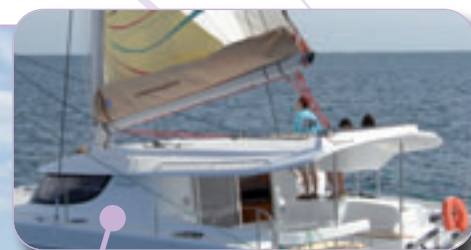


THE RIGID BIMINI

It replaces the canvas stretched over a framework which covered the cockpit on the Lavezzi (which is, moreover, still in the catalogue)

ON THE COACHROOF

A gutter guides the water to the front and each side of the coach-roof. Ideal for collecting rain water, the simplest and most ecological watermaker!



THE FORWARD CROSSBEAM

Can the notion of a spinnaker boom be applied to the beams? It is optional and allows the spinnaker or gennaker tack to be moved further forward.



THE COACHROOF EXTENSION OVER THE WINDOWS

The builder's trade mark. It avoids the greenhouse effect on the inclined windows.

THE TRAVELLER

It is now fitted to the back of the bimini, bolted directly on an aluminium profile, at the back; the forces are then taken by two stainless steel uprights (45mm diameter tube).



THE STEERING POSITION

A model of its kind, nothing to report. It receives all the control lines.



THE PLUSES

- A boat on a human scale.
- A nice owner's suite.

THE MINUSES

- The autopilot control behind the steering wheel.
- Not a lot of stowage space in the port forward cabin.