**A more elaborate interior atmosphere**

The choice of Alpi walnut trim contrasts skillfully with the light oak that has become widespread to the point of saturation. An element of surprise or is it reality? I find the general atmosphere more cozy and relaxing for the eyes. The light (indirect LED strips) is superb and provides a very popular subdued effect. In the owner’s cabin, the design of the furniture has been completely renewed (desk, bookcase, sofa) and suggests that a benevolent décor personally took care of your boat. The installation forward of real island beds of 1.60m in width with lateral access will defuse all potential conflicts of cabin allocation within the crew: everyone enjoys the same benefits and also benefits from bathrooms and private toilets. In the owner’s version, the XXL bathroom and separate heads compartment (electric toilets) are worthy of a small superyacht!

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**Increasingly attractive lines**

A lot of work has been done on the aesthetics and this has paid off. The perception of the boat is more flattering than with the previous shapes: the cochrone, as it slightly lifted from the structure is more aerial and the roof pilers are embedded in the continuity of the plenglass panels, making the forward windows seem more fluid. The flybridge, more discreet than on the 440/450 and the easily folding bimini favor a rational use of these areas and a better view of the sailplan. The sculpting of the topsides, the insertion of 3 large lateral skylights in a reveal and the delicate rib of the exterior step allow the eye to better take in the general shape and the appearance of this catamaran whose sail plan rises to almost 25m in height, (it carries 197m² of canvas in light airs!). The new design of the sugarscoops improves access on board and also contributes to this renewed form.

**Architectural parameters**

The visual perception of generous volume, the ergonomics, the quality of the light and the ventilation, associated with an internal atmosphere with enhanced features, all constitute the new criteria of appreciation for the clients, and thus become directions for the designers to follow. The need to offer the same level of comfort for all cabins in this size (a charter requirement, but not only!) involves fitting beds 1.60m-wide in all four corners of the boat... now there’s a challenge! The widening of the hull sections is a challenge for the increasing volumes seen above the waterline. This transformation benefits occasional users of charter units of course, but also with owners’ versions. Despite the extensive use of infusion techniques and a vigilant struggle against unwanted weight (excessive components), the weight of the 46 is not reduced (it even weighs a ton more than the 45, for only a few centimeters extra in length). The positive difference lies in much better centering of the weight, and a performance manual and very optimized headails.

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**Lagoon 46’**

The mast is set aft... making a big step forward

The 39 and the 52 showed the way back in 2013, but it was the 40 and the 42 that turned the idea of setting the rig further aft into a winning formula. The 46 now picks up on this experience to apply this idea (new to cruising boats, though not racing) to the heart of the Lagoon range… the stakes are high!

At the time of writing, the 46 is not yet available on the market, but we had the chance to try Prototype #1 (there will be three, before going into production). It is due to replace (in June 2019) the 450 which has already broken the record of the most prolific catamaran in the world (746 Flybridge version and over a hundred S versions!). Why, then, do they need to replace such a success? The 46 seems to be the product of synthesis of several simultaneous influences: The VPLP architecture which advocates a revolutionary rig and a more efficient centering of weight, and an enhanced exterior design. This is the result of the collaboration with Patrick le Quément (a great designer in the automotive industry) and the interior style by Nauta which highlights Lagoon’s desire for a more luxurious feel and even more space.

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**Test Philippe Echelle – photos: Nicolas Claris – Ph. Echelle**

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**Photos:**

Nicolas Claris – Ph. Echelle

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**A rapidly evolving style**

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**Test**

**TRANSFORMATION!**

**A SIGNIFICANT TRANSFORMATION!**

40 can’t remain isolated features and are intended to be generalized across the entire range.

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1. The mast on the 46 is located 2m further aft than the traditional position on the forward bulkhead, raising the lower charter and manageable. The max is elevated for better profile performance, batten reach higher and there is a self-shadowing sail with a good sail area. Super coastal!

2. The 110m² code 0 is a large sail which is very propulsive from just 2 knots of wind and it’s easy to use! So only 3 sails to cover every eventuality!

3. The new shoal rig favors a better centering of weight and leaves a good distance free from the structure.

4. The revolutionary shape allows for real bodies, with lateral access in the forecastle, and the go-driving shape prevents slamming.

5. Folding toilets for 4/6 people, generous waist aft, outdoor/indoor with fridge, sink and ventilation, efficient serving station and through-light! All the attributes of a comfortable cockpit, according to Lagoon.
Quality technical installations

The engine compartment is well designed, and has been carefully made watertight after the necessary connection holes in the front part (for hot water, electronic engine controls); had been drilled. The legibility of the key elements is good, and the grossness of the circuit of water is located high to avoid return to the the block. The circuit breakers and battery cut-offs are legible, accessible, solid and logically positioned on protect boards. The service battery bank (3x40A or there’s a 6X120A option) is housed in the starboard engine compartment at the lowest point, which is good for the center of gravity, but it would have been possible to put them 20m higher and have them away from any potential water. Careful attention remains essential when closing and locking access hatches; spray from above is always dramatic for the mechana parts, the alternator and electrical connectors.

The autopilot connected to the rudder link rod is securely installed and well-protected, and access to the ram, the motor and the helm line is possible. The 1,700W windlass planned for a 12mm chain generously anticipates the efforts which will be required (this is one place you don’t want to be looking to work, the efficiency of the methods used and the final quality of the product, 300L osse will come out of the 2700m Belleville factory in 2019. For a catamaran like the 66, it takes 18 months of design and only 23 days in build using a production tool which is probably unique in the world.

In-water test

During the photo shoot we did before the test, I was struck by the consistency that emerges from the 66’s sail plan. It confirmed before my eyes several sensations experienced with the 40 and the 42 (boats that I had not observed under sail from the outside). The exaltation of the main is remarkable and the shape of the profile admirably thin, but not flat. The draft of the sail is perfectly held by booms which aren’t straining like some with X00-sized booms and the square top is easy to control with sheet tension. It is not surprising that the performance of this profile is remarkable and the eyes only strive to confirm it. Paradoxically, the perception of sail area is minimized compared to what it is in reality (there is still X00!). The big code 0 is a standard a superb sail, capable of being sheeted to the maximum (in the range of use of 2-15 knots) without defor mation and “flies” perfectly on a reach. Once again, the recipe for efficiency! Aesthetically, this sail plan is very flattering...

Test

A very educational factory tour

After a first sail on the boat we were able to visit the Belleville sur Vie production site where the Lagoon 180, 40, 42 and 46 are built. I must admit I am more familiar with small or medium size yards, but this ultramodern industrial site allowed me to discover “the other way to make multihulls”. 450 staff run this 24-hour production line which is almost the opposite to what you would imagine. The creation of these boats takes place in 18 big successive stages which are clean and ordered. Each is supported by an autonomous production team of 5 to 12 people who are highly involved in the quality and risk prevention process. The composite phase is of course the critical link for creating the boat: it is carried out in rotating molds (to facilitate the manual preparation for the infusion process), followed by the fiber phases (projection of resin and cut fibers after giving the ply wood bulkheads) and interior technical painting (topcoat). This all happens in a wet line setting in a well-lit workspace. Then, once the nacelle and the outer half hulls are connected (with an asymmetric join, aft, to offset the axes of the rudder tubes and the transom), the chassis joins the assembly line where each autonomous team has 3 hours for a set of perfectly completed tasks. All the elements are in place, the tools and the operators remain at their station with each movement of the chord! The stage that we were lucky enough to see was the moving of the 54 boats (1 currently) in the yard, to bring them to the next station, a few meters away. This gigantic movement is set like a symphonic score and superbly carried in a matter of minutes.

At the end of this breathtaking ballet, a catamaran comes out of the factory and then enters the pool for a series of ruthless tests which take 5 hours (high pressure watertightness, engines, transmission, plumbing, electronics...). The most impressive stage in the fitting of the deck, during which fifteen or so qualified operators perform a trial assembly in a few minutes before connecting the networks prepared in advance and undertaking the structural bonding and end of assembly by bolting Steadily but too slow in order to respect very precise drying times. I admit to having been positively impressed by the metic ular precision of this industrial organization and the juxtaposition of hundreds of artisans at work, the efficiency of the methods used and the final quality of the product, 300L osse will come out of the 2700m Belleville factory in 2019. For a catamaran like the 66, it takes 18 months of design and only 23 days in build using a production tool which is probably unique in the world.

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subject to sensible loading (the last ton is the increase to exceed 10 knots of boatspeed, but we’ll have to wait for the breeze to significantly course, this progression will not be linear, and knots true. These are interesting numbers. Of wind are often not very different. 8.8 knots of wind, on flat sea the boat speed and the true a relative value, but in less than 10 knots of the good performance. The numbers have only reful observation of the instruments confirms tamaran as the breeze varies. Close hauled and on all points of sail and behaves like a lighter ca-
an impressive living area, the 46 is agile and permits (otherwise you need to cover up!). Despite being undeniably overweight and having a relative fluidity: a must-have!
The steering position is comfortable and the sunbathing area aft is a must-have under sail (often 1 knot of diffe-
a very slight advantage to folding propellers, but for 9.9l / h with folding three-bladed, showing 2400rpm with fixed propellers (speed: 7.85 knots) while it is 8 at 7.50 knots with three-bla-
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Conclusion
It’s a shame we weren’t able to test the 46 in the charger conditions we are used to, but paradoxi-

cally, the conditions on the October week did not lend themselves to it! This model actually val-
dicates the new sail plan and demonstrates its ease and relevance on a 14m catamaran! Frenesie, elevation, beautiful profiles, and versatility of the foretriangle are synonymous with easy perfor-

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