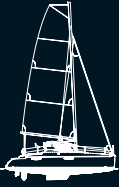







# Fountain Pajot

C A T A M A R A N S



					
MAHE 36 Evolution	LIPARI 41	HELIA 44	SALINA 48 Evolution	SANYA 57 Flagship Class	VICTORIA 67 Flagship Class

Sailing Multihulls 2013 / 2014

# Fountaine Pajot

*Fountaine Pajot*  
C A T A M A R A N S

Founded by Jean-François Fountaine and Yves Pajot in France in 1976, Fountaine Pajot is now the world's leading manufacturer of cruising catamarans having built more than 2200 sail and power multihulls. With two state-of-the-art production sites in La Rochelle - the heart of one of the world's most important boatbuilding regions - Fountaine Pajot employs an elite multidisciplinary team of more than 400 people and is renowned for its continued investment in technology, production industrialisation, research and design.

## Manufacturing

The construction of Fountaine Pajot catamarans includes verifications at every stage in conformity with ISO 9001. The fibreglass fabrics are checked before use and each stage of lamination is followed by an inspection. Pressure during vacuum-gluing operations is continuously measured and the quality of the result is systematically checked over the whole glued surface. The hardness of the composite is measured on each element using the Barcol procedure, and samples taken from each boat are kiln-tested in order to verify resistance to hydrolysis. The resistance to wear and weathering of the adhesives used for the lining and floors are also tested.

There is complete traceability of every unit that leaves the yard – a rigorous system essential for subsequent maintenance. The company's technical department and engine manufacturers conduct sea trials on all boats to guarantee delivery in perfect condition.

## Quality Inspections

When completed, the boat goes to the test basin where all of its equipment is tested, and a sprinkler system checks the whole structure is completely watertight. For future reference, the technical department maintains a comprehensive file on every vessel, which contains the details of all the materials and products used and all equipment installed. Exact drawings of certain specific components are also archived, as well as samples of the composite.

## I.C.N.N Product Certification

All Fountaine Pajot catamarans possess 'EC Type' I.C.N.N Product Certification in conformity with European directive 94/25 CE. The Fountaine Pajot yard is also the first French boat builder to have obtained ISO 9001 Quality certification for the entire production cycle of its vessels. This certification is an international standard designed to improve customer satisfaction, ensuring the company continues to build on its high standards of product and management procedures.

## Safety

### Unsinkability

Unsinkability and the bulkhead structure inside Fountaine Pajot's catamarans are key elements in their safety. Unsinkability is ensured by volumes of foam placed in the forward and rear extremities of the hulls.



The watertight bulkheads in the stem of each hull provide total isolation; even after an impact causing a leak, only the forward compartment floods and the boat can continue to sail.

## Fins

### Fixed fins

For safety reasons the fins are completely separate components to the hulls – a feature that preserves and protects the watertightness of the boat in the event of a violent impact, and also makes them easier to repair or replace if required.

### Shock-resistant fins

The use of fin keels over daggerboards provides numerous advantages: they are fixed and therefore require no manipulation; they give perfect protection to drive shafts, propellers, rudder blades and hull bottoms in the event of grounding; the absence of a daggerboard case saves space; their wind-tunnel designed profiles give exceptional performance and generate no turbulence or vibration.

## Technology

Fountaine Pajot catamarans are built from a sandwich structure with a PVC foam core laminated under vacuum. Fountaine Pajot leads the industry in this technology, consistently making significant investment in the advancement of injection moulding technology to allow resin

injection at far higher pressure, delivering a lighter, stronger and more consistent product. For ultimate protection against hydrolysis, only isophthalic gelcoats are applied to hulls and decks by spray-gun. Also, the recent introduction of vinylester rather than polyester resins from the waterline down further enhances strength and hydrolysis resistance.

## Custom-made fabrics

Fountaine Pajot, in collaboration with Chomarac, has designed their own fabrics with mono and multidirectional fibres in different weights in order to optimise the weight and structure of the boat. In accordance with the quality control process, for every model an exact sample of each fabric allocated to specific zones in the vessel is prepared and recorded. The choice and composition of fabrics differs according to the zone orientation to ensure fabric weights are optimised with respect to the stresses distributed throughout the boat.

## Infusion Process

The entire structure of the boat is built up in layers of dry-bonded fabric. Under vacuum, the resin is able to penetrate into every empty space in a single operation, which affords multiple advantages: protection of the environment and anticipation of new regulations relating to solvents; improved working conditions, and a perceptible weight saving resulting in improved sailing performance.

# Lipari 41



The stunning Lipari 41 is a world class cruising multihull that shatters the benchmarks set by its peers.

The catamaran has been constructed with a low centre of gravity and light displacement of 7.6T to ensure safety, stability with optimal comfort and performance in all conditions. Its two 20Hp standard engines provide a cruising speed of 7.7 knots, while the option of two larger 30Hp engines offers up to 9.5 knots if required.

Aesthetically, the Lipari 41 represents the pinnacle of European excellence with elegant lines and a revolutionary design that maximises space, storage and comfort.

The catamaran's ergonomically designed deck provides convenient centralised handling with obstacle-free movement. Built with advanced RTM éco technology, the Lipari 41 outshines its competitors in innovation with the mast built into the deck rather than the roof for reinforced structural rigidity and ease of handling.

The Lipari 41 also features an integrated dual-seating helm station with excellent visibility and has the cockpit and saloon on the same level to help make short and long passages a cruising pleasure.

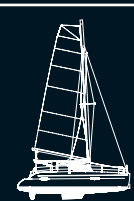
The cockpit features all-weather protection, ample seating for eight guests, a stainless steel framed dining table and open-plan entertaining facilitated by a large sliding door opening into the saloon.

Inside, the saloon and galley have been designed for spacious and relaxed living with large windows that provide outstanding natural light, ventilation and visibility, beautiful timber cabinetry and the highest standard of fixtures, trims and upholstery. Dining for eight is comfortably accommodated with the saloon's stylish table that also has stainless steel legs, an integrated plate stand and extraordinary under-bench storage. The adjacent chart table is also large, comfortable and practical.

The generously-equipped galley has been cleverly designed to ensure entertaining onboard is a breeze with an easy access 'piano-hinged refrigerator', outstanding storage and quality designer fixtures.

Each of the roomy cabins is well-ventilated with large portholes, superb visibility and an abundance of hanging and cupboard space.

The Lipari 41 is available in two versions: The Standard features four cabins with two separate bathrooms and is ideal for family and charter use. The three cabin is a true Owner's version with an exclusive private suite in the starboard hull including a decadent queen sized bed, desk, library and beautiful ensuite with contemporary designer fixtures.





# Lipari 41

## Specifications

LOA	11.95 m / 39.20 ft
Beam	6.73 m / 22.10 ft
Draft	1.15 m / 3.77 ft
Air Draft	17.56 m / 57.60 ft
Bridgedeck Clearance	0.655 m / 2.14 ft
Displacement	7.6 tonne
Sail Area Genoa	33.5 m <sup>2</sup> / 360 sq ft
Sail Area Mainsail	56 m <sup>2</sup> / 603 sq ft
Engines – larger optional	2 x 20 hp / 2 x 30 hp
Freshwater Capacity – larger optional	2 x 265 litre
Diesel Capacity – larger optional	1 x 250 litre
Architects and Designer	Joubert - Nivelts
Layout Options	Standard – 4 doubles / 2 bathrooms Owner's – 3 doubles / 2 bathrooms Charter – 4 doubles / 4 bathrooms



4 cabin version is also available with 4 bathrooms for charter.

Standard Version



Owner's Version



# Why Fountaine Pajot?

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- Safety – Fountaine Pajot catamarans are rated as “unsinkable”.
- Performance / cruiser – each has an excellent balance of performance and comfort.
- Ease of use – all sailing catamarans are designed for easy handling by just one or two persons.
- Design and technology – Fountaine Pajot’s team of internationally renowned architects, designers and builders is continually improving the range to combine the very latest in design and technology.
- Value for money – Fountaine Pajot catamarans offer proven, stylish designs and outstanding performance at an affordable price.
- Global brand – Fountaine Pajot catamarans are recognised internationally, ensuring you enjoy worldwide service and support, plus easy availability of spare parts when required.

Fountaine Pajot’s range of premier cruising catamarans offers an unparalleled combination of performance and comfort. With stylish designs featuring sleek lines and stunning contemporary interiors, each model is carefully appointed to make every voyage a pleasure. Fountaine Pajot’s catamarans are available in a range of sizes and interior layouts to cater for every client’s individual requirements, making them perfect for day trips, weekend sailing, coastal and offshore cruising.

## Shipping

Fountaine Pajot catamarans are sailed/powered from the factory in France across the English Channel to Southampton where they are disassembled and loaded aboard selected suitable ships. This “sea trial” ensures all systems are in proper working order before the vessel is delivered to Multihull Solutions.

On arrival in Australia or New Zealand, Multihull Solutions oversees the transfer of the vessel from the ship to the dock and its launch into the water, where our team then handles the full commissioning process (eg. standing of mast, fitting of sails, biminis, electrical and gas compliance etc). A Multihull Solutions sales representative then manages all inspections and sea trials with the client before handing the vessel over.

If clients prefer to collect their vessel personally from the factory in France and make their own way back to Australia/ New Zealand, ex-factory handovers can also be arranged.

For more information, please contact us or visit our website at

[www.multihullsolutions.com.au](http://www.multihullsolutions.com.au)



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