



# Luxury, power and comfort

In the spirit of their MY range of comfort and performance, Fountaine Pajot are logically filling the gap between 37 and 44 with this new 40, launched at this year's Boot Düsseldorf. We discovered this powercat in the cool waters of Portugal.

There are no great surprises when you discover the MY 40: this new model fits perfectly into the range, without any design revolution. There are a couple of evolutions, such as the lateral windows which have become immense and the sides at the top of the coachroof, which are much more apparent. The design of the hulls, as ever, entrusted to Andrieu Yacht Design, presents very fine-entry bows at the point of attack, which are quickly topped by a marked chine. This design has many advantages: more rigidity, less drag, a quickly damped pitch, more useful volume inside and a significant reduction in spray on the deck.

Unlike many of their competitors in the powercat market, the MYs from Fountaine Pajot aren't built on a sailing cat platform: they are the result of a 100% motorboat design. This work results in a smaller beam and a higher freeboard, which puts them closer to the monohull motorboat world. Because Fountaine Pajot's goal is not to limit themselves to seducing multihull enthusiasts who are tired of managing their sails, but rather to address a much wider audience. Note: the forthcoming Power 67 will originate from the Alegria 67.

## Speed and range, the infernal equation ...

Another issue to be managed is speed and the engines. On paper, all boaters are delighted with low fuel consumption and being able to go a very long way without refueling every other day... We're defending a common-sense ecological vision here. In practice, few people would be willing to buy a motorboat - whether it has one, two or three hulls - that can't exceed 20 knots. Of course, these users only very rarely push the throttles down all the way... but they want to have a potentially fast machine. This explains the powerful engines seen on powercats.

- ◆ Range at reduced speed
- ◆ Safe handling behavior
- ◆ Comfort
- ◆ Sharp corners on some furniture
- ◆ A few cupboards without fiddles
- ◆ Lack of rigidity of the rear platform



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- 1: The black uprights on the hard top and aft end of the coachroof skillfully refine the silhouette of the MY 40.
- 2: With the two IPS 500s, our top speed was just short of 25 knots.
- 3: The hard top is equipped with an opening roof.
- 4: The aft platform is perfect for swimming; it can also take a dinghy and outboard - 250 kg / 550 lbs max.

### Range from 200 to 1,200 nautical miles

Maneuvering in the harbor is child's play thanks to the IPS system, which allows you to move sideways. This is even more effective given the spacing of the two engines. Our test boat is fitted with the highest power option - 2 x 370 hp compared to 2 x 300 hp as standard. However, the MY 40 is still relatively heavy - 20 tons half-laden. You can feel this in the boat's behavior: quiet power, one could sum it up. The few waves encountered are cut through without spray, the turning circle is rather large... it's the comfort of the helmsman - and the crew - that prevails! Maximum speed is close to 25 knots. But what about the fuel consumption? 160 liters (42 US gal), or a range of 200 miles. Compare that to the 1,200 miles achievable by reducing the speed to just over 6 knots...

You can helm unconcerned from the flybridge - equipped with an 88 cm (34") adjustable bench seat - or from the interior helm station. The deck layout is well thought out, with a beautiful 3.50 m (11'6") L-shaped cockpit bench, a large submersible platform - the rigidity at the ends needs to be reviewed -, well protected decks with stainless steel handrails and a huge sunbathing area at the front - a U-shaped lounge whose seats can become sun-loungers. Access to engines and life raft

is easy. The flybridge can be easily accessed from the cockpit. Up there, an unobstructed view, of course, but also a beautiful area for relaxation.

### Comfortable saloon and cabins

The bay windows allow the saloon to be opened up wide onto the cockpit. 22 cm (8½") separate the two decks, without hindering you moving around. Inside, lots of light, a neat finish and more than 2 m (6'6") of headroom. A long list of options allows you to further optimize comfort - appliances, air conditioning, etc. To starboard, a large L-shaped, well-equipped galley with storage space. Opposite, a dining area for eight people thanks to its two modular tables measuring 45 x 75 cm (30 x 18"). These panels can be lowered to provide an extra double bed. Our MY 40 gives pride of place to the owner: the port hull is dedicated to him with dressing table, desk and XXL bathroom. To starboard, two double cabins, each ventilated by two opening hatches. It is possible to order bunk beds for one of them. All the beds are 2 x 1.50 m (78 x 60"). They are positioned athwartships, except for the one in the starboard bow. The headroom varies from 1.95 to 1.85 m (6'1" and 6'5").



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### MULTIHULLS WORLD FIGURES

Test area: Troia, Portugal  
 Test conditions: flat sea, 5 to 10 knots of northerly wind  
 Powertrain: 2 x 370 hp Volvo IPS 500 D6

Engine rpm	Speed in knots	Consumption both engines liters/US gal per hr
700 (idle)	4.2	2.2 / 0.6
1,000	6.3	7 / 1.85
1,500	8.5	18 / 4.75
2,000	10.5	41 / 11
2,500	13.9	67 / 18
3,000	20	95 / 25
3,600	24.5	160 / 42

### Acceleration

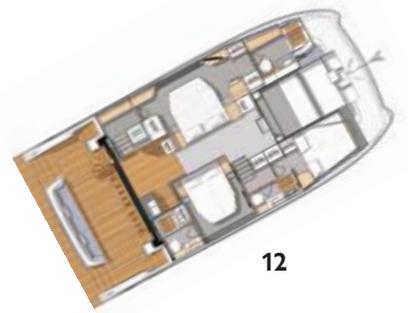
0-10 knots: 5 s / 0-15 knots: 8 s / 0-20 knots: 14 s / 0-24.5 knots: 20 s



**FOUNTAIN PAJOT**  
MULTIHULL YACHTS

## Conclusion

Enjoyable to helm, comfortable at sea and at anchor, this MY 40 is undeniably a success. It will succeed in convincing multihull aficionados tired of sailing as well as motorboat customers more familiar with monohulls. All that remains to be done is to convince users that going along at less than 10 knots is not necessarily a punishment!



## TECHNICAL SPECIFICATIONS

Builder: Fountain Pajot
Architect: Andrieu Yacht Design
Interior design: Andreani Design SAS
Overall length: 12.35 m / 40' 6"
Width: 5.96 m / 19' 7"
Draft: 1.12 m / 3' 8"
Max air draft: 4.40 m / 14' 5"
Light displacement: 18.10 t / 39,900 lbs
Laden displacement: 23.60 t / 52,000 lbs
Motorization: 2 x 300 hp or 2 x 370 hp
Fuel: 2 x 700 l / 2 x 185 US gal
Water: 450 l / 120 US gal
CE category: B8 - C16
Price ex-tax: € 531,000
Main options in € ex-tax:
Exclusive version: 20,500
Gold version: 35,000
Platinum version: 60,000
IPS 500 package (2 x 370 hp): 47,000
Carpet in saloon & cabins: 3,740
Hydraulic passerelle, aft: 27,000
Hard top for flybridge: 28,000
Fixed bimini for flybridge: 15,400
Hard top enclosure: 5,500
Cockpit enclosure: 5,280

- 5: The wide side-decks are well-protected by a stainless-steel guardrail.
- 6: Helming from the flybridge is very pleasant - and you stay dry!
- 7: The dining area is generously lit. The tables are modular and can transform into an extra bed.
- 8: The L-shaped galley is adjacent to the cockpit.
- 9: As an option, bunk beds can be fitted in the starboard forward cabin.
- 10: The berth in the owner's cabin is installed athwartships.
- 11: The electrical circuit is a very neat installation and easy to use.
- 12: The accommodation layout doesn't extend into the aft volumes of the hulls - they've got to put the big Volvo engines somewhere!