

BIG HIT

The Lagoon 50's Asia premiere in Singapore proved a huge success.

By Robert Stedman





A large cockpit leads into a roomy two-level saloon with great views and a corner galley to port.



THE LAGOON 50 was among many boats that stood out at this year's eighth Singapore Yacht Show. The catamaran's sleek curves, two-hull design and three decks turned many a head at the prestigious four-day event at ONE*15 Marina, Sentosa Cove.

Okay, it's a sailing catamaran and not a traditional monohull, but once you step aboard this elegant craft, it all starts to make sense. You kind of get that 'aha' moment.

There's room. No, that's not right ... there's tonnes of room. In actual fact, the Lagoon 50 is more like a floating apartment. On space alone, this boat is a winner.

According to Thomas Gailly, the company's Commercial Director, Lagoon catamarans seem to sell themselves. All that's needed is for potential customers to get onboard.

"They walk on, get a look at the space and panoramic views, and they're hooked," he says.

In fact, there are so many orders, there's currently a backlog back at the shipyard in France. And it's easy to see why.

There's also the wow factor. Lagoon goes the extra length to make, as Gailly says, "every effort to ensure our layouts are as luxurious and as clever as possible".

Cats come into favour

In the past, traditional yachtsmen used to scoff at catamarans. Firstly, they didn't look right. Their design went against a thousand years of sailing.

True, their benefits were numerous but they suffered from some serious flaws, the most drastic of which was 'turtling'. If you turtled a cat, that meant the wind and/or waves flipped the boat upside down.

If that happened, it was nearly impossible to recover the boat – kind of disastrous if the boat flips on an ocean voyage. Thankfully, today's catamarans are very stable and no longer prone to turtling.

Besides offering smooth, stable twin-hull sailing, they also have a



very shallow draft. Depending upon the boat size, the draft often comes in at less than 1m, although it's 1.4m on the Lagoon 50. Think of the possibilities. You can take this boat where even a modest monohull would never dare go.

Another benefit of the twin-hull design is manoeuvrability when under power. With twin screws, one prop for each hull, you can spin the boat on a dime, which makes anchoring or getting in and out of port a breeze. And since you're not pushing a lot of hull through the water, motoring is very economical.

The 50 was among three new Lagoon models – along with the 40 and the Seventy8 power cat – launched at Cannes last year. Currently, the yard produces 11 sailing cats and two power, the Seventy8 and the 630, which was also on display in Singapore.

Gailly says that families really like the 50. "There's more room and even privacy aboard a Lagoon 50 than a large monohull. You'd have to have a monohull of more than 100ft to get the space you have aboard the 50."

Step in the right direction

The 50 includes some sensible new features. For one, the mast is stepped further aft, which allows for more foresail and an easier-to-control mainsail. The mainsail has a higher aspect ratio that optimises performance with better airflow in the upper parts.

Other improvements include a self-tacking jib and a shorter boom for more simplified sail handling.

Coming aboard the Lagoon 50, you'll encounter a large open cockpit facing out to sea, large stern skirts enabling easy access to the boat, and a large modular dining area with removable bench seats to welcome children and adults alike.

A second cockpit on the foredeck has a dual-function seating or deck chair position, flush with the forward trampoline.

A flybridge with two secure accesses and a helm station provides great





Lower-deck options include a three-cabin version featuring a one-hull master suite with desk, settee and large bathroom (previous page).



visibility. The large forward triangle in front of the dual helms – a Lagoon standard – offers a wider choice of downwind sails, improving visibility and performance. And behind the helm station, a huge modular recreation area conceals a storage area large enough to pack all the cushions.

Because of the two-hull design, the 50's interior offers generous volumes and natural lighting. It's as if someone pulled up an apartment and set it down on the two hulls. There's so much space you'd think you were in a penthouse apartment, not an oceangoing vessel.

All around the interior are windows, so you get large amounts of natural sunlight with a mind-boggling panoramic view.

Saloon sets the scene

Lagoon's innovative saloon concept has two levels with two separate areas: a large galley that opens onto the cockpit on one side and a slightly elevated lounge area – for enhanced panoramic views – which can easily be turned into a dining area if needed.

And this is just the main saloon. It's easy to forget that there are two hulls, which house the spacious cabins.

The Lagoon 50 has one of the best-designed interiors and aft-cockpit layouts on the market today and it's easy to see how this boat sells itself, as Gailly claims.

Another reason this craft is a winner is the seemingly endless number of layout variations that can be created. This amazing 50-footer is available in three, four, five or even six cabins, along with a host of other variations. "It's another reason this catamaran sells so well," Gailly adds.



The owner's cabin in the three-cabin version is truly luxurious, with a walk-around queen bed, desk, settee, walk-in closet option and a head with separate toilet, shower, vanity areas and double sinks. The closet area comes with plenty of hanging space and drawers and is more than ample for two.

Even downstairs, the natural light streaming in through the panoramic windows is exceptional and makes all the cabins light and airy.

In conclusion, the Lagoon 50 is an excellent yacht for the money (around €500,000). It has loads of room, is well designed and has a luxurious, superyacht feel.

When asked if there were any drawbacks to owning one, Gailly responds: "None that I can see, although you will have to pay double for your berthing fees."

www.cata-lagoon.com

Lagoon 50 (2017)

Builder	Lagoon (France)
Naval architecture	Van Peteghem-Lauriot Prevost (France)
Exterior styling	Patrick Le Quement (France)
Interior design	Nauta Design (Italy)
Length overall	14.75m (48ft 5in)
Beam	8.10m (26ft 7in)
Draught	1.40m (4ft 7in)
Mast clearance	26.51m (87ft)
Light displacement (EC)	20.8 tonnes
Sail area	158.1sqm (1,701sqft)
Square-top mainsail (opt)	97.8sqm (1,052sqft)
Furling genoa	60.3sqm (649sqft)
Asymmetrical spinnaker	240sqm (2,582sqft)
Code O (opt)	114sqm (1,227sqft)
Engines (std)	2 x 57hp Yanmar 4JH57
Fuel capacity	2 x 520 litres (2 x 137 US gal)
Fresh water capacity	2 x 240 litres (2 x 63 US gal)
Cabins (berths)	3-6 (6-14)
Bathrooms	3-6
EC Certification	A 12 / B 14 / C 20 / D 30