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The most comfortable of the 40-footers

Exit the 39 and her mixed success, bye-bye to the aging 400 S2; Lagoon have relaunched themselves in the very competitive market of 40-foot catamarans with this new 40, which owes much to the very successful 42.

The advantage of a test sail in Majorca, even at the end of the season - late October - is that summer can be extended with still warm water. In short, no need for two layers of fleeces and a hat when we sailed aboard this Lagoon 40. And that's great, because the program of this catamaran is above all, sailing in the sun, in the Mediterranean, in the West Indies or elsewhere. First impressions from the dock: the 40 looks a little like the 39, but more fluid, less massive. It's hard to notice what has changed with the coach-roof - has the roof become thinner? Is it more inclined? - or in the shear of the deck, which seems a little more inverted. One thing is certain: the large side windows are now integrated into a recess in the hull - and that radically changes the silhouette since the freeboard seems much less significant. Now that's design.

Lighter than the Lagoon 39

When you get on board, you discover another evolution: the cockpit is now, like the 42, on one level. And that's it? Well, no! Though the general characteristics are very close to 39, the 40 has lost nearly a ton on the scales. This considerable weight saving for a

Lagoon 40

1

2





production catamaran is the result of the work done on the 42: balsa/polyester sandwich everywhere except for the hull bottoms, which remain monolithic, removal of many unnecessary counter-molds, routing and dismantling of the module structures - no longer required once in place - and finally optimization of all the equipment, plumbing, for example. In the end, 785 kg (1,730lbs) saved, compared to 39. And 5.3 m² (57 sq ft) of sail area gained upwind. On the other hand, the picture is less glossy compared to the 400: the old model remains lighter and above all has more canvas. But this older generation model is less sleek, the rig is set farther forward, and above all has a larger beam - making it more difficult to compare it with the new 40.

From the outset, we noted the fine effort made by the yard with respect to the general ergonomics of the deck layout. We particularly like the cockpit, for starters. Flush-decked from the nacelle to the aft passage and even almost to the sugarscoops - just two more small steps and you're in warm water - it's a model of its kind. As is customary, the rigid bimini provides protection for the crew from the sun and bad weather. The external table is integrated into an L-shaped bench seat - the seats can be completed with stools and therefore accommodate 10 people. Two other seats complete the benches. The helm station, accessible from both sides, is raised to provide a good view over the water. In fact, the bench seat - mono-style - remains a little low (when seated) to see the port bow. On the other hand, with the exception of the furling lines for the headsails and the gennaker sheets, all sail handling maneuvers are centralized in this

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cockpit. Four steps separate the cockpit from the side-decks. These are real boulevards - never less than 66 cm (2') wide and perfectly flat. We appreciated the handrails, the folding ladder to climb on the coachroof. The relaxation area at the front offers as an option, in addition to the two trampolines, a large modular sunbathing area.

The gennaker? That's like the turbo!

Under sail, as we saw above, the 40 is better served than the 39. Characteristics that translate into a willingness from this new model, even in light airs. However, the gennaker, as was the case with the 39, is essential to take advantage of the aft-set rig. This fairly flat-cut sail allows you, in up to 10 knots of true wind, to go upwind while boosting speed. Consider this: at 55° off the true wind of 5 knots, the speed goes from 3 knots under self-tacking jib to 5 with the gennaker... But be sure to specify

folding propellers (and yes, there are two of them!) - they are an excellent investment to boost the machine... There wasn't a good breeze to really see the boat's paces off Palma, but the Lagoon 40, during her delivery to Cannes last September, was flashed at over 15 knots with 25 knots of wind and full sail. The advantage of the aft-set rig: the angles of attack, especially that of the headsails, are more inclined and therefore favorable to a lift and so put less load on the leeward hull. At the wheel (cable transmission) we were frankly surprised by the speed of the boat's reaction and the feel offered by the helm.

A meticulous finish

The summer conditions motivated us to stay outside, but curiosity prevailed, so set about discovering the inside of the 40! First observation:



- ◆ Dynamic balance of the whole platform
- ◆ Enjoyment and directional effect of the helm
- ◆ Multipurpose and efficient rig
- ◆ Quality and accessibility of the battery bank installation



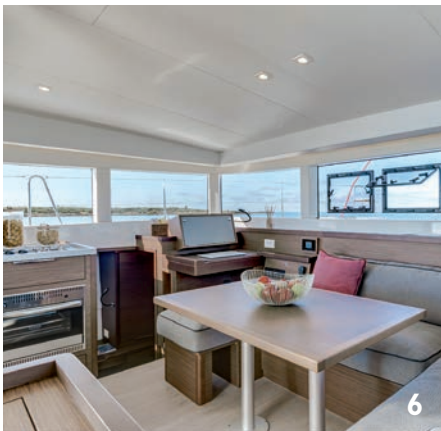
- ◆ Upper guardwire on the sugarscoop too low (a possible extra 20cm/8" in height would make them safer)
- ◆ The labeling of systems (seacocks, electrics, deck layout, emergency procedures, etc) could be improved
- ◆ Square-topped main is only an option
- ◆ No protection over the high-power bus bars next to the batteries

1: The innovative installation of the mast allows a significant gain in foresail area (here the asymmetric spinnaker)

2: The optional code 0 is an integral part of this smart rig

3: A big, ergonomic 40-footer which is also a beautiful platform for marine recreation

4: The cockpit is well-designed; the diameter of the steering wheel is generous and gives real sensations in a breeze



the opening remains modest in size. Lagoon isn't giving in to the Open trend. In use, this choice is not a problem, especially since a bay window opens above the L-shaped galley. You can even pass plates out directly to those in the cockpit. On the other hand, the very aft-set mast support strut - it forms the corner of the galley - is somewhat surprising. A special mention must go to the quality of the carpentry, upholstery, leather and fittings. The same goes for night lighting, perfectly designed. Nice work - especially for a hull number one! The two opening sections in the front windows - vertical of course - and the absence of deck hatches help to keep the nacelle always cool, even during the hottest parts of the day. The saloon is pushed to the back of the living area while the nav station, installed athwartships, occupies the port section, forward. It is under this table that the electrical connection system

and its set of fuses are hidden. The model that we had at our disposal - the number 1 in the series - was an owner's version. The owner, indeed, benefiting from the entire port hull. There is a bed, aft, a desk, storage space and an XXL-sized bathroom, forward. To starboard, two necessarily smaller cabins and two heads. The carpet and rug option gives a good effect: the cabins are really cozy and bright. Congratulations are due for the large storage spaces under the bunks, easily accessible thanks to their opening mounted on gas struts.

Conclusion

A successful catamaran, a subtle compromise between comfort and pleasure under sail...

With a run of 200 examples built to date, the 40 should easily match the success of her big sister, the 42.

TECHNICAL SPECIFICATIONS

Builder: Lagoon
Naval Architects: VPLP
Construction: balsa/polyester sandwich
Overall length: 11.74 m (38' 6")
Waterline length: 11.57 m (38')
Beam: 6.76 m (22' 2")
Draft: 1.35 m (4' 5")
Weight: 10,885 kg (24,000 lbs)
Upwind sail area: 81.30 m ² (875 sq ft)
Mainsail: 47.50 m ² (510 sq ft)
Genoa: 33.80 m ² (365 sq ft)
Code 0: 65.60 m ² (705 sq ft)
Motors: 2 x 29 or 45 hp diesel
Fuel: 2 x 200 l (53 US gal)
Water: 300 l (80 US gal)
Year launched: 2017
Price: € 307,200

- 5: The Lagoon 40 is a real family boat, versatile, and is pleasant and great for the whole crew
6: Efficient ventilation, panoramic, anti-glare visibility and comfortable upholstery
7: The bathroom in the owner's hull is remarkable! Highly lit, it allows for ablutions with a full sea view!
8: The aft bench seat is a pleasant observation post under way and usefully complements the lounge and the outdoor saloon area at sundowner time

