LAGOON 560
Life aboard, according to Lagoon

55’ OF DEVELOPMENT
When the Lagoon 55’ was launched in 1987, Jeanneau Techniques Avancées (JTA) was a young structure, created by the wishes of a bunch of enthusiasts, who were to distinguish themselves by the realisation of several exceptional trimarans (F40’ N. Irens, FLEURY MICHON, PIERRE 1er, the two prototypes for the Waterworld film, ...) and gave birth to a worldwide brand. An attractive silhouette, a judicious architectural signature, and the success of the 2 versions (55’ and 57’) was immediate! The creations of the acronym VP/LP (GERARD LAMBERT, BISCUIT CANTREAU I, II and III which foreshadowed the Orma 60-footers, PRIMAGAZ…) would never leave the foreground of ocean-racing!

In 2000, the successor to the 55’ – 57’ took on the in-house design and became the 570. Built in the Bordeaux factory, it overturned the aesthetic codes, but retained classic ergonomics. With the 560, the builder took on board a whole new design step and went all out: creative ergonomics, innovative accommodation, suitable sail power, generously-sized engines, XXL flybridge and improved quality.

A RELEVANT DEFINITION
Within the Beneteau group, Lagoon enjoys an enviable position for adjusting its strategy and optimising its models’ marketing development. The 560 demonstrates this aspect perfectly by arriving at the right time in a market which was abstemious in 2008, hesitant in 2009 but has revived at the end of 2010. With this boat, Lagoon is not seeking to beat future production records and is offering a luxurious catamaran with a high added value. The challenge seemed to be to anticipate the expectations of people disappointed in a motor boat industry which is drifting, to answer the objections of the Penelopes, who have heard that cruising under sail is nothing but suffering and deprivation, whilst catching hold of the wealthy sailing Ulysses who are ogling at the trawler ‘sirens’. The exercise was complicated; the designers therefore gave themselves the additional means to achieve this multiple aim.

VERY IMAGINATIVE ORGANISATION OF THE AREA
The builder now has the detachment essential for playing with bold ergonomic solutions, and maintains this ease, free of hang-ups, in the 560’s choices. By calling on Nauta, it got itself a demanding partner and displayed its ambitions in terms of quality and creativity. The flybridge, an area coveted by both owners and crews, here shows maturity and will satisfy enthusiasts, despite the many constraints it imposes aboard a sailing boat (access, safety, gooseneck height, centre of gravity, positioning of the fittings). The R&D department’s experience and the 560’s size allow convincing solutions to be found and use made coherent, or even pleasant. The spiral staircase is comfortable and safe. The electrically-assisted ‘airlock’ type watertight closure system between the flybridge and the cockpit oragnizes in complex kinematics and was entrusted to a subcontractor specialising in this set of problems; however in...
The cockpit is perfectly protected by the flybridge, and is quite simply...gigantic!

As the exterior dining room, the 560 accommodates 6 guests inside around a day bed (for relaxed reading, whilst 10 people can easily get together outside)! The clever central island (tanks support the electric television, which deserves protection) turns the galley into a bar, multi-function serving hatch, crossroads for conversations. The owner's volume is superb (the spacy bathroom facades don't remove any of its charm!), the famous 'chateau' got, and gets this nickname from the overall layout of the private areas, and the attractive atmosphere make up this carpenters main appeal. A recent trend the dining table is small fry compared to that in

< The next morning, the light breeze allowed us to fly the maximum sail area (280m²!), the 560 started sailing from 3 knots of true wind...>