

FOUNTAINNE



just what the
doctor
ordered

LIPARI 41



Built for family cruising. pic Fountaine Pajot

World renown multihull manufacturer Fountaine Pajot made its Australasian launch of the new Lipari 41 sailing catamaran at the Club Marine Mandurah Boat Show, as BARRY WISEMAN reports from Perth.

AS SKIPPER IAN MURRAY invited me to step aboard this brand spanking new, gleaming white, sailing catamaran there was little sign of the 'Fremantle Doctor'.

Just a couple of days after icy winds and a few showers greeted patrons at

the boat show hosted by the Mandurah Offshore Fishing and Sailing Club, this day had dawned to sunny skies and light easterly winds, a typical summer pattern for the west coast.

I was due at the Fremantle Sailing Club at 2pm and the forecast south-westerly sea breeze should have been well and

truly blowing. When I left my Waikiki home on the coast 20km to the south of the port city the ocean was still flat calm. 'No action today' I thought to myself.

Mother Nature was totally out of their control as Ian and his guest skipper, French world champion sailor Philippe Peche apologised for the conditions.



No sharp corners in the spacious cockpit.

(above left) pic Barry Wiseman

Access to the engine rooms is via the hatch at the rear of each pontoon. *(above centre)*

pic Barry Wiseman

The foredeck includes a large trampoline for those fun times. *(above right) pic Barry Wiseman*



“Not to worry,” I said. “Let’s see what happens while you tell me about the boat.”

I had made an attempt to talk to Ian when I first saw the Lipari 41 secured at the floating jetty during the boat show a few days earlier. Every time I approached there was a large crowd gathered, an indication of the interest this vessel has sparked.

“We had a great response at the show. At one stage I counted 19 pairs of shoes lined up on the jetty as people came aboard,” Ian said. “And looking about the

boat you would not have believed it because they were down below, in the cockpit and on the foredeck. There was room for yet more.”

As well as the spaciousness and smooth, clean lines of the vessel, what made an imprint on my mind was the high freeboard. It’s 1.5m at the bow and 1.7m midships. The raised helm station also means the skipper has a high vantage point with clear vision of the whole upper deck and beyond.

As we talked under the fibreglass hardtop covering the cockpit and Philippe

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filled me in on his sailing career we could hear the rigging starting to stir. 'The Doctor' had arrived.

"You know we don't need that much wind to have a lot of fun in this boat," he said in his broken English. "Even though they have lots of cruising features on board they still accelerate very well in little wind. Fountaine Pajot has been building catamarans for over 30 years and their experience allows them to build a boat like this which has a good balance. It is an established brand and this vessel is the 'latest of the latest'.

Peche's background is in racing, mainly monohulls. He was a member of the French entry in the America's Cup challenge off Fremantle in 1986. Three years earlier he was a member of the French crew for the Cup challenge off Rhode Island.

He later moved from mono to multi hulls and high speed ocean racing. Aware of the exhilarating sailing conditions provided off Fremantle by 'The Doctor', Peche decided to settle here in 2001.

As well as his America's Cup achievements in 12m's, this Brittany-born Frenchman has competed in three round-the-world races including co-coordinating the sail program aboard the maxi catamaran *Team Adventure* for the first non stop voyage around the world race.

He is also a member of the team who currently holds the Jules Verne Trophy for the fastest catamaran round-the-world voyage of 50 days in the 120ft *Orange Two* set in 2005.

"It is a big challenge and not an easy one to achieve and the title is currently under threat with a couple of big boats trying to get us."

Peche now runs SailForce in the Australian Marine Precinct at Henderson south of Fremantle specialising in fine tuning sail boats.

Come in spinnaker ...

As the sou'westerly started to peak at 22kts and with Peche at the helm, owner

The Lipari's draft of just over one metre makes it perfect for sneaking into secluded bays.

(above right) pic Fountain Pajot

The Fountaine Pajot Lipari 41 catamaran makes its Australasian debut. (right) pic Fountain Pajot





Sailing into a 22kt breeze, the Lipari 41 topped 10.1kts on review day. (far left) pic Barry Wiseman

Furuno electronics were chosen for hull number two of the Lipari 41. (above left) pic Barry Wiseman

A neat and tidy helmstation, ready for action. (left) pic Barry Wiseman

A wealth of knowledge, Peche parts with some of his racing secrets. (below) pic Barry Wiseman



Ian Murray and I were also to receive some fine tuning.

“As you know the sails are the power of the sail boat and better sails make you go a bit faster but also make you enjoy it a little bit more because you feel more acceleration. It’s a more lively boat. That is something I have noticed in this particular boat, the Pajot 41. The sails

look great, they are a modern design and they do actually give energy to the boat which is pleasing to see because that is rare in big cruising boats.”

Fontaine Pajot has used the environmentally friendly vacuum infusion construction method in the Lipari 41, as with all its vessels. It has two sites in France, 8000sqm at La Rochelle and

13,000sqm at Aigrefeuille and has been able to secure proven and reliable suppliers for the sails, mast and rigging to consistently deliver a well packaged vessel.

Built to be unsinkable even if both pontoons are filled with water; the twin hulls come out of one mould so there are no joins. The controlled resin vacuum

infusion provides a uniform thickness of laminate with no possibility of air voids. It helps keep the weight down too with the Lipari 41 having a displacement of 7.6 tonnes. With a low centre of gravity, the standard 41 comes with twin 20hp Volvo diesel engines. The model replaces the popular Lavezzi 40.

The boat here in Perth is the second hull out of the factory and the first to make its debut to the sailing world and Peche admits to making some slight modifications with the rigging to make it easier to handle in the open West Australian conditions.

“Western Australia is more exposed than many other parts of the world. We do sail in conditions that are rugged and tougher than the Mediterranean. Here we just start to enjoy our boats at 15kts of breeze. So just by tweaking the sails we can make it more enjoyable. As far as structure goes the boat has everything to cope with these elements.”

Owner Ian Murray was looking for a family cruiser and selected the Maestro model which has a private suite in the starboard hull including a queen sized bed, desk, library and ensuite. The port hull is fitted with two guest cabins one with a queen and the other with a double bed and a separate bathroom.

Stepping aboard aft you walk into a large cockpit which is covered by the hardtop and equipped with a dining table and seating for eight people. From this open plan design a large tinted glass sliding door leads into the saloon. The deck is level so there are no steps to stumble over as you head inside.



With a beam of 6.75m this area is spacious and large windows all round provide plenty of natural light plus 360° vision for safety.

A big winner come meal time and while entertaining is the rear galley with a large window looking out into the cockpit. You can prepare a meal or serve snacks and still be part of the conversation, unlike some boats with the galley below in one of the hulls.

Timber is used extensively and the saloon has plenty of cabinetry and dining for eight. The adjacent chart table is roomy with the autopilot slave controls above.

The cabins are roomy, each with its own porthole and plenty of cupboard and hanging space.

The same spacious feature goes for the bathrooms with the skipper's ensuite in the starboard hull very roomy.

Room for more storage alongside the Volvo Penta 30hp diesel engines aboard the review boat.
pic Barry Wiseman

On deck ...

Safety is a big feature on this vessel and every effort has been made to make sure the deck is clear of ropes. The large rope bin is located immediately below the three winches to the right of the helm with the winch handle within easy reach.

The traveller holding the mainsheet is secured to the roof top over the rear cockpit and the boom at the rear is high enough to easily clear tall skippers.

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360° vision and an 'L' shaped lounge welcomes diners in the saloon. (top left) *pic Fountaine Pajot.*
Excellent headroom in the saloon for the tallest in the crew. (top right) *pic Fountaine Pajot.*
The Lipari 41 has a strong timber theme throughout. (centre left) *pic Fountaine Pajot.*
There's plenty of natural light in the galley looking onto the rear cockpit. (centre right) *pic Fountaine Pajot.*
A second auto pilot station at the chart table in the saloon. (above) *pic Fountaine Pajot*

The forward section of the streamlined fibreglass cabin roof has a built-in grab rail several centimetres deep which also doubles as a rain water collector. Stainless steel rails are placed in the right places as you move from the helm bench seat round the outside to the cockpit below or there are a couple of moulded steps leading down from the steering position.

As mentioned earlier, the cockpit floor is level and all corners of the superstructure have been rounded, including the dining table, to avoid injury from sharp objects.

"I have two young kids and my wife and I want a boat to sail at weekends, doing trips up and down the coast. When you look around the boat it is an extremely safe vessel; no sheets on the deck you can trip over; no winches on the deck that you're going to kick, easy for the kids to walk to the front or the back, they're not going to bump their heads anywhere. The traveller is raised so the kids can't trip over it or having the traveller moving across and taking someone's foot out. I know Philippe is a high performance guy who's raced around the world, but I look at it for a

safe, comfortable sail for the weekend for the kids. I wouldn't get my wife sailing on a monohull. This is flat and she can sit and have a tea or wine and relax, the kids can have fun and have an outdoor existence away from electronics, and I can get to sail," added Ian Murray.

At the wheel ...

The owner opted to upgrade the standard twin 20hp motors for two larger 30hp Volvos because of our strong sea breezes offering up to nine knots under power:

Silently they fired up and we cleared the jetty heading for Cockburn Sound off Fremantle.

Clear of the rock walls and with Ian at the wheel Philippe worked the winch to raise the mailsail in a matter of seconds. The motors cut, we headed 60° into the wind.

There was a good one-and-half metre

chop on Cockburn Sound by this time but the high bridge deck clearance of the tunnel meant there was no slamming or noise from any wave action and the high freeboard kept us dry with no heeling to port or starboard.

"I wouldn't be dressed in just a tee shirt if I was on a monohull right now," Philippe remarked. "I would be drenched and in my wet weather gear." Unfurling the jib the vessel remained level as we pushed for our target speed of 10kts.

Invited to take the helm, I was surprised with the ease of steering and the response of the boat to rudder change. It was so light and a breeze to handle with one hand.

"We'll tack to starboard Barry," our champion racing yachtsman called out.

"First we must get speed," as he tweaked the winches. "We need to get the speed up and turn the wheel full lock to starboard. Having made the tack you

straighten the boat up while I trim the sails."

Pushing eight knots and on his command I turned the wheel all the way with ease while Philippe released the lines and took up the tension once more. Done in a matter of seconds, the boat started to pick up speed again.

For me it was a real privilege to have this veteran high performance sailor parting with his knowledge as we climbed to 9.45kts.

World champion sailor Philippe Peche trims the sails off Fremantle. (below left) pic Barry Wiseman
Owner and Fountaine Pajot's Ian Murray at the helm under the watchful eye of Philippe Peche. (top right) pic Barry Wiseman

The all-weather cockpit is protected by a hard top roof. (bottom) pic Fountaine Pajot.





The grab rail on the left of the picture also acts as a rain water collector. (top) pic Barry Wiseman
 Good clearance between the boom and the skipper in the raised helm station. (above) pic Barry Wiseman

The Frenchman then took the helm while I slung my camera back around my neck.

“Let’s see if we can get to our target of 10kts,” he said.

Adjusting the helm slightly, a click on the winches, and with 22kts showing on the Furuno instruments we topped 10.1kts to the yells of delight from all three.

The Lipari 41 headed back to the sailing club, furling the jib and starting the engines just outside the harbour walls. The mainsail slid down without a hitch and within minutes we were tied up alongside.

It’s a very easy boat to handle, spacious and offers a comfortable, dry ride, plus it’s far cheaper to run than a power cat. Built for long or short cruising trips, it would be perfect to explore the west coast, Abrolhos Islands and the Kimberley.

The boat has been built also with the charter holiday market in mind due to its safety features, ease of use, and spacious layout.

Ian Murray is now the WA agent for Fountaine Pajot and the vessel is available for demonstration voyages.

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SPECIFICATIONS

Fountaine Pajot Lipari 41

Price	\$599,000
LOA	11.95m
LWL	11.82m
Beam	6.75m
Draft	1.1m
Full load displacement	9.8 tonnes
Mainsail area	56sqm
Genoa	33sqm
Power	2 x 20hp standard (30ph optional)
Diesel fuel	300 ltrs
Freshwater	2 x 265ltrs