

# cruiisi



FOUNTAINE PAJOT'S LATEST FORAY INTO THE POWER CATAMARAN CRUISING MARKET IS A COST-EFFECTIVE WINNER, REPORTS KEVIN GREEN.



The Summerland 40 has an impressive range of 1000 miles at 7.5kts on the standard Volvo 160hp engines and can top 23kts with the larger optional 220hps. *pic courtesy Kevin Green*

the Highland Pilot 35, the new Summerland 40 that debuted at the Sydney International Boat Show and up to the Queensland 55. Reflecting the significance of the Australian market—where it's just awarded Australian-New Zealand distributor Multihull Solutions for being its most successful partner-company founder Jean Francois Fountaine arrived down here to launch the Summerland and the other debutant, the Mahe 36 Evolution sailing cat.

Comfort and economic cruising were the main market drivers, explained Monsieur Fountaine, and the Joubert-Nivelt designed 40 footer epitomised this, he said, with nearly half the fuel consumption of an equivalent monohull powerboat. Unlike many competitors in the growing power cat market who adopt existing sailing hulls Fountaine Pajot pen a dedicated design. "It is an economy if you use the same hull but a good powerboat must have sharp bows to cut through the waves and a powerboat with a sailing hull will move about too much rather than cut through the waves; and also the shape of the hull is different to accommodate the propellers," he explained to me.

#### **First look**

The striking features of the Summerland 40's saloon is the helm console and the amount of cabinetry that protrudes, which means it's cosy but on the downside lacks open space for social gatherings that could spill out through the double glass doors to the spacious cockpit. Al fresco eating will be a breeze however with the starboard galley and its bar is ideal for serving food. A four burner gas stove and oven should keep the cook happy and large side windows allow plenty of natural light with curtains to for privacy when marina parking.

**T**HE NEWLY LAUNCHED Summerland 40 powercat promises bluewater cruising sailors some welcome respite from marinas with plenty of range thanks to its meagre fuel consumption and enough creature comforts to make anchorages a real home-from-home.

Powered catamarans are an increasing feature of our need for more fuel efficiency, a trend major French builder Fountaine Pajot recognised about 10 years ago when it started powercat production. One of the major worldwide catamaran builders it has gone on to produce about 220 vessels in this its Trawler category that range in size from



The large flybridge has room for plenty amenities and excellent visibility. *pic courtesy Kevin Green.* (above left)

Wide decks with high guardrails and handhelds allow crew to move forward easily on the Summerland. (above right)

Though, with a long legged boat like this remote anchorages and sea miles would be higher on the agenda. Elsewhere in the saloon seating in the U-shaped lounge area is comfortable with dark brown leatherette a practical covering for the cushions.

The main helm console dominates the saloon and allows the steerer good

visibility, thanks to wrap around windows and an adjustable helm seat. Glare is reduced thanks to an overhung lip around the large windows and a big single wiper is fitted. The console has a warm walnut style finish complimented by hardwood covering on the steering wheel. The review boat's console was dominated by the large 12in Furuno 3D multifunction display and associated auto pilot



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instruments with radio receivers to hand on the right, along with the electronic throttle controls. A substantial chart table finished off this area and adjoining bench seat means that the skipper need not be alone while on watch.

### Below decks

Accommodation is the other big selling point with the topside saloon galley allowing both hulls as dedicated crew quarters in the three double cabin layout. The spacious starboard side owner's cabin with ensuite is up forward with athwartships queen bed and there is good storage space, including a large forward bulkhead locker. The light wood finish is contemporary if a little spartan and lacking warmth due to exposed fibreglass bulkheads. Moving back in the owner's hull the stern head has a similar large locker behind it, as it adjoins the starboard engine room. This is where the optional generator set and water maker can live and this kind of area really does boost boat's cruising credentials. Another plus; beneath the laminated floorboards deep bilges with spaced bulkheads offered extra storage as well as control of water ingress.

Portside, the two double guest cabins located fore and aft of the spacious hull are separated by the second head and shower. The forward guest berth's storage is a stand-out feature with voluminous cabinet space that could house a substantial cruising library, charts and other useful accoutrements. The mattress felt firm and headroom, as with the owner's bed, benefitted from the concave forward shape of the deck. Privacy and comfort again to the fore which will be a big selling point for the Summerland 40.

The aft guest cabin is of similar proportions, again with great shelf space but on the downside is impinged on by the saloon settee bulkhead, and with its bare fibreglass, offsets what is otherwise a well finished double berth. Fixtures and fittings throughout felt of good quality with positive locks on doors, solid switchgear and smooth woodwork.



The rear deck has spacious seating and room for a substantial table underneath the flybridge roof. (top right)

Visibility is good and all controls are to hand at the main helm with the optional Furuno 3D display fitted to the review boat completing the navigation set up. pic courtesy Kevin Green. (above)



The portside stern cabin has ample headroom and plenty of storage. (top left)

A four burner gas stove and oven with plenty of fridge space means the galley is an effective area with convenient window access to the cockpit.

pic courtesy Multihull Solutions (top right)

Cabinetry impinges on floor space but does help crew movement in a seaway.

pic courtesy Multihull Solutions (above left)

The owner's suite takes up the entire starboard hull, is well appointed with island bed and secluded from rest of the boat.

pic courtesy Multihull Solutions (above right)

## Hull and deck

The overall profile of the vacuum infused hulls, with forward raked bows and transoms, combined with curvaceous split level side decks avoids the usual boxy shape associated many powercats. Unusually, a bulkhead protrudes between the hulls which houses the anchor; handy for easy deployment, via the 1000W electric windlass in the anchor locker. A discreet chine defines the forward waterline and the gentle overall rocker is interrupted aft with solid fins to support and protect the propellers. The 5.45m beam gives plenty of side deck space and the elevated foredeck with its rounded hatches ensures maximum headroom below. These hatches are perhaps a little on the small side, should you need to climb out in an emergency – such as a galley fire blocking the cockpit exit. The aforementioned protruding bulkhead undoubtedly helps minimise the traditional cat wave slap and at speed she also proved to be a dry boat overall, no doubt a reflection of an efficient design. The non-slip surface of the wide side decks combined with solid stanchions and grab rails mean crew can safely move

forward underway. As an option I'd definitely fit the pre-cut teak on the cockpit sole and on the wide flybridge steps, the latter to prevent crew slipping in the wet and this would also reduce the glare from all the brilliant white fibreglass. Entertaining should be fun in the well proportioned cockpit with good shading to locate a table while sunworshippers can stretch out on the comfy stern bench seat.

Just add the optional barbecue over the stern rail and it's party time. Twin gates allow guests to enjoy swimming from both hulls, with starboard fitted with a retractable ladder, and access is near the waterline. Functional transom davits ensure no dramas when lowering the dinghy as well.

Climbing up to the flybridge is easy thanks to a solid spiral handrail and on the review boat a strong stainless bimini ensures the skipper doesn't fry when manoeuvring or even trolling for a big game fish. My host for the day, Mark Elkington from Multihull Solutions pointed out that further protection was being added by the boat's new owner, with

clear curtains being fitted. The area is spacious if minimalist – I'd fit the optional table and fridge so that the lovely views can be enjoyed with glass and plate in hand. On the plus side the area is readily adaptable – the plentiful cushion space can be transformed into a back-supported double seat by clever redeployment of a stainless guard rail. Same applies to the helm bench seat that can also be offered as two seats. Visibility is excellent with all hull quarters in view. Instrumentation at the flybridge console included Furuno readouts and autopilot controls clustered around a small diameter stainless steering wheel. As standard, aerial instrumentation needs



Engine access to the Volvo 220 D3s also includes removal of stern panel. pic courtesy Kevin Green. (left and above)

Monohull versus multihull comparison: consider performance, fuel efficiency, accommodation, berthing fees and of course aesthetics. (below)



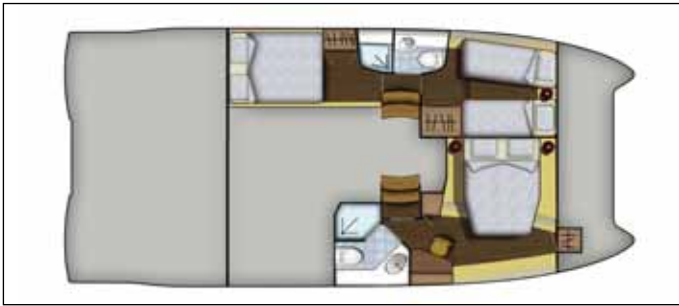
might be limited due to lack of struts or radar arch but there is an option available to fit a stainless fitting on the flybridge.

**Behind the wheel**

Getting behind the wheel of the Summerland 40 proved a very enjoyable experience. 'Stable without being sedate' was my scribbled thoughts at the time and my coffee cup didn't even spill when I throttled the twin Volvo D3 220hp engines up to their cruising speed of 18kts, albeit on a calm Sydney Harbour. Boat trim didn't alter noticeably, unlike some planing monohulls, and the ride felt smooth while the evident linear stability of the hulls meant the Summerland tracked as straight as a dart. My only

gripes were the heavy feel of the small flybridge wheel and the slight pickup delay in the electronic throttles but the latter just took a bit of getting used to. Engine noise wasn't intrusive either, both on the flybridge or in the saloon. A lack of waves had me chasing the wash from larger vessels such as the ubiquitous Sydney ferries which obligingly put up a two foot wave face. Piercing the waves rather than bouncing off the top again caused only a ripple in my coffee cup and even turning broadside to the wash only set a small rocking motion across the decks – very impressive. Banking into a turn is of course a manoeuvre you can't do on a powercat so depowering the inside engine on the turn ensured the

“Piercing the waves rather than bouncing off the top again caused only a ripple in my coffee cup and even turning broadside to the wash only set a small rocking motion across the decks – very impressive”



“ You may have plenty of windage but designer Joubert has ensured this boat behaves and will give great confidence to novice skippers ”

Summerland drove through the manoeuvre efficiently; and a series of 'S' turns were done with aplomb and ease. As did my next test of making a 25m doughnut (without skid marks!), done with plenty of fore and aft throttle movement on the twin levers.

Host Mark pointed out that the handling of these boats is so precise that some have been used in the tight confines of the America's Cup race support, and I can see why. Motoring up to the series of wooden piles near east Balmain I then used them as a yardstick for my stern manoeuvres. Correcting my

line, as the north-westerly wind knocked the bow off, was easy via quick stabs of the windward engine and I maintained my parallel line along the wooden piles.

You may have plenty of windage but designer Joubert has ensured this boat behaves and will give great confidence to novice skippers. Before throttling up to head for home I descended the wide flybridge stairs and Mark switched controls to the saloon helm. This wheel felt lighter to the touch, as the power surged through the boat in response to the open the throttles. As it was Sydney Harbour, littered with jetboats and even



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float planes, it's wise to check astern before manoeuvring. This proved a bit difficult with all the saloon cabinetry but the wrap around helm windows gave a great vista going forward. Engine revs rose cleanly to max out at 3800rpm as we approached the rocky shores of Cockatoo Island at rapid pace, with instruments showing 23.5kts.

I noticed the statistics for the standard engines, Volvo 160CV's, gave a top speed of 18.7kts but all engines options boast an impressive 1000 mile range at a cruisey 7.5kts with fuel consumption at a miserly 5.3l per hour. For a more realistic headway of 13.5kts, consumption rises to 18.9l, giving a 500 mile range. In tough economic times figures like these will undoubtedly make monohull owners take note. Fountaine Pajot claims a 40% improvement of consumption against similar monohulls, which is incredible. Ask your accountant to check the stats but it could mean that a good chunk of the difference between its relatively higher price tag (\$720,000 base) could be clawed back in much cheaper running costs when you consider a similar

monohull. Bean counting aside, fitting the larger engines allows the bluewater sailors to load up the boat while using the power more efficiently, so worth considering if your budget can stand it.

Overall the Summerland 40 ticks all the boxes; comfortable, economical and a performer; yet with enough of that Gallic flair to make a statement wherever you cruise.

#### Likes

Overall build;  
Comfort and handling;  
Economy and storage.

#### Dislikes

Spartan overall finish;  
Congested saloon.

The 5.45m beam ensures plenty of space under the hard top cockpit cover and good swim platform access to either hull.  
*pic courtesy Kevin Green*



## SPECIFICATIONS

Price – base boat	\$720,000
Price – review boat	\$768,000
Engines fitted	twin Volvo D3 220hp (Model D3 5 cyl, 2.4L capacity, max revs 4000, 2x353kg weight)

#### Performance figures

7.5kts – 2 x 5.5 litres per hour / range 950nm
13.5kts – 2 x 20 litres per hour / range 470nm
21kts – 2 x 47 litres per hour / range 315 nm

#### Options fitted

Furuno GPS systems and displays,  
Fly bridge bimini, flat screen TV and microwave, teak decking (cockpit and stairs).

#### General

Design	Joubert-Nivelt
Design, interior	Coste Design & Partners
Hull Material	Vacuum infused sandwich structure with a core of PVC foam laminated
Length overall	11.98m
Beam	5.45m
Draft	1.07m
Weight	12,000kg unloaded

#### Capacities

Berths	6
Fuel	1400L
Water	600L

#### Engine

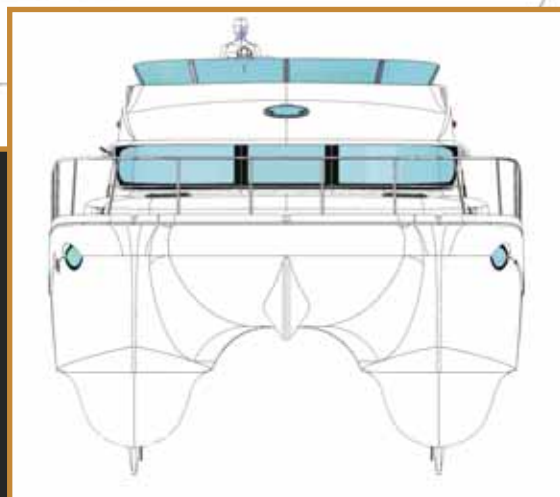
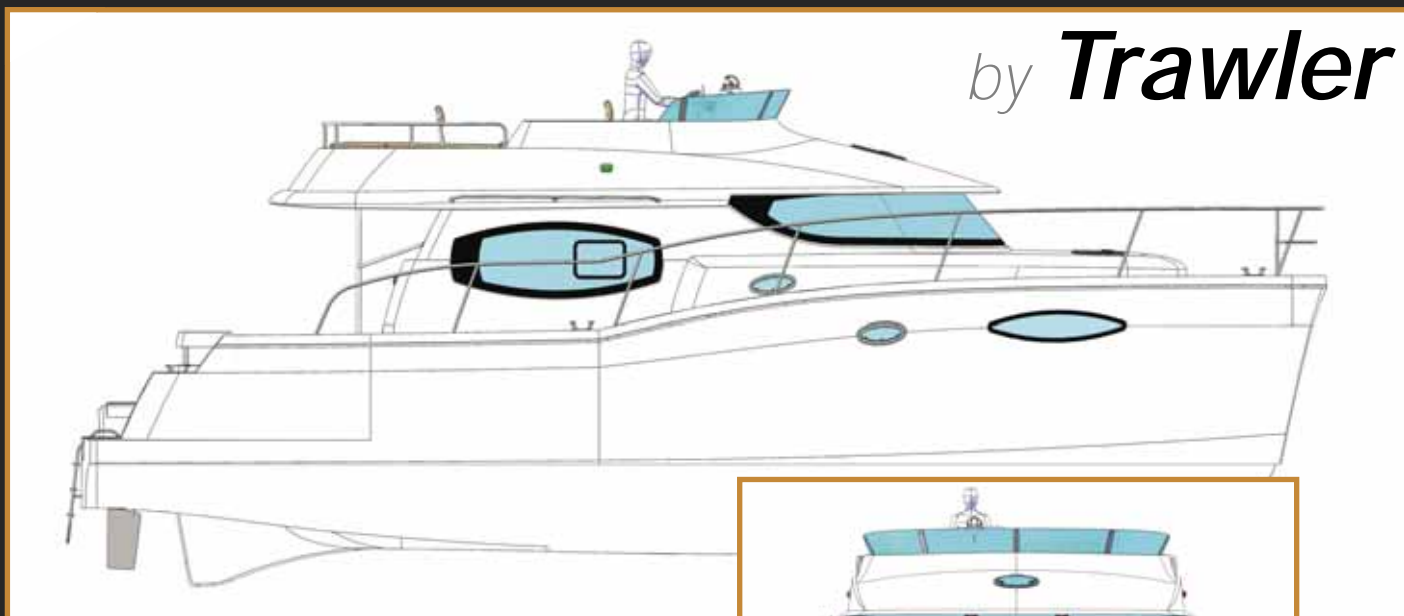
Engines Standards	2x Volvo 160CV
Make/model	2 x Volvo D3
Direct shaft drive behind protecting keels	
Type	Five-cylinder turbo diesel w/ four valves per cylinder
Displacement	2.4L
Rated HP	2 x 163
Max. RPM	4000
Alternator	140amp
Batteries	300amp/h
Propellers	Four-blade
EC certification	Category B : 8 pers. Category C : 12 pers. Category D : 15 pers.

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# Summerland 40

by **Trawler**



INTENSE INTEREST SURROUNDS THE 2010 AUSTRALIAN ARRIVAL OF TRAWLER'S EXCITING NEW SUMMERLAND 40, WHICH WILL OFFER ASIA PACIFIC POWER CATAMARAN ENTHUSIASTS A DESIGNER BOAT WITH EXCEPTIONAL CONSUMPTION RATES.

**F**ROM THE RENOWNED FRENCH SHIPYARD OF Fountaine Pajot, the Summerland 40 features the superior characteristics for which the company's Trawler range is already renowned including state-of-the-art design, autonomous controls, outstanding fuel consumption and exceptional offshore ability.

Priced from AUD\$720,000, the Summerland 40 will complement the existing range of Trawler power catamarans, which includes the Highland 35 Pilot, Cumberland 46 and the Queensland 55.

Designed by the Joubert-Nivelt firm of architects, Trawler catamarans are designed as ocean-going boats with a host of special features including a generous free-board and high bridge deck clearance to provide a quieter and dryer ride than competitors in most sea conditions.

The Trawler's two hulls ensure excellent stability, eliminating dangerous and uncomfortable rolling. As with all of the Trawler models, the Summerland 40 has a main deck helm station for comfortable passages, and a fly bridge helm station

for exceptional visibility. The Summerland 40 also boasts a true owner's suite with sea views and spacious bathroom.

More than 200 Trawler catamarans have capably taken on the world's toughest waters in less than 10 years, including the English Channel, North Sea, Bay of Biscay, Golf Stream, trade routes, plus the Indian and Southern oceans.

Based in France, Fountaine Pajot is regarded as the world's leading manufacturer of power and sail cruising catamarans and has recently celebrated 35 years in business with more than 2,100 catamarans built over this time.

Complementing the Trawler line, Fountaine Pajot has a range of sailing catamarans comprising the Mahe 36 Evolution, Lipari 41, Orana 44, Salina 48, Eleuthera 60 and Galathea 65.

Further information can be obtained by contacting:

**Multihull Solutions**

**p: 07 5452 5164**

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