

# YACHTS

A high-angle photograph of a man and a woman on a white yacht. The man is wearing a light blue shirt and dark trousers, and the woman is wearing a patterned swimsuit. They are both smiling and looking towards the camera. The yacht is moving through blue water, leaving a white wake. A large, bold, purple 'YACHTS' title is overlaid at the top. Below it, a purple banner contains the word 'CROATIA' in white capital letters. A large, purple-outlined diamond shape is superimposed over the center of the image, framing the couple.

268 PAGES IN ENGLISH AND CROATIAN LANGUAGE

Richard Mille, Denzel Washington,  
Ivan Kuret, Marko Tadić, Carlo Riva,  
Umberto Felci, Sotheby's Realty

Admiral Ouranos, Leader 30&33,  
Fountaine Pajot MY 44, Pershing 5X,  
Custom Line Navetta 37

Bienalle Arte 2017, Breitling DC-3, Porsche,  
Baselworld, Cres, NP Krka, Spring Cruising,  
Regattas, Split Gastro Tour, Beach à la carte

# FONTAINE PAJOT MY 44

## JAHTA 'NA SKIJAMA' YACHT ON SKIES

**S obiljem prostora, atraktivnim dizajnom, skladnim interijerima i odličnim maritimnim sposobnostima, nova motorna jahta u najboljem smislu afirmira motorne katamarane**

**Generously spacious and attractively designed, with well-tailored interior spaces and extraordinary seaworthiness, this all-new motor yacht is a fine contribution to the motor-powered catamaran segment**

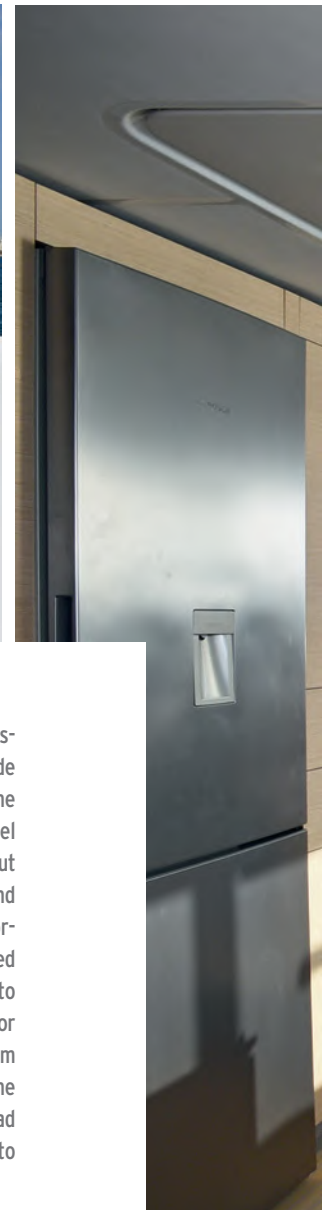
**Text Mladen Marušić Photos Fontaine Pajot**





Natkriveni gornji most jedna je od najljepših cjelina plovila, a svojom siluetom savršeno se uklapa u vanjski izgled jahte

Hard top covered flybrige is one of the most beautiful spaces on this yacht, perfectly following the silhouette of the new 44



Na svom predstavljanju na sajmu u Düsseldorfu u siječnju ove godine, Fountaine Pajot MY 44 privukao je mnogo pozornosti. Tada smo dogovorili testiranje ove jahte na Palma de Mallorci, kao priliku da se uvjerimo u sve njene karakteristike koje novo katamaransko plovilo svrstavaju u kategoriju jahti. Kao prvu značajku proizvođač ističe trup jahte, koji nije izveden iz trupa katamarana jedrilice slične veličine, već predstavlja jedinstveni dizajn raden za to brodogradilište. Trup je raden prema potrebama i željenim performansama deplasmanskih motornih jahti, a njegov dizajn potpisuje francuski dizajner Daniel Andrieu. Oštrih linija eksterijera i plavog trupa s visokim nadgradem, MY 44 daje do znanja da je jahta za dugu ozbiljnu plovidbu, no čak pomalo i skriva prostranost koja nas je dočekala unutra. Na krmi broda nas dočekuje prostrana hidraulička platforma koja je ujedno i mjesto za tender. Uz tri stube poviše platforme, širokim prolazom, stižemo na glavnu palubu te krmni prostor sa sofom

Fountaine Pajot MY 44 attracted a lot of attention at the January Boot Düsseldorf and then we arranged for testing this attractive yacht off Palma de Mallorca, to get to know all the features that contribute to her listing in the yacht category. Before we even asked, her builder pointed out that this vessel hadn't evolved from the usual catamaran sailing boat of similar dimensions, but designed on purpose for Fountaine Pajot to attain certain performances and accommodation characteristics expected from a semi-displacement motor-powered yacht. French naval architect Daniel Andrieu has therefore designed MY 44's swift lines and blue hull with a structure fair above the waterline to suggest suitability for long cruises in full comfort thanks to impressive interior spaces. We entered the yacht via a large hydraulically operated aft platform hosting the tender, and reached the main deck in three steps, entering the aft cockpit salon with a sofa and a four-section foldable glass door that lead to the main interior salon. On the port side, a semicircular staircase leads to

pred ulazom u unutrašnjost. Tu se na lijevoj stani nalaze polukružne stube koje vode do gornjeg mosta, a ulaz u salon čine četverodijelna klizeća vrata koja se mogu u potpunosti skloniti na lijevu stranu. Na desnoj strani salona nalazi se kuhinja s tlocrtom slova U, mudro postavljena tako da kuhinjska površina sa sudoperom služi i kao bar, kada se vrata salona otvore. Tu je još i indukcijska ploča i pećnica, dok je veliki hladnjak s ledenicom smješten na suprotnoj strani salona. Naprijed u prostranom i vrlo širokom salonu očekuje nas malena sofa na desnoj i velika sofa sa stolom za objedovanje na lijevoj strani. Sam stol za objedovanje može se sklopiti, a pritiskom na dugme se spušta na visinu stolića za kavu. Salon, kao i ostatak unutrašnjosti, uređen je s elementima u svijetlom drvu, te sofama prekrivenim sivom tkaninom, dok su stropovi prekriveni bijelom kožom. Upravljačko mjesto na desnoj strani salona ispred vjetrobranskog stakla blago je povišeno i kao takvo daje dobru preglednost. Dizajn upravljačke ploče predstavlja pravi moderni tehnološki minimalizam, u kojemu su svi analogni pokazivači i prekidači zamijenjeni s dva Garminova multifunkcijska displeja. Oba upravljačka mjesta (i gornje i donje) opremljena su s klasičnim kormilom, elektroničkim ručicama gasa, te Volvo joystickom za upravljanje IPS sustavom. Ulaz u vlasničku kabinu

the fly-bridge, and on starboard the U-layout galley doubles – when the door is closed, that is folded toward portside – as a fully equipped bar with electric cooking plates and an oven (a large fridge with freezer is installed on the opposite side). In a spacious, very broad salon, there is a small sofa starboard and a large one to the port, serving the foldable dining table that can also be (with one push of a button) lowered to club height. The main salon, same as other spaces, is decorated in light wood and grey fabrics, and has white leather panelled ceilings. The console, located starboard just behind the windshield, is slightly raised to provide good visibility. Instruments are an exercise in modern technological minimalism – instead of analogue indicators and switches, there are only two Garmin multifunction displays. Both commanding posts, the main one and the one on the fly-bridge, are equipped with classic steering wheels, electronic engine commands and joysticks to control Volvo IPS propulsion systems. The entrance to the master suite is on the port side, opposite the galley: a few steps lead to the large space in the centre of the port hull, with a king-size bed facing the windows, while the private bathroom (with separate shower cabin) is located toward the bow. For charter purposes, this extremely spacious area can be divided into two smaller guest cabins. In the owner's version, two



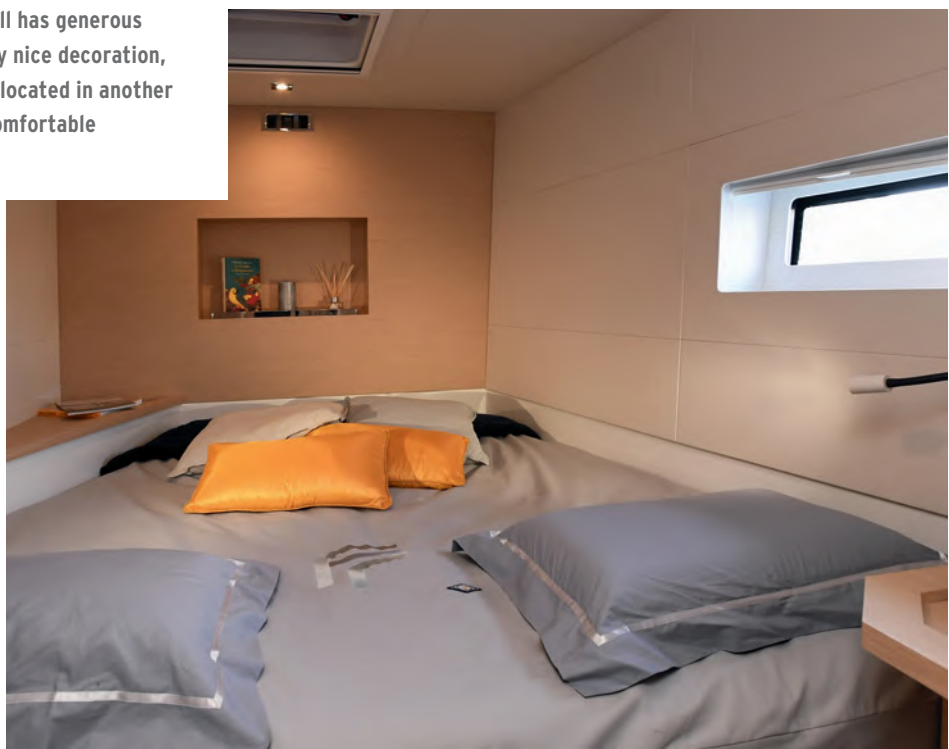
**Brodska kuhinja (smještena s desne strane) lako je dostupna iz kokpita, s kojim zapravo čini jednu cjelinu**

Galley is located on starboard and is easily accessible from the cockpit, with which it creates one united space



**U vlasničkom trupu je obilje prostora i lijepo je uređen, ali su i dvije kabine smještene u drugom trupu vrlo komforne**

**The Owner's hull has generous spaces and very nice decoration, but two cabins located in another hull are very comfortable**



nalazi se na lijevoj strani, nasuprot kuhinje, a kratko stubište vodi nas u kabinu smještenu na sredini dužine trupa u kojoj je prostrani vlasnički krevet, dok je u pramcu kupaonica s odvojenom tuš-kabinom. Ovakav raspored vlasniku daje potpunu privatnost, a moguća je i izvedba s četiri kabine koja će sigurno biti puno atraktivnija u čarteru. Dvije kabine za goste smještene su u desnom trupu, a u njih se ulazi iza upravljačkog mjesta. VIP kabina, kao i vlasnička kabina, ima bočno postavljen krevet te odvojenu kupaonicu u krmi. Prednja kabina za goste ima klasičan prostran krevet s uzglavljem usmjerenim prema pramcu broda, dok je kupaonica smještena ispred ulaza u kabinu. Bočni prolazi, kao i svi ostali prolazi na ovoj jahti, dovoljno su široki da se dvije osobe mogu mimoći. Na pramcu se nalaze dvije ležaljke za sunce s podesivim naslonima. Kod ove jahte očito je da su projektanti (ispravno) predvidjeli da će se puno vremena provoditi na flybridgeu. Na njegovu stražnjem dijelu je poveći stol za objedovanje izrađen od tikovine. Tu je i bar s hladnjakom i sudoperom, dok je prednji dio flybridgea rezerviran za sunčalište, kod kojeg se madraci mogu podignuti tako da tvore sjedišta s pogledom prema pramcu, a tu je i upravljačko mjesto koje je vizualno i ergonomski identično unutrašnjem. Cijeli gornji most je natkriven čvrstim krovom s platnenim dijelom koji se može otvoriti nad sunčalištem i upravljačkim mjestom. U plovidbi MY 44 uistinu dokazuje svoj imidž prave jahte. Odmah smo primijetili odlično držanje jahte na nemirnom moru koje nas je dočekalo na testu. Pritom se jahta predvidljivo penje na valove bez probijanja, što MY 44 radi pri svim brzinama. S dva motora Volvo Penta D6-435D-F (435 KS), najveća učinkovitost prilikom testa bila je pri brzini od 9 čvorova na 2.000 okretaja i potrošnji od 40 litara na sat (za oba motora). Ipak, većina vlasnika će željeti ploviti brže pa 15 čvorova pri 2.700 okretaja i 81 litrom na sat sigurno predstavlja zlatnu sredinu. Ova jahta nije namijenjena glisiranju, ali je maksimalna brzina koju smo postigli 22 čvora pri 3.300 okretaja. Pokazane performanse ono su što kupci ove jahte traže, a to je učinkovitost sa sigurnim maritimnim sposobnostima. Manevriranje u malim marinama uz pomoć dva motora i njihovim elektroničkim komandama vrlo je jednostavno, budući da se može rotirati u mjestu, a Volvo IPS joystick valja koristiti i kada vjetar otežava manevriranje, jer bez problema 'gura' relativno visoko plovilo u svim smjerovima. Zahvaljujući obilju prostora na relativno malim dimenzijama (i cijeni), dizajn MY 44 će sigurno imati odjeka u nautičkom svijetu, koji će u budućnosti na motorne katamarane početi sve više gledati kao na sigurnu opciju, a ne kao na rijetkost na moru.

guest cabins are arranged inside the starboard side of the hull, with access behind the command post. In the VIP cabin, the bed is placed diagonally and the head is astern. Another small cabin is built in the area between the two hulls; its head, accessible from the salon, serves as the day facility. All corridors and gangways are broad enough for two persons to pass each other. Two sofas with adjustable backs welcome sun worshippers on the foredeck. The designers have correctly assumed that guests will want to spend most of their time during the day on the fly-bridge. In its aft section, there's a large teak dining table, adjacent bar, refrigerator and sink adjacent, while a spacious sundeck and another command post visually and ergonomically equal to the interior one are on the bow. The entire fly-bridge is protected by a hard top with foldable sections to spread over the sunbathing area and the helm station. The MY 44 has met our expectations at sea, on rather rough waves that welcomed us on the day of the test. The unit we tested, powered by two Volvo Penta D6-435D-F (435 HP each), reached the 9-knot cruising speed at 2.000 rpm and with 40 l/h consumption (for both engines). Those who prefer greater speed can select to sail at 15 knots (2.700 rpm and 81 l/h), while the top speed of the yacht is 22 knots at 3.300 rpm. Decent off-shore performances and safety, as well as supreme seaworthiness, is what most buyers demand, and with this yacht it's what they can expect, in addition to immaculate manoeuvring abilities in busy ports (even in windy conditions) thanks to the joystick-controlled Volvo IPS. Stylish and elegant, MY 44 yacht is very efficiently putting its foot in the market door - and keeping them open for her successors - also proving to be a solid investment. We are sure it won't be long before Fountaine Pajot 44 is a common sight in many a port.

Duljina LOA: 13,40 m

Širina Beam: 6,61 m

Gaz Draft: 1,30 m

Spremnik za gorivo Fuel capacity: 2 x 1.000 l

Spremnik za vodu Water capacity: 2 x 350 l

Istisnina Displacement: 22.500 kg

Motori Engines: 2 x Volvo Penta D6-435D-F IPS 600 - 435 KS HP

Najveća brzina Max speed: 23 čv. knots

Brzina krstarenja Cruising speed: 15 čv. knots

Dizajn Design: Daniel Andrieu (trup hull) & Pierangelo Andreani

Graditelj Builder: Fountaine Pajot SA

Zastupnik Dealer: Ultra

