

LAGOON 421

The same but better!

Thanks to a new rigid bimini design which now extends the coachroof, the Lagoon 421 is clearly easier on the eye than its predecessor.

Here is the revised and corrected version of the 420. With its less bulky lines and more hydro-dynamically efficient hulls, the 421 should make a name for itself as one of the most widely-distributed catamarans on the market.

DIRECTLY DERIVED FROM THE 420

Do you remember the Lagoon 420? Launched in September 2006, this cat displayed, with no complexes, a bulky coachroof and hulls with a very high freeboard. In short, Lagoon certainly designed, with this model, its most comfort-oriented boat. A daring wager, but one which finally paid off, as 179 Lagoon 420s have been built in three years. But times change, and customers once again appreciate performance under sail and good aesthetic qualities. The Bordeaux-based builder has

slightly lowered the hull height and eliminated the rigid bimini perched very high above the cockpit. The sail plan has also been boosted from 97 to 103.4m².

FOR THE MOMENT, THE ELECTRIC MOTORS ARE FINISHED

The 420 attracted special atten-

tion because of its hybrid propulsion, derived from automotive technology. At the beginning of the production, all the models were equipped with it, until the builder returned to the good old diesels. The formula certainly works, but the performance is nothing like that with internal combustion engines; under engines, few owners are prepa-

red to dawdle at 6 knots when they could be doing 9... So, is electric propulsion finished? "A misleading silence," Yann Masselot, Lagoon's sales manager joked. The 500 is adopting a new hybrid system with more powerful motors, whilst the Beneteau group, with support from two industrial groups, is testing another assembly at the

« In the short Mediterranean chop, the Lagoon 421 didn't slam and sailed a respectable course, despite the absence of daggerboards. »

moment on an Oceanis. Three formulas which work! As for the 70 hybrid-engined Lagoon 420s, we are following developments and we are guaranteeing after-sales service, despite being outside the guarantee period." More than ecological fashion, the builder is trying to follow the coming anti-pollution standards.

LESS DRAG

The 420's hulls were suited to sailing...under engine! The builder actually tested on this basis a trawler equipped with two 75hp engines with saildrives. Impossible to fit bigger in the aft lockers, and only 13 knots flat out; the project was abandoned. The very flat counters, suited to fast motoring 'gurgled' under sail and dragged in the water. This is why the stern of the 421's hulls have been redesigned.

DECK PLAN: CONVIVIALITY ABOVE ALL

The 421's aim is clear. On deck, the priority is relaxation. Compared to the 420, the deck plan is very similar, with the exception of the bimini. This now follows the curve of the coach-roof, a long way from the flying saucer effect of the first version. Advantages: a more flattering overall silhouette and better sun protection. The helmsman, perched at mid-height, enjoys a cut-out in the polyester. Protected (optionally) by a canvas soft top, he sits on a seat long enough for two. The view of the bows and the sail plan is excellent. The



Wide staircase, large bathing ladder: not much to complain about concerning the sugar scoops. We would just like a lip to stop masks, fins or washing up sliding into the water..

three winches (including an electric 44 delivered as standard) take care of all the control lines, thanks to clever positioning of the turning blocks. At least almost all... There is a winch to port to sheet in the gennaker on this side. The sheet operates at quite an angle, but it works. Just below, the sharp angle of the polyester did not win us over - beware of it in rough seas. The cockpit is therefore free of all fittings. The mainsheet track is raised, on the bimini. 8 people can sit round the 154 x 81cm table, offset to port; the top can be exchanged with the one in the saloon. Your choice, between a dining atmosphere, and an aperitif on the coffee table. Access to the foredeck is easy via the very flat side decks. Forward of the mast, there are three lockers and the two forepeaks. Note the third 'false' hull, a kind of 'rostrum' which reminds us of the one on the Privilèges. Extra weight, but also a nice 'gull-wing' design, and some volume. The anchor, on its robust bow roller remains in position on this longitudinal beam. The small gennaker boom is also attached here. The two trampolines appear to be quite

small, but it is still pleasant to lie here and watch the water flowing between the hulls. For anchoring and mooring manoeuvres, the builder has provided a 1,000W vertical windlass, and no less than 8 good-sized cleats.

UNOBSTRUCTED VIEW OF THE SEA

Access on the same level, light in profusion, and fresh air even in hot weather: the nacelle is a success. The 'windows' are discretely grey-tinted; the green of the previous models is finished. Thanks to the generous headroom (2.05m close to the entrance!) which continues a long way forward, movement is fluid. Even with a big crew (more



The false central hull reduces the area of the two trampolines. A configuration which is heavy, but helps with the platform's rigidity and the stowage capacity.

The square-headed mainsail improves performance in light weather. Charter companies will opt for the short mast, which is more reassuring for inexperienced crews.



TEST

than 8 people), you will not be stepping on each other's toes, thanks to a large floor area. The galley is adjacent to the cockpit; you almost feel as if you are outside. The work surface forms an L, and integrates a three-burner cooker and two sinks. A range of lockers high up completes the stowage. Comfort elements, such as a second 130-litre fridge, air conditioning, a small 3kg washing machine, a 5 place setting dishwasher or a microwave



Yann Masselot, the builder's sales director, at the helm of the 421. The three winches handle all the control lines, except the port genoa sheet.

oven can be ordered. The saloon is also L-shaped, and is against the forward portlights. Offset to port, the chart table offers an uninterrupted view of the bows.

It is a real plus to be able to prepare the route and the stopovers in these conditions. The careful finishing alternates marine plywood, light oak Alpi wood with a horizontal grain, white interior moulding and dark coloured, laminated, non-slip floors (wenge).

THREE OR FOUR CABINS

In the hulls, there are three or four cabins. The first version dedicates the port hull to the owner, with a big double bed (all the berths are 2m x 1.4m, the 'land' format) at the stern, a desk in the gangway and XXL-sized heads – the treatment is fit for a king, and there is a lot of stowage space. The starboard hull offers two cabins. Each has its own heads. The 'gull wing' allows the forward berth to be fitted athwartships. Advantage: the bed is accessible from the side. The four-cabin version has



The big offset U-shaped cockpit can accommodate 8 guests. A high or a low table can be fitted by swapping the table with the one in the saloon.

this arrangement in both hulls. Numerous openings guarantee effective ventilation.

COMFORTABLE WITH 20 KNOTS OF WIND AND A ROUGH SEA

The clear sky of the photo sessions was far away! The Cote d'Azur was in a foul mood, alternating squalls and torrential showers, and all this on a very lumpy sea. It would have taken more than this to dampen Yann's

« Perfect comfort for a couple and their children, for long-term cruising. »



The mainsheet track is fixed to the bimini, so the cockpit can be 100% dedicated to relaxation. Apart from the davits, there are no fittings aft of the coachroof: children will appreciate it!

enthusiasm, and he didn't hesitate for one second when it came to leaving the old port in Cannes. Thanks to the two engines, the 421 was easy to extricate from its berth, despite its significant windage. Thanks to the electric winch, the mainsail was hoisted easily. Outside, the anemometer was showing a steady 20 knots of wind, so we took a reef. The first legs on a flat sea: the 421 slipped along nicely at more than 8 knots, and showed itself to be agile, slaloming easily to avoid the numerous anchored boats. Between the Lérins islands, we started to beat against an easterly wind; of course we didn't change tacks as quickly as a Laser, but we suffered no missed tacks and the boat accelerated rather well out of the tacks. At more than 7 knots, the 421 did not make much leeway, but the angle between tacks could not be reduced below 100°

- the fault of keels which are less efficient than deep daggerboards and a lot of windage (high hulls and vertical coachroof). As we left the channel, we felt the full effect of the swell. The 421 hardly slowed, pitched very little and above all hardly slammed at all. A good point for those intending to go far, certainly the most numerous! Downwind again; our cat was slightly too heavy to surf on the waves, but we reached nearly 10 knots several times.

CONCLUSION

A winning game of dice! The builder has won its wager: more than just a simple face lift, the 421 has retained the best of the 420 (nacelle volume, spacious cabins, easy handling) whilst eliminating its faults. A more discrete bimini, redesigned hulls, more powerful engines and rig - so many improvements which make the 421 an attractive cruising catamaran. For lovers of comfort as a family or with friends it goes without saying: this catamaran, which remains heavy, has no pretensions to breaking speed records. However...Vanora, a Lagoon 420 skippered by the German, Peter Seitz, has just done well in the ARC 2009 rally. Arriving fifth multihulls on elapsed time, it took first place on corrected time in this category. Promising for the 421, no?

TECHNICAL SPECIFICATION

Architects: Marc Van Peteghem and Vincent Lauriot Prévost
Builder: Lagoon
Overall length: 12.61 m
Waterline length: 12.30 m
Beam: 7.50 m
Draft: 1.26 m
Unladen displacement, CE standard: 12.17 t
Air draft: 20.73 m
Fully-battened mainsail: 66.4 m ²
Square-headed mainsail: 69.5 m ²
Roller genoa: 35.9 m ²
Gennaker: 70 m ²
Engines: 2 x 40 hp Yanmar 3JH5ACE or 2 x 75 hp Yanmar 4JH4ATCE
Transmissions: sail drive
Propellers: twin-bladed, folding as an option
Diesel: 2 x 300 L
Water: 2 x 175 L
Construction: hull sides in balsa sandwich by infusion, using vinylester and polyester resins, bottom in monolithic, by infusion, with vinylester and polyester resins, deck in balsa sandwich with vinylester and polyester resins.
Keels/daggerboards: keels
Price: 285,000 euros exc. VAT
Main options, exc. VAT:
'Essential' Pack: 12,400 euros
'Cruising' Pack: 17,600 euros
'Comfort' Pack: 23,500 euros
Gennaker: 4,650 euros
Steering position 'soft top': 2,475 euros
Solar panels, 3 x 135 W: 7,733 euros
Folding propellers: 2,167 euros
Extra for 2 x 75hp: 12,017 euros
3-cabin air conditioning: 8,517 euros

SPORT : *****
COMFORT :*****

THE PLUSES

- Exceptional interior comfort
- Cockpit dedicated to relaxation
- Low price

THE MINUSES

- Too many options
- A few sharp corners in the deck plan
- Slightly disappointing when beating to windward



The nacelle enjoys generous lighting, thanks to the large 'windows'. These are vertical and protected by the coachroof extension so as to reduce the greenhouse effect to a minimum.



The galley, oriented aft, communicates with the cockpit. You almost have the impression of preparing food outside...and always on the level!



3 or 4 cabins? The choice is yours. Ventilation is ensured by three openings. The enormous hull porthole offers an uninterrupted view of the horizon, but be careful when rigging the fenders.

THE COMPETITORS

MODEL	FREYDIS 39 CRUISER	CATANA 41	EDEL 42 CRUISER	ORANA 44
Builder:	Tournier Marine	Catana	Edel	Fountaine-Pajot
Sail area (m2) :	102	112	90	112
Unladen weight in t:	5	9,3	7,2	9,8
Price exc. VAT in euros:	309 365	382 500	315 000	321 488