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EXPLORING THE FUTURE

TECHNOLOGY THAT MAKES BOATING BETTER

COOL CAT

LAGOON'S 630 MOTOR YACHT
RUNS AS SLEEK AS SHE LOOKS

◦ 36 ◦

TREASURED

SILVER WIND PUTS
THE CUSTOM IN SEMICUSTOM

◦ 44 ◦

APRIL



2015



No. 1300

THE WORLD IS YOURS



In the early morning light off Marsh Harbour, the Abacos, the Lagoon 630 Motor Yacht slices through a wind chop with ease.



LAGOON'S 630 MOTOR YACHT TAMES THE GULF STREAM.

BY JOHN WOOLDRIDGE PHOTOGRAPHY BY NICOLAS CLARIS



AS YOU MIGHT GUESS BY LOOKING AT THE SALON,
THE LATERAL GALLEY ALLOWS THIS COMMON SPACE TO BE WIDE
OPEN AND GENEROUSLY FURNISHED WITH SEATING.

A

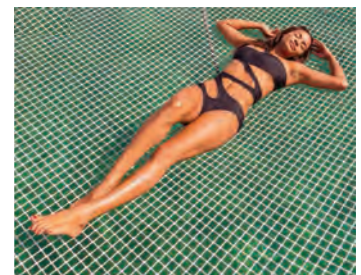
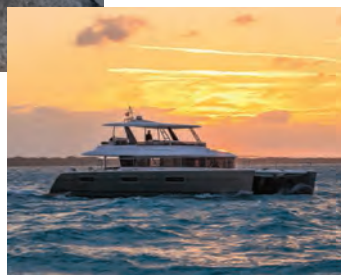
A QUICK GLANCE AFT confirmed what we were all expecting. Strong northerly winds of 25 knots, gusting to 30 knots, had whipped the Gulf Stream into a wild washboard of 6- to 8-foot waves, every other one cresting into a white foamy top that approached the stern of our Lagoon 630 Motor Yacht with a growling sound that cut through the rise and fall of the wailing breeze.

I watched from my perch on the aft deck as a tall wave rolled up behind us, ducked under our yacht's hulls and lifted them briefly, and then I felt the acceleration as the 630 MY surfed down the face. Looking through the salon to the screen at the interior helm, I saw the speed pick up to 14 knots, then slow to our original 10 knots as the wave passed. It was a thrilling ride, never out of control, and very predictable as the autopilot once again found our original course. The 32-foot beam kept the sole squarely under my Top-Siders, and I marveled at the roll resistance of her twin hulls.

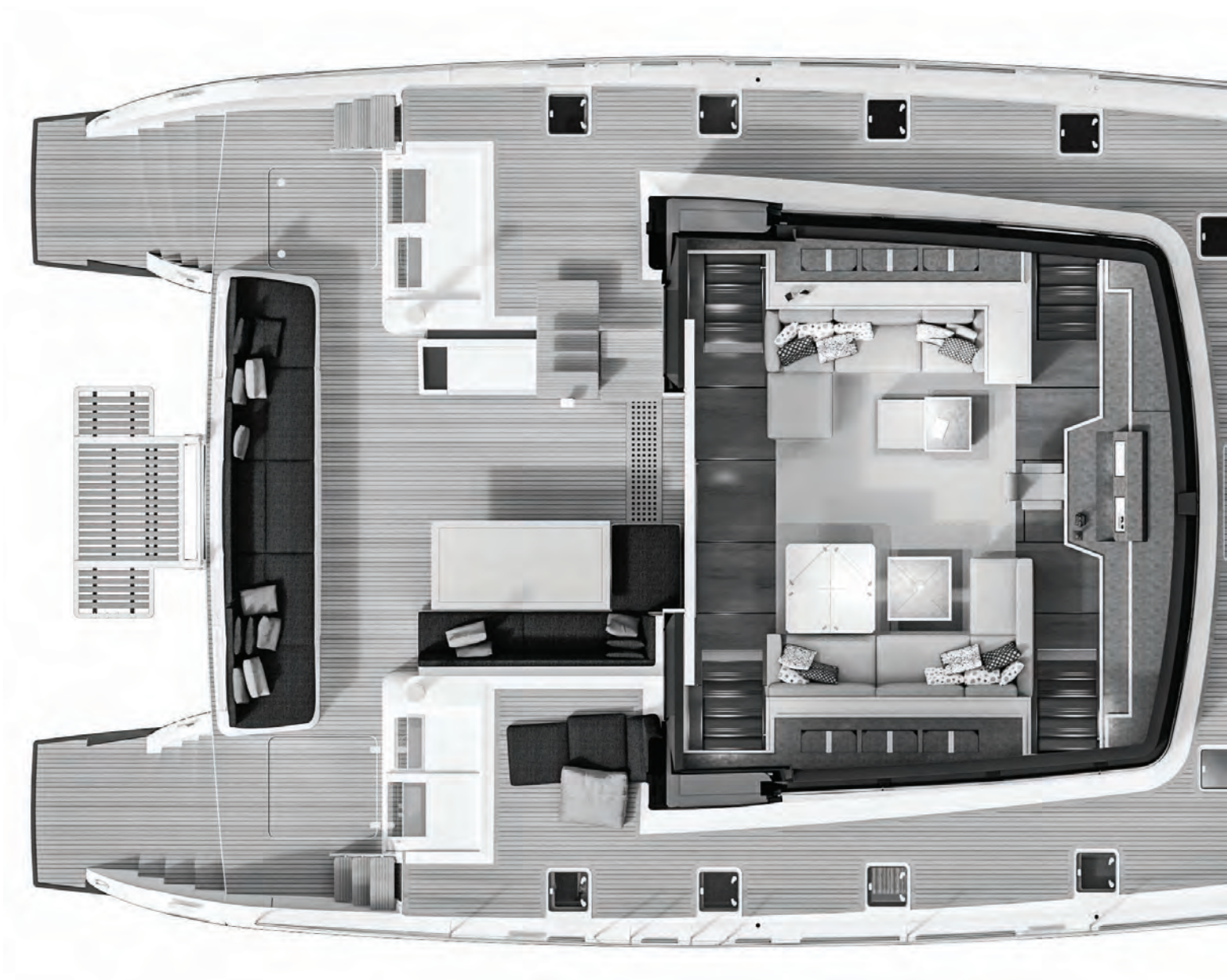
I was surprised at how well the power catamaran performed in these conditions, but really, I shouldn't have been. The 630 MY is based on the Lagoon 620 sailing catamaran and, with more than 50 620s built, is a tried-and-true platform for open-ocean cruising. For those skeptical that a sailing catamaran hull can perform as well as



Lagoon was founded in 1984 as a subsidiary of Jeanneau Technologies Avancées (JTA), Jeanneau's "racing department." JTA gained a reputation for producing successful single-hull and multihull offshore racing boats.

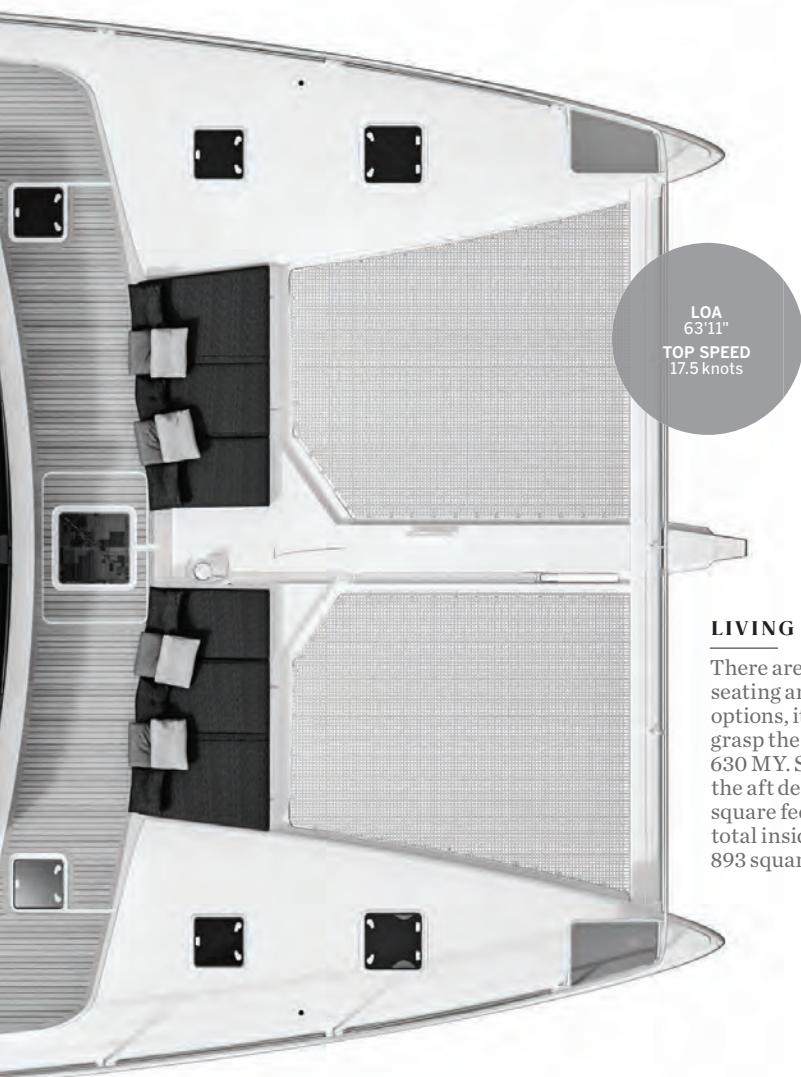


From her wide-open, Nauta-designed salon to her spacious weather decks, the Lagoon 630 Motor Yacht is a comfortable and luxurious platform.



A STABLE, FUEL-EFFICIENT, OCEANGOING PLATFORM

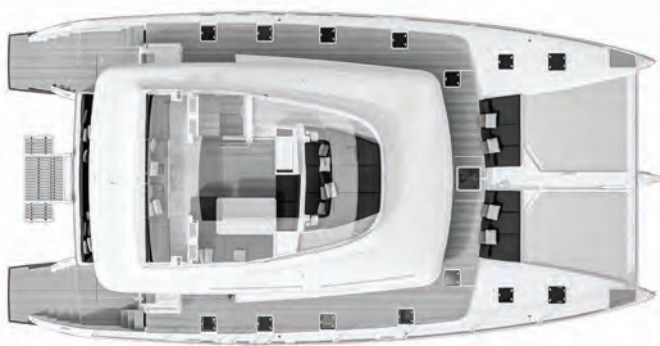
Departing from the south of France toward the end of December 2014, the delivery crew headed for the Canaries, which they reached in five days at an average speed of 9.7 knots. The yacht left the Canaries on Dec. 31 for the long, trade-winds-assisted voyage across the Atlantic, headed for the island of St. Martin some 2,700 nautical miles away. The captain set the engines for 1,600 rpm, giving a surface speed of 8 to 9 knots; expected fuel consumption was 3.17 gallons per hour, exceptional fuel efficiency for a yacht of this size. Pushed on by the trade winds, the Lagoon 630 Motor Yacht achieved an average velocity-made-good of 9 knots and fuel consumption of 2.7 gallons per hour, even less than the crew expected. Part of this efficiency was due to a rigorous build process. Lagoon uses the resin-infusion technique throughout the build. The hull bottom and keels are solid fiberglass with high-quality, anti-osmotic resins used below the waterline. Above the waterline, the hull is a composite laminate of balsa coring materials, polyester and anti-osmotic resins. Bulkheads are also infused, balsa-core laminates. The hull-to-deck joint is mechanically fastened and glued, a system that has never failed Lagoon. — J.W.



LOA
63'11"
TOP SPEED
17.5 knots

LIVING WELL

There are so many seating and sunning options, it's hard to grasp the size of the 630 MY. Simply put, the aft deck is 247 square feet, and the total inside area is 893 square feet.



a designed-from-scratch power cat, I should tell you that the last 20 percent or so of the hulls' underbody was redesigned by Marc Van Peteghem and Vincent Lauriot-Prévoist along with the engineers at Lagoon to provide support for two larger (than you'll find in the sailing version) Volvo Penta D4 diesels with V-drives turning 24-by-21-inch, fixed four-blade props. The finished product achieves a running angle of just a few degrees of lift in the bow for a perfect running angle in all kinds of sea conditions. Short keels in the center of the boat are deep enough to protect the running gear should you decide to beach the boat and explore. Spaced wide apart, the engines give outstanding handling in close quarters, but Lagoon also specified an electrical bow thruster in the starboard hull for added maneuverability.

We were delivering the 630 MY from Marsh Harbour in the Abacos to Miami over a period of three days, and had left that delightful Bahamian destination the day before, hoping to make Freeport before nightfall. As luck would have it, the leading edge of the front swept in well before we could make it there, so instead of trying to navigate the tricky Freeport approach in the dark, we altered course northward in deeper water and dropped the hook in the bight of Sales Cay. Dinner that night was "bugs," or Bahamian lobster tails, grilled to perfection.

There were five of us aboard, including Lucas Lafourcade, the captain, and Victor Buson, the engineer, who had only recently brought Hull No. 1 of the Lagoon 630 MY across the Atlantic from France on her own bottom — a telling achievement. Yann Masselot, Lagoon's global director, was also aboard, along with Lana Lohe from the company's Annapolis, Maryland, office. We spent a quiet night anchored in good holding ground, in a layout that was conducive to privacy and relaxation. This 630 MY was the lateral-galley, four-stateroom version, meaning the galley was down in the portside hull along with two of the four staterooms, all with en suite heads.

My hosts had offered me the owners' stateroom,

THE AFT DECK WAS OUR FAVORITE PLACE TO DINE AND HANG OUT, AND IT CAME EQUIPPED WITH ITS OWN BAR HOUSING A REFRIGERATOR AND ICE MAKER.

which was down and aft in the starboard hull. Long and spacious, it was equipped with a glassed-wall shower, double sink vanity, enclosed head and queen-size berth with loads of stowage in the forward part of the cabin. I particularly liked the private entrance to the aft deck, a feature that is shared with the lateral galley in the portside hull.

Most of the other cabins had large berths that, like the one in the master, sat athwartships with the foot of the bed toward the outside of the hull. One exception on Hull No. 1 was the portside central cabin, which was fitted with bunk beds for the captain and engineer. The layout options include a pair of four-cabin versions, one five-cabin version and two six-cabin versions, two of which offer the lateral galley that was on our test 630 MY and three of which offer a central galley in the same space as the salon. In all versions, headroom in the salon and the cabins is 6 feet 9 inches.

As you might guess by looking at the salon photo, the lateral galley allows this common space to be wide open and generously furnished with seating. Lagoon selected Nauta Design to give all of the accommodations a modern, comfortable look with an elegant finish that rivals those it has created for numerous yachts and homes.

The 630 MY marks Lagoon's return to the motor-yacht sector after an absence due to its growing sailing catamaran business. From the beginning, Lagoon wanted to create an exceptional blue-water passagemaker with accommodations and equipment that made living aboard feel both safe and elegant, and this new model achieves that.

Two Simrad multifunction display screens are at each of the three helm stations — two on the flybridge aft, on either side, and one in the center of the salon forward. The salon station has a joystick instead of a steering wheel, while the flybridge stations are near a seating and sunning area with a folding-leaf dining table to starboard, an outdoor kitchen and bar, and two sun pads — perfect for a crowd or a family getaway. In the hardtop, there is a folding fabric sunroof, allowing the host to

optimize or minimize the amount of sun coming through to the flybridge seating and sunning areas.

Access to the flybridge is from the port side of the aft deck, up a flight of stairs equipped with stainless-steel handholds. An electrically actuated hatch can close off the flybridge to help keep the aft deck dry during a rainstorm.

It was, by the way, never necessary to close this hatch while we were running in the big waves of the Gulf Stream, because the flybridge is well elevated above the waterline.

The aft deck was our favorite place to dine and hang out, and it came with its own bar housing a refrigerator and ice maker. Lagoon installed teak planking on every weather deck, from the swim platform to the foredeck, for improved footing.

The custom Lagoon RIB tender was stowed on a hydraulic platform, and at anchor with the tender deployed, that platform doubled as a small teak beach for swimmers. It can be lowered just beneath the water for youngsters and others looking for a lift back to the aft deck stairs following their latest swim or snorkeling adventure.

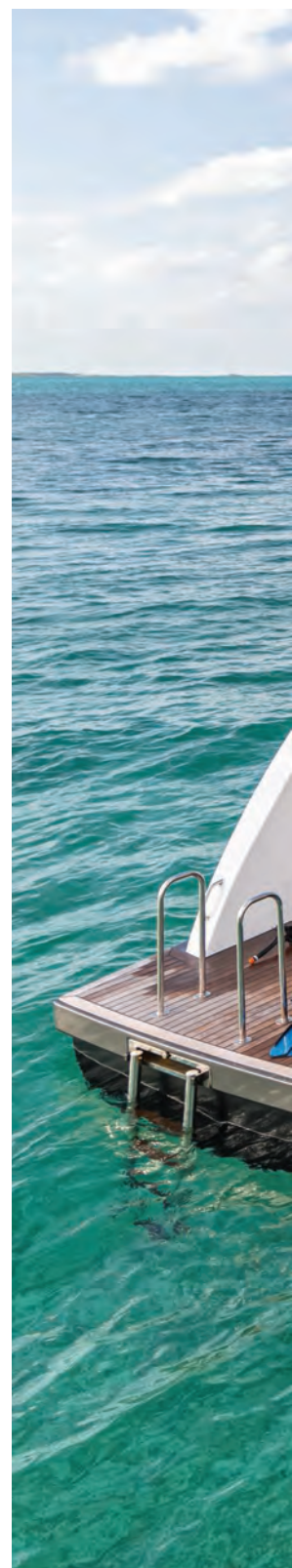
Masselot told me that beyond such features, the power cat's shape and fuel-efficient engines would be key to the yacht's success.

"Fitted with the optional twin 300-horsepower Volvo Penta D4 diesels, the 630 MY burns only 1.64 gph total at 6 knots, giving a theoretical range of 2,952 nautical miles with standard tankage of 793 gallons," he said. "Hull No. 1 had an optional 502-gallon tank, giving it transatlantic range."

Luxury, stability and economy are all hallmarks of Lagoon's return to luxury motoryachts. If you can take a ride, it will be worth your time. ♥

Lagoon Motor Yachts, 410-280-2368; lagoon-motoryachts.com

Lagoon is part of CNB, a division of the Beneteau Group, one of the world's largest sailing yacht producers. CNB offers cruising catamarans designed by Marc Van Peteghem and Vincent Lauriot Prévost (VPLP), who have notched an incomparable record of victories, including *Oracle*, winner of the hotly contested 2010 America's Cup.





Multiple seating and relaxation areas mean guests can find private time on the 630 MY. The bright and airy lateral galley was perfect for meal prep.