

TEST



New 45 Fountaine Pajot

AVANT PREMIERE! The perfect mix between PERFORMANCE and COMFORT

After seven years in production - and 259 units built - the Héli44 is stepping down, to be replaced by the New 45, whose name will be announced early September. We carried a preview test out on the occasion of the first very sail of this eagerly-awaited new model.

Text: Emmanuel van Deth - Photos: By the author, GMR / Fountaine Pajot

Our rendezvous was scheduled on the Troia peninsula, south-east of Lisbon. In early summer, conditions here are most often quite windy - the famous Portuguese trade winds. But we were going to have to be satisfied with a few puffs of northerly breeze... which in the end turned out to suit the New 45 quite well. A pleasant surprise really, because this new baby is rather chubby: 14 tons as opposed to the 10.8 of the Héli44. We're not very far off the displacement of the Saba 50 - 15.7 t. The sail area logically follows this increase: upwind, it goes from 115 m² (1,240 sq ft) on the Héli44 to 124 m² (1,335 sq ft). The Berret-Racoupeau team of naval architects and the yard's design office obviously took into account the wishes

of customers in the market for a 45-foot catamaran intended for long-distance cruising as well as charter: to have maximum comfort. This means more volume - and therefore more material - and additional equipment. Hence a higher displacement. The architects' design feat is to have managed to maintain fluid and harmonious lines on this New 45: thanks to small details such as the very slender bimini, the skillfully cut side windows and the metallic grey trim on the edges of the coachroof, the catamaran undeniably has an elegant profile. As for the hull, the emphasis was placed on the shape aft, stretched out - see the word from the architect, below. The fixed skegs are short - only 1.20 m (4') draft - facilitating access to

shallower water.

Helm station and sail handling

The deck layout of the New 45 brilliantly combines the requirements of sailing with some beautiful areas for relaxation. Let's start with the cockpit: it is perfectly protected by the bimini as this extends very far aft. The cockpit table can seat 8 guests, or even 12 by opting for the extension. A sunbathing area is integrated on the port side. Ease of access to the sugarscoops is excellent. The only detail to review is the vertical bathing ladder and its plastic steps... A good point on the other hand, is the large aft platform: it is equipped with integrated davits and can accommodate a



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1: Thanks to a sleek rig, a square-topped mainsail and overlapping genoa, the New 45 has a 10% larger sail area than her predecessor, the Héli44.

2: The aft platform can be submerged as required and is equipped with integrated davits to support a dinghy - up to 150 kg and 3.40 m long (330 lbs and 11').

3: The New 45 manages to move at over 5 knots even in these light airs: a pleasant surprise!

3.40 m (11') tender with its outboard raised. The side-decks, nowhere narrower than 66 cm (2'2") wide, are safe, with a beautiful handrail at the exit of the cockpit. Forward, an 8.5 m² (92 sq ft) deck saloon with reclining seat-backs and still two trampolines. Only one regret: no step here to climb onto the coachroof. On the other hand, access to the flybridge is easy, via the starboard side-deck or from the cockpit. You reach the sail trimming console, which is easy to read. A system of trunking allows the maneuvers from the port side to be transferred across to starboard. Just behind the sail handling console, the helm station. A large relaxation area is also provided on the flybridge.

Lively and pleasant under sail

The light conditions encountered during our test – we never saw more than 12 knots of wind – might not have seemed favorable to a catamaran with a rather high displacement; but I must admit that the New 45 surprised us with her easiness. Certainly, our model was equipped with a superb composite sail wardrobe... but nevertheless: this catamaran starts off frankly as soon as the first bit of breeze appears, picks up speed to 6 knots in 10 knots true, at 35 to 38° from the apparent wind. Going by the GPS track and the wake, leeway is almost nil despite the shallow skegs. A straightforward turn of the helm through the wind and the New 45 was immediately through without ever missing a tack. Coming off the wind, and thanks to a slight breeze, the GPS even indicated 7.5 knots. Well under way, the New 45 seemed ready to accelerate further... but still needs the wind to cross the 10-knot mark. Under certain sea conditions, the rounded bilge at the stern that skims the waterline "slaps" the surface of the water a little, but nothing disturbing.

The feel at the helm is good - cable steering transmission. You enjoy a good



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view of the water and the sail plan. You can even see the port quarter by leaning over a little - very practical when maneuvering onto a dock.

A lounge in the saloon

The nacelle is of course flush-decked with the cockpit. Opening the windows forms an L, facing to the right: 1.87 m (6'2") of height, a width of 1.21 m (4') where you walk through, and a total width in the upper part of 2.32 m (7'7"). That's 50 cm (18") more than on the Héliá. The nacelle interior, with a beautiful headroom of 2.17 m (7'1"), meets modern needs: no more real traditional chart table but a vast panel that groups all the dials, near the cockpit and therefore the helm station. The galley takes advantage of this to make itself comfortable: a large worktop and many storage spaces are available. The same goes for the saloon, which incorporates a clever modular lounge - perfect for reading or watchkeeping while sailing. The table measures 164 by 84 cm (65 x 33"). The table top proposed here is of the low table type, but it is possible to order a higher table and even one that can be transformed into a double berth. The ventilation has been well thought-out, with a large opening hatch, forward. The yard has installed overhead openings: lots of natural light, a view of the sail plan from the interior, but you will need to opt for blackout blinds when sailing in hot weather.

The manufacturer offers two layouts for this boat: Maestro with three cabins and

WE WANT TO KNOW! ELBA OR CAPRAIA 45? UNLESS.....

Obviously, this new catamaran designed by Fountaine Pajot will not be called the New 45 for very long; the shipyard's management staff have decided to reveal the name of their baby during her first official presentation at the Cannes Yachting Festival. In the beginning, I was happy to go along with the teasing game imposed by the manufacturer... New 45 here, New 45 there; nobody says a word, the exercise is well practiced. And then finally, I snapped. I wanted to know more. To be completely honest, if I had actually found out the name of the New 45 for sure, I wouldn't have written about it obviously; that would be unkind to the yard... But here are the specifications for the name of a Fountaine-Pajot sailing catamaran, that I do know: an island that ends in A, has two syllables, preferably for a "small" model, a name that works well in all languages. By dint of suggestions, jokes and other rather cowardly traps, I am told that we're talking about Tuscany. From here, we can move forward - even though the yard could well fall back on a speck of coral lost from the Exumas... There are three islands whose name ends with A between Corsica and Italy: Elba, Pianosa and Capraia. And a rock: Palmaiola. Elba has the advantage for being the short and evocative name. But I would have chosen Capraia... the verdict is due to be announced on September 10th in Cannes.



three bathrooms or Quartet with, as you guessed it, four cabins and as many bathrooms. The model we tried was a Maestro. The port hull is entirely dedicated to the owner - the companionway is closed to take advantage of all the available volume. As a result, the opening to the aft double berth is maximum - nothing like the traditional cabin door. In the corridor, a real desk, plenty of storage space and a large bathroom up front. On the other side, two more traditional cabins - with island bed for easy access. The mattresses are wide: 1.60 m (5'3") at the back, 1.55 m (5'1") at the front. Each cabin is ventilated by two hatches or panels. Overall, the finish and woodwork in Alpi are very carefully done, except for a few points of detail - areas of unvarnished wood for example. But the model presented to us was hull number one; future examples should be even more advanced.

Conclusion

While the New 45 clearly focuses on comfort compared to her predecessor, this new catamaran manages to remain efficient and elegant. The accommodation set-up is perfectly adapted to long periods at sea - huge galley, watchkeeping station, and many storage spaces. And sail trimming is easy and intuitive, guaranteeing that it'll be quick and pleasant getting to grips with this multihull.



4: The New 45 offers three distinct relaxation zones: cockpit, forward lounge and flybridge.

5: The marked step on the inboard face of the hulls allows for contained waterline beam.

6: The overlapping genoa brings an undeniable advantage in light airs.

7: The winches were significantly offset to give a clearer picture of the deck layout and its maneuvers.

8: The foredeck saloon is extended by two trampolines.



- ◆ Elegant silhouette
- ◆ Convincing performance, even in light airs
- ◆ Saloon has built-in lounger



- ◆ Some sharp angles in the interior
- ◆ No steps in front of the coachroof
- ◆ Unsightly bathing ladder

THE COMPETITORS

MODEL	Leopard 45	Lagoon 46	Balance 451	Nautitech 46 Open	Bali 4.5
BUILDER	Robertson/Caine	Lagoon	Balance Cats	Nautitech	Catana Group
UPWIND SAIL AREA M ² /SQ FT	124/1335	140/1507	132/1420	112/1205	111/1195
WEIGHT IN T	14.5	16.6	8.4	10.8	11.6
BASIC PRICE	€399 000	€433 000	US\$ 470 000	€413 000	€391 540



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A WORD FROM THE ARCHITECT BY OLIVIER RACOUPEAU



For this model, we didn't have precise specifications, we were the ones who put in our ideas. Today's catamarans are ever-more highly equipped, so we have studied new hulls, inspired by the Alegria 67. We did a lot of simulation work on the flow of the aft areas with more tight lines. The idea is to have a more buoyant stern: contrarily to what we think, a cruising catamaran in its usual sailing conditions tends to reposition itself and not to load. Our new hulls bring a very clear advantage to downwind speeds, but also to the engine. The skegs are not the subject of any specific studies - it will be for later.

Inside, with Isabelle - Olivier's wife (Ed.) - we know that we no longer do chartwork as we used to do: we no longer need to sit in front of a chart table. As a result, the navigation instruments were concentrated at a standing position, closer to the helm station. The accommodation is more committed: the galley has been extended with an XXL work surface and additional storage space - at sea, there's more time! The watchkeeping lounge, oriented towards life on board, is also perfect for reading.

On deck, a lot of work has been done on the helm station and sail handling: a rope bag has been integrated, the helmsman has better visibility of the instruments and the winches have been slightly offset, for a better handling of sail trim.

9: The interior favors the pleasure of life at sea with a large galley and a watchkeeping station integrated into the saloon.

10: All cabins offer berths with a width of more than 1.55 m (5').

11: A built-in gas bbq/grill is available as an option.

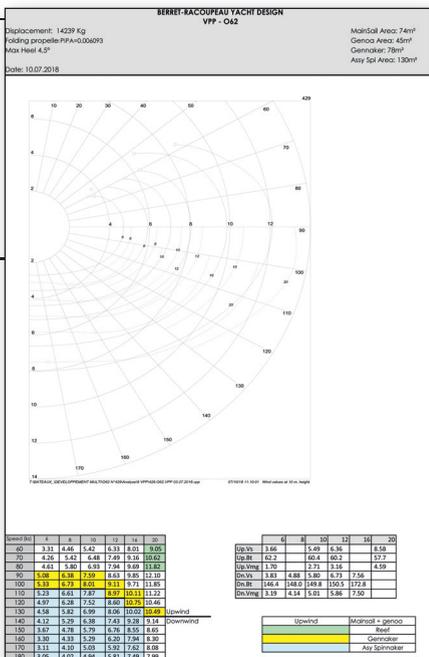
12: The handrail at the back of the coachroof ensures safe passage towards the bows.

TECHNICAL SPECIFICATIONS

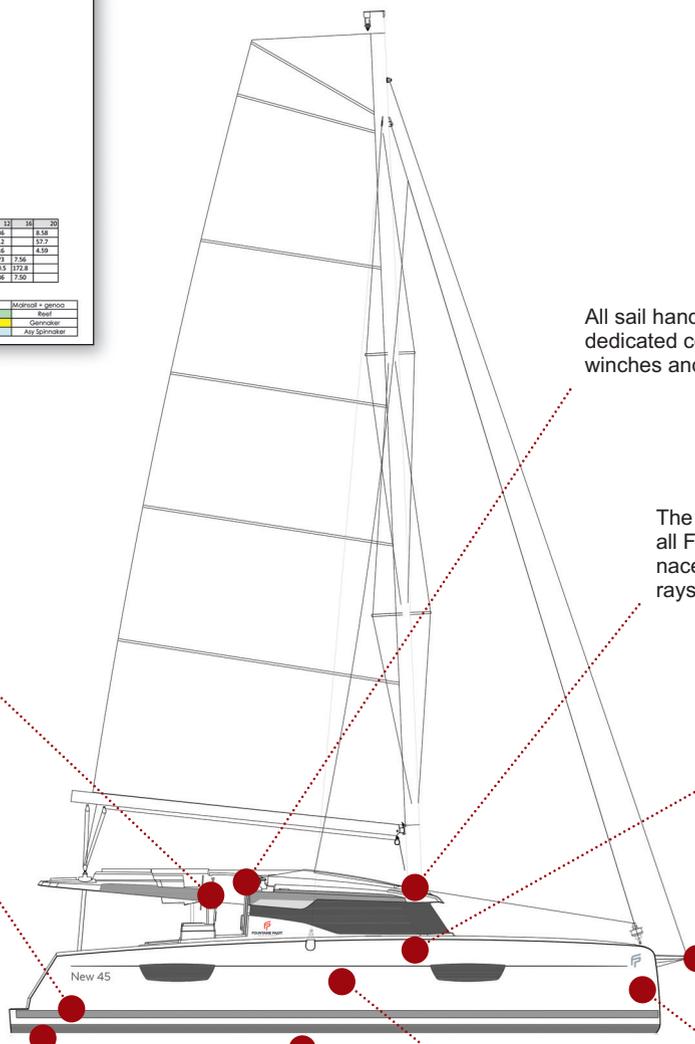
Builder: Fountaine Pajot
Architect: Berret-Racoupeau Yacht Design
Interior design: Racoupeau Design
Overall length: 13.45 m (44'2")
Beam: 7.55 m (24'9")
Draft: 1.20 m (4')
Displacement: 14.01 t (30,890 lbs)
Sail area: 124 m ² (1,335 sq ft)
Mainsail: 75 m ² (807 sq ft)
Genoa: 49 m ² (527 sq ft)
Engines: 2 x 40 or 2 x 60 HP
Fuel: 700 l (185 US gal)
Water: 470 l (124 US gal)
Price ex-tax: € 435,760
Principal options ex-tax:
Exterior cushions (cockpit + lounge deck): € 6,050
Exterior cushions foredeck lounge: € 2,970
Built-in gas grill/bbq: € 1,837
GARMIN 3 Smart Cruising Navigation Package: € 16,000
Solar panels 4X90/100W: € 3,610
Multifunctional electric saloon table: € 5,500
Gennaker: € 5,760
Gennaker hardware and bowsprit: € 5,850
Electrical dinghy platform (max load 150 kg): € 17,200
1 Electric genoa sheet winch: € 2,860
Folding propellers: € 1,893



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The New 45's polars highlight a preference for points of sail close to having the wind on the beam - nearly 10 knots with 16 knots true and the efficiency of the sail plan with the overlapping genoa, since the gain with gennaker is "only" 0.5 to 1 knot. Note that the asymmetric spinnaker requires 10° more but still offers 0.5 knots of additional speed. Upwind, depending on the wind strength, the best VMG is achieved between 52 and 60° off the true wind.



Aft of the sail console, the helmsman has a clear view over the water and of the sails.

The standard engines are 40 hp, with 60 hp as an option.

The rudder blades are made of foam sandwich. The rudder posts are made of stainless steel.

The short skegs limit the draft to 1.20 m (4'). They are recessed into composite wells using a gluing process in order to avoid any water ingress in the event of grounding.

Hulls and deck are manufactured by infusion process in polyester resin and high quality antiosmotic resin (hull) on a core of balsa wood and PET foam.

All sail handling is concentrated on a dedicated console equipped with three winches and clutches.

The famous coachroof cap common to all Fountaine Pajot's boats protects the nacelle interior from the most vertical rays of the sun.

Structural bulkheads (balsa sandwich or PET foam) are made by infusion.

The composite bowsprit allows a gennaker on a furler or an asymmetrical spinnaker to be set.

The inverted bows and extended sugarscoops offer maximum waterline length, ensuring high average speeds.

