

OUTREMER 49'

A boat which makes you want to...head west, like all the Outremer!

Casting out 49s'

After a troubled period, linked to the sudden disappearance of the founder-architect, Outremer is showing its vitality and recovery capacity with the 49'. The expectations are great and the stakes decisive for the future driving force in the range...

FROM THE SIGNATURE TO THE BRAND IMAGE

Despite a strong connotation (C. Barreau has accompanied Catana's development since 1994), the Barreau-Neuman signature has managed to blend into the culture of the La Grande Motte-based builder, and allowed the invention of the successor to the 50': a brand new model...true to the brand image!

SILHOUETTE AND UNDERWATER LINES

A cross between the T550 and

the Absolu, the Outremer 49' has its own personality and could not be confused with any other catamaran of the same size. Unfortunately, visitors to the Cannes Boat Show weren't able to appreciate the original design of the hulls (as the boats were very tightly packed on the pontoon); but they present some very interesting characteristics. The tall, slim, slightly flared bows overhang a forefoot which is only just immersed; the hulls' progressive gain in volume, combined with

the lack of 'belly' and flattened aft sections, generate tight lines. This fast, ocean-going multihull's natural attitude is intentionally a little 'tail down';

the wedge-shaped counter will help planing and the well-raised bows will ensure safety in rough or confused seas. The coachroof extension is



Powerful bows, barely immersed forefoot, well proportioned coachroof: the 49' is intended for the open sea.

Under mainsail with one reef and jib, the 49' picked up speed in a confused and cantankerous sea.



It's blowing hard and the cat is speeding along joyously and in complete safety.

limited, which helps weight distribution. The characteristic silhouette is well-proportioned; the sail plan elevation adheres deliberately to what we expect from a comfortable, but sporty Outremer.

THE CREATOR'S STAMP

The 38', then the 40' - 43', before the 50' and 55', marked the 90s decade. Gérard Danson laboured to produce an elegant, high performance, simple shape, which renewed the 'genre' and seemed to provide unforgettable and contagious excitement to the initiated! Each 'client' was welcomed by the master in his creative sanctuary and after a studious (and smoky!) ceremony, the applicant would leave with the sketches of his boat, actually drawn by the boss' hand! Seeing himself enthroned as an 'Owner', he would take on, ipso facto, the tribe's exegetic panoply. This magic 'sales technique' allowed hundreds of excellent catamarans to see the light of day, and dozens of Ulysses to get to Cipango or Malosmadulu.

NO FUTURE WITHOUT HISTORY

Roots are essential to growth...but they hinder the freedom of the movement! This squaring of the circle should be taken into account by the buyers of a boatyard which forged its business culture in a mini oceanic saga. Xavier Desmaret, Christophe Barreau, Fred Neuman and the Outremer craftsmen drew on these values to define a breakaway model...inspired by the founder's values. Bravo for the exercise!

AN ORIGINAL AND RELEVANT DECK PLAN

The idea of returning all the control lines to ergonomic pedestals is not new in racing circles, but, (as far as I know), this is its first use on a fast cruising catamaran! All the distributors, jammers and Antal ball bearing turning blocks are of very high quality. This real 'piano' will become a reference; it is pleasant, biomechanical and reassuring. Trimming of the self-tacking jib is carried out via the Harken winches on the coachroof; the sheet has its own jammer (with rapid changes with the genacker in view), but it lacks a traveller return, essential

around the boat is coherent. The main daily living functions have all been treated with respect and care. The harmony of the shapes and materials creates an authentic and peaceful atmosphere, reinforced by appropriate acoustic insulation. In this version, the port hull offers superb services. The portholes fitted in the transoms create an unusual and attractive viewpoint over the wakes.

AN EXCITING DYNAMIC TEST

A robust easterly gale concluded the Cannes Boat Show, but in the Mediterranean, downwind sailing can't be refused! We therefore left the old port in 25 to 30 knots, destination Marseille, then Sète. At a glance, I appreciated the organisation of the cockpit (U-shaped seating inherited from the 50') and took the wheel, which forms the steering position when manoeuvring under engines. The power and torque of the 39hp engines was remarkable (cruising speed: 8.5 knots); the directional effect of the rudders reinforces the precision of the manoeuvres and control in restricted spaces. Under mainsail with one reef (hoisted with the aid of the windlass) and jib, the 49' picked up speed in a confused and cantankerous sea. The south-easterly swell, of between 2.5

gust. At between 9 and 13 knots, we were slightly under-cavassed, but the state of the sky and the numerous squalls made us inclined to be restrained. The situation was still suitable for a quick lunch in the cockpit! Further offshore, we had confirmation that we were suitably cavassed! The sea and the wind got up together, to settle at around 30 knots with gusts of 35. The 49' seemed to appreciate the conditions and slipped along comfortably, finding a good balance at between 13 and 18 knots (over the ground). The long tillers and the seats offset on the hulls are perfectly useable in these conditions; they optimise the quality and the pleasure of steering in rough seas. Later, when the gale settled in, the wheel took over again (or the automatic pilot). Despite the reduction in sail area, the boat accelerated regularly (we were doing 15 knots in this minefield!); the boat didn't broach, and above all, the leeward hull and bow sent a message of 'universal peace'. This balance and the boat's safe behaviour in a confused sea encouraged me to give a special mention to the 49's behaviour on a sea that looked like something an owner-cruiser would see on an ocean crossing. After

The choice of fitting tiller steering positions is a success and reinforces the catamaran's pleasure-comfort versatility.

to adjust the profile to the point of sailing. In spirit, it is however faultless! On the next models, the joint of the 'stand up' genacker block (which lacks space to rotate on the coachroof) will be improved.

INTERIOR VOLUMES AND ACCOMMODATION UP TO THE JOB

The Outremer 50' and 55's detractors criticised the space in the hulls; the 49' answers this criticism by offering superb volumes. The collaboration with Franck Darnet has allowed the problems with atmosphere and ergonomics to be almost forgotten. The lighting is perfect (or even spectacular in the cabins and the shower), and movement

and 3m, was combined with sets of lively waves which could quickly become breakers in a

having taken in a second reef to get round a waterspout (!! and a particularly threatening cloud system (which completely



15 knots, top speeds of 18 knots in armchair comfort! Hurray for tillers...

flooded Ste Maxime and Cogolin, causing devastating mud slides), we suddenly entered a sunny area, facing an irregular and contrary westerly breeze. We at once re hoisted the superb square-headed Incidences mainsail (Hydranet), accompanied by a Code 0 of the same quality. We enjoyed this ideal configuration for an hour (it allowed us to come close to the true wind in less than 10 knots!), before seizing the opportunity for a test on a close reach in the channel between the Hyères islands. 20 miles against the wind and the current would be an interesting test in addition to this morning's excitement. With full main and well-trimmed jib, we chose to lower both daggerboards fully (which was to prove, after comparison, to be the best configuration for this kind of weather: 10 – 15 knots of true



The deck plan is really successful... Bravo to the builder!

wind, slight chop). The 49's reaction was rapid; the speed varied between 8 and 9 knots at 36° to the apparent wind and in 4 tacks we were in Porquerolles harbour. Coming

'alongside' in a tangle of 'pendilles' confirmed the excellent manoeuvrability and ended a more than satisfactory test day.

CONCLUSION

The 49' is worthy of the company's reputation; it is perfectly balanced (I could let go of the helm for two minutes, to windward), lively and well-built. The choice of fitting tiller steering positions is a success and reinforces the catamaran's pleasure-comfort versatility. The coupling to the wheel is by means of an ingenious mechanical system

which is reliable and simple (notched wheel).

The company's aficionados will be able to find one fault: the 49' may well overshadow the 50' – 55', despite all its qualities! This platform can be developed into a version with a carbon rotating mast, which would open up other horizons to it. The 'Grand Croisiere' kit should include pad eyes for a mainsail barber hauler when sailing downwind, as well as fixing points for the spinnaker boom, essential for stabilising the jib in the trade winds.

|| We at once re hoisted the superb square-headed Incidences mainsail (Hydranet), accompanied by a Code 0 of the same quality. We enjoyed this ideal configuration for an hour. ||



Powerful bows, slightly trimmed aft, the 49' is designed for the open sea...

TECHNICAL SPECIFICATIONS

Architects: Christophe Barreau-Frédéric Neuman
 Interior designer: Franck Darnet
 Builder: Atelier Outremer
 Length: 14.98m
 Beam: 7.45m
 Unladen weight: 9.980t
 Maximum displacement: 12.6t
 Weight of version tested: approx. 11t
 Mainsail: 86m²
 Jib: 40m²
 Gennaker: 110m²
 Mast height: 21.06m
 Engines: 2 x 39hp
 Transmissions: Sail drive
 Construction: foam/glass/polyester sandwich, infusion process, vinyl ester resin as first facing
 Keels/daggerboards: daggerboards
 Beaching: possible (reinforced monolithic bottom + saildrive protection leg), optional teak protection strip
 Fuel: 2 x 170 L
 Water: 2 x 190 L, hot water tank, 40L
 Batteries: domestic 4 x 105 Ah + 2 x 70 Ah engines
 Alternators: 2 x 80A
 Basic price: 526,260 euros exc. VAT
 'Grand large' pack: 68,386 euros exc. VAT



The Outremer's new interior offers top level volume, atmosphere and ergonomics.



A convivial saloon and a nice chart table where you can plot your course towards distant lagoons...



It's in the hulls that the Outremer metamorphosis is impressive: volumes, design and finishing are excellent.

SPORT : ****
 COMFORT : ****

THE PLUSSES:

- Excellent behaviour in all weathers
- Successful sport-comfort compromise
- Quality construction and design

THE MINUSES:

- Mainsail not visible from under the bimini
- Pilot fixing to be revised
- Aesthetically pleasing, but unsuitable cooker

THE COMPETITORS

MODEL	CATANA 47'	FREYDIS 49 CROISEUR'	FAST CAT 455
Architect :	C.BARRREAU	E.LEROUGE	LAVRANOS
Builder :	CATANA	TOURNIER MARINE	AFRICAN CATS
Weight in t :	11	9.5	7
Sail area in m ² :	133	146	125
Basic price (exc.VAT) in € :	529,000	553,000	560,000