

Boat test


# Lagoon 52F



GLOBAL SAILING NETWORK

**SVN**  
solovelanet

Article N° B45, published in english for the boats test series

© All rights reserved 

ARTICLE  SILVER

SVN SOLOVELANET GLOBAL SAILING NETWORK





► On top, one of our two test boats sailing. Here aside and below, the same boat at anchor



**T**he French shipyard Lagoon Yacht has recently increased its production capacity reaching 800 units per year, thus becoming the world's leading manufacturer of catamarans. Their range is quite wide, from the historic 380, a very old-fashioned but seemingly still successful catamaran in production, to the mammoth 620 (not including the luxury range, with models up to 77 feet).

The Lagoon 52F that we are going to analyse is positioned at the top of this boat range: above

#### ► Please note

This sea test is synergistic with the video linked to its photographs. For a complete overview of the boat, we recommend watching the video in addition to reading this article. To avoid making either of them too cumbersome, topics that are not discussed in the video are dealt with in the article and vice versa







► Il Lagoon 52F sailing

## Lagoon trials base



**T**o test this boat we went to one of the two Lagoon trials bases managed by NSS Charter. The trials base where we performed our test is located in Marina Cala dei Sardi. The other one is located in Marina Cala dei Medici, in Tuscany. In both marinas there are almost all Beneteau models. Trials bases offer a unique opportunity to test boats before buying them, and attract customers from all over Europe. To book a test, you can directly contact the sales manager of NSS Charter, Ms. Serena Scarinci, by calling +39 3299878669 or emailing the address [serena@nordsardiniasail.it](mailto:serena@nordsardiniasail.it)

her we find the 560 that is going out of production and the big 620, which will soon be replaced by another model.

### Two concepts

Rather than a newly-developed boat, the 52 is the restyling of a previous model. The shipyard offers two versions: the 52F, where the F stands for the flybridge version, the boat we have tested, and the 52 S, where the S means that it is the Sport version.

The difference between the two versions consists in the well-developed flybridge in the F version, that is not supplied in the sport version where we find a sundeck on the roof of the boat that can be used by two people.

### ► Acknowledgements

**T**his sea test and the related video have been carried out thanks to the collaboration of NSS Charter, whose staff welcomed us in their Lagoon trials base in Cala dei Sardi and provided us with two Lagoon 52F yachts in two different versions supplied, support boats and their skippers. Therefore, we are glad to thank this company.

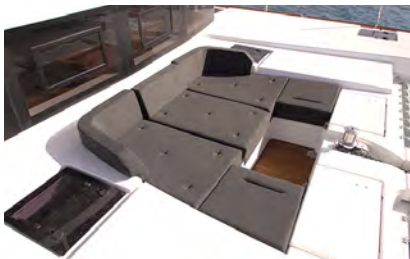


Subscribe to the newsletter and receive our articles, videos and digital magazine





► One of the two Lagoons 52F tested for this article



► On top, the tender resting on the stern platform which, when the tender is not there, can be opened and extended until it joins the two hull tails, creating a large bathing platform. In the centre, the forward seating area and aside, the cockpit table with fold-down wings

### The designers

The water lines of the Lagoon 52 have been entrusted to the pencil of the architects of the French design office VPLP, well known for having designed most of the large ocean multihulls and almost all the IMOCA's that are going to take part in the next Vendée Globe race, even if the latter bear the joint signature of VPLP and Guillaume Verdier, the inventor of IMOCA's.

Because the hulls have been designed by VPLP, we can rest assured that these boats are suitable for long sailing trips, even at high speed.

In addition to VPLP, we need to mention the Milanese firm Nautica design that has taken care of the accommodations and the style of all the models of the new Lagoon generation, to which this model also belongs.

### The boat

A cruising catamaran, such as the Lagoon 52, is not easy to design. Her size, especially the beam, and weight (more than 22 tons in the case of the Lagoon 52) do not make her a very seaworthy boat by nature.

The problems here are two. The first is the ratio between length and width of the hulls, which determines the ability to cut waves and the speed





► In the large photo, some youngsters having fun on the net, an item that Lagoon has proudly chosen to keep. Above and on top, two pictures of the cockpit



of the boat. The second is the central shell which, in order to make room for the dinette and cabins, must be low on the water, causing the hull to flap on waves. In the 52, precisely because of her big size, these problems are easier to solve. The hulls are wide, but their width is well proportioned to the length (a ratio that is harder to obtain in smaller models), therefore the Lagoon 52 turns out to be soft on waves and fast. In our test, it was easy to exceed nine knots. The central shell has a very peculiar shape that we might define as a gull-wing. The side parts of the wing add a lot of additional space to be allocated to the cabins in the hulls, while the central part is so high on the water that it poses no problems when sailing with a rough sea.

### The net

The nets, an item that is disappearing from many catamarans and which Lagoon has proudly decided to keep, deserve a separate paragraph. Many manufacturers are building large decked spaces in the forward areas of their boats in order to accommodate big sunbaths. When the boat is at anchor these spaces are very comfortable and increase the floor area of the deck, but while sailing they may become a serious problem.



## The shipyard



**A**fter having brought its production capacity to 800 units per year, Lagoon is now the world's leading builder of catamarans. An added value is undoubtedly the strength of the brand: at present, the word catamaran is synonym with Lagoon, and this is why boats built by this shipyard are always easy to resell.

Lagoon, as we know it, is just a trademark: the boat builder is in fact CNB, the shipyard owned by the Beneteau group, which also builds the famous mini-maxis and maxis that bear its name. At present the same shipyard, which has shifted the production of big monohulls to Monfalcone, in Italy, also manufactures the Excess catamarans, a new brand owned by the Beneteau group.



► The Lagoon 52 relies on two favourable ratios, i.e. between the width and length of the hulls, and between the length of the hulls and that of the living space. Such ratios that are among the best in the industry. Below, the platform for the tender



When the catamaran descends from the wave, the forward part tends to get very close to the water, and if there is a hull in this area, it touches the surface of the sea, or rather bumps against it, so sailing becomes difficult and uncomfortable. This is the reason why Lagoon has opted to keep the nets, to ensure maximum comfort while sailing.

### The engines

The Lagoon 52 is equipped with two 90 hp Yanmar engines which provide a cruising speed of around 9 knots with an hourly consumption of 3 litres. In our test boat the throttle levers were electronic, and we found out that they always remained very soft. When manoeuvring, it should be remembered that because of its size, the catamaran starts rotating with some delay, both if we operate the rudders and with reversed engines; on the other hand, although this boat is very high on the water, she does not suffer such a remarkable leeway as we have experienced on other multihulls.

### The cockpit

The cockpit is very large and delimited by a long free corridor running from the starboard to the port side, thanks to which it is considerably easier to circulate in the aft area of the boat. Forward of the corridor we find the seating area, consisting of a large table with fold-down wings and a couch suitable for accommodating six/seven people, while two or three more people can sit on the movable bench in front of the table. Opposite the couch we find a large sundeck and the entrance to the aft cabin of the starboard hull.

The cockpit also features a sink, a vertical refrigerator and space for an ice maker, as well as several big lockers.

### The flybridge

The main area of this boat is certainly the large, impressive and very comfortable flybridge. The flybridge turns out to be a very aggregating area where all guests on board can relax, dine or keep company with the skipper while sailing.

Behind we find a large sundeck equipped with backrests that can be folded down towards the bow and transform the sundeck into a comfortable couch.

While for guests the flybridge is the best place for looking around while sailing, for the crew it





► Three pictures of the flybridge of the Lagoon 52F. Above you can see the tables concealed under the couch and aside, the steering pedestal that can swing to starboard and to port

is the control point for the entire manoeuvring equipment. From here the skipper checks the instruments, the rudder, the sheets, the halyards and the reefing lines. The wheel is big and can be flipped to starboard or port by pivoting on a mechanism at its base. This feature is very useful to always have maximum visibility when steering. It is important to point out that the frame of the bimini top is made from solid steel and that it is designed to bear the weight of several people easily. To work on the mainsail, you can climb here thanks to the side steps. And when you are at the helm, the transparent windows of the frame allow you to keep an eye on the sails.

### The sea test

Our sea test was affected by a problem with the main halyard that could not be resolved immediately and forced us to sail with a mainsail area reduced by one third. Despite this, in 15 knots of mistral the boat travelled between 7.5 and 8 knots, which makes us suppose that with full mainsail area she can reach about 10 knots and more. From the flybridge the feeling that you experience at the helm is very pleasant: you dominate the entire seascape. The manoeuvring lines







## Management programs



**T**he boat we tested was purchased by a German customer and placed into a management program. A management program, in this case

the one offered by the NSS Charter, allows you to buy the boat paying half price, or even less, and share her use with NSS Charter for the duration of the contract. NSS Charter also takes on all maintenance and mooring expenses, with the exception of insurance. In this way your savings are even higher. For information about NSS Charter management programs, you are welcome to contact the NSS Charter sales manager, Ms. Serena Scarinci, directly at +39 32998786669 or via e-mail at: [serena@nordsardiniasail.it](mailto:serena@nordsardiniasail.it).

at hand and the big console with all navigation instruments allow complete control of the boat, and this makes you feel safe. Although the J dimension (the distance between the mast and the forestay, ed.) is 50% of the boat length, which means that the mast is far behind and the space for the jib is very large, the self-tacking jib is not particularly big, and this is felt in the acceleration phase after veering. In these cases it is the jib that pushes, and because of its small size, to regain speed we need to wait for the large mainsail with the top square sail to start doing its job again.

We recommend having a gennaker or a code 0 on board, so as to be able to sail with the engine off in light winds. ⬇

## The author



Maurizio Anzillotti, SVN solovelanet's chief editor. He is an experienced skipper and a boat market specialist.

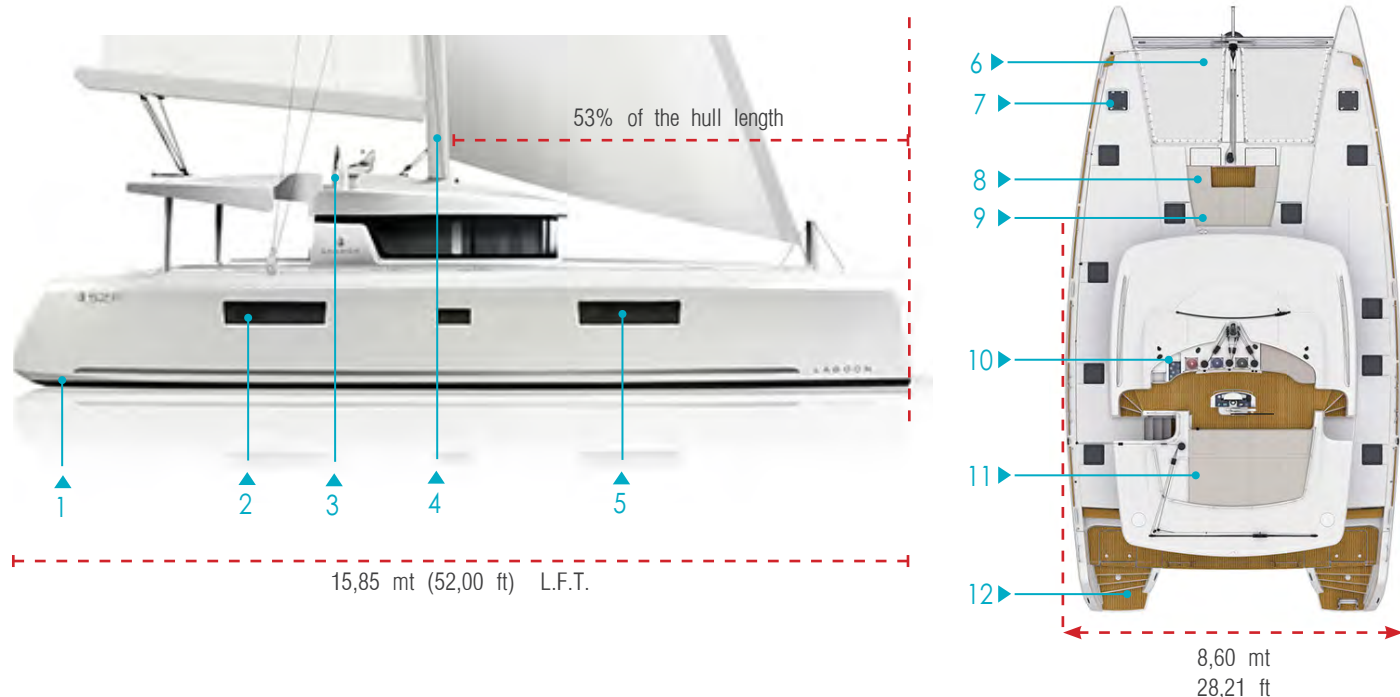


Subscribe to the newsletter and receive our articles, videos and digital magazine





# The analysis **Lagoon 52F**



ADV

The models of the Oceanis range can be viewed and tested at the Lagoon trials bases run by **NSS** in Sardinia and Tuscany.

If you wish to book a test, click **HERE** to write a message to the trials base

## 1 ► Rudders

The big rudders allow better control of the boat

## 2 ► VIP cabins

In the charter version, both VIP cabins are accessible from the outside

## 3 ► Tilting steering pedestal

The steering wheel swings to port or starboard with a simple manoeuvre, allowing you to always see the horizon unobstructed by sails

## 4 ► Mast amidships

The mast amidships allows for a larger jib, a lower centre of gravity and less pitch

## 5 ► Tall boom

The boom is one of the weaknesses of this boat because, being very tall, it cannot be handled without the steel frame of the bimini top on the flybridge.

## 6 ► The net

Lagoon has chosen to keep the nets on hulls in order to ensure safety at sea

## 7 ► Crew cabin

The two crew cabins, located foremost, are very small and uncomfortable

## 8 ► Forward couch

The forward couch, that also acts as a sundeck, is very pretty

## 9 ► Lockers

Under the couch we find some big lockers, also suitable for storing very bulky items

## 10 ► Platform

From the platform on the flybridge you can control the entire sailing equipment. An array of winches are placed in front of the mast

## 11 ► Flybridge sundeck

The large sundeck located behind the helm can be transformed into a couch. The two small tables concealed under the middle cushions can be raised to dine on the flybridge.

## 12 ► Wide tails

The tails of the boat are very wide and low on the water, and that makes them the most suitable place to get in and out of the water. Once lowered and discharged of the tender, the electric platform opens, extends its length and connects the two tails.



► The VIP cabin





► The Lagoon 52F dinette in the version with the galley equipped with low fridges



► Aside at the top, the galley in the version with the long countertop and below, the same with the column refrigerator



## ↓ Accommodations

Describing the accommodations of the Lagoon 52 is complex. Starting from the dinette, it is worth noting the width of the window that circles the whole boat, allowing us to see outside wherever we are. The dinette is very spacious and divided into three areas. The first, that is the galley area, is located to port of the entrance and is available in two different layouts. One of them, as shown in the pictures of this article and of the video, includes a column refrigerator close to the entrance door. Instead of this refrigerator, you may have a large countertop with refrigerators under it. On the starboard of the entrance we find a long dining table which comfortably seats 8-10 people. At the centre of the dinette, in front of the window, there is the chart table. This is equipped with a large dashboard where you can repeat all the instruments found on the flybridge. In addition we find a joystick, to be used to divert the route of the catamaran in case of emergency. It is hard to sail such a big boat as the Lagoon 52 from below deck.

This can only be done in open sea, and provided that someone stands to observe the horizon carefully.







► Aside, the head of the VIP cabin, accessible from the cockpit of the charter version that we tested. In the centre, its entrance. Below, the VIP cabin



## The cabins

The boat is available in four layouts, ranging from the owner's version with three cabins and three heads, featuring two cabins in the port hull and the owner's stateroom that takes up the entire starboard hull, to the charter version with six cabins and four heads. All versions include two foremost crew cabins, equipped with their own separate head. These cabins are very small and uncomfortable cabins, but can be used if necessary.

In the six-cabin charter version, our test boat, the cabin layout is peculiar. Aft we find two rather spacious cabins with separate entrances. The larger one, located in the port hull, has an entrance in the cockpit seating area. This cabin is equipped with a big double bed, a large wardrobe and a head with a separate shower cubicle. The other cabin, found on the opposite hull, has an entrance outside the seating area. The cabin is big, but the head has no shower cubicle. In addition to the aft cabin, the port hull includes two more cabins that can be reached via stairs inside the dinette. Towards the stern there is a Pullman cabin that has given up part of its space to the aft cabin with the separate entrance. Forward we find a good-sized guest cabin,





► The main cabin in the owner version



► Above, the small VIP cabin of the charter version that we tested. Aside, the Pullman cabin



and a head between the two cabins. In the star-board hull, instead of the Pullman cabin there is a comfortable double cabin, and a forward cabin identical to the one located in the other hull.

### Conclusion

The Lagoon 52 is definitely a substantial boat. It is the typical boat to be placed in a management program, in order to fully enjoy it without taking on all the concerns associated with full ownership. She can be sailed rather easily and, above all, with little effort, especially if you have the foresight to request electric motors for at least two of the three winches of the flybridge.

From the flybridge, manoeuvring is barely hindered by the end of the roof which prevents to see the distance between the boat and the dock perfectly. This inconvenience can be easily remedied with a camera that uses the big map navigator monitor as a screen. ●



Subscribe to the newsletter and receive our articles, videos and digital magazine







**SI** The couch and the forward nets offer the right balance between comfort and sailing needs



**SI** When opened, the cockpit table can comfortably seat 10 diners

## YES&NOT

No boat is perfect, and each one is the result of a compromise. A journalist's task is to enable the reader to understand this compromise.



**NO** Le code degli scafi sono un po' strette per essere usate come piattaforma da bagno



**NO** Some space could have been subtracted from the VIP cabin to make this cabin more comfortable



**SI** In the charter version, the VIP cabins with separate entrance are a good idea



**SI** The aft platform lowers quickly, launches the tender, opens and becomes a bathing platform



**SI** Under sail, the boat performed very well despite a mainsail problem



**SI** The flybridge is very spacious and well equipped, and the tilting steering pedestal is excellent



**NO** The inner dashboard does not include the throttle levers, so it is not very handy and almost useless



**NO** Those working on the boom stay at a total height of about 4 metres, perhaps a bit too much

## Layout



3 cabine e 3 bagni



4 cabine e 4 bagni



5 cabine e 5 bagni



6 cabine e 6 bagni

## Technical data

L.O.A.	15,85 m	52,00	ft
Beam	8,60 m	28,21	ft
Draft	1,50 m	4,92	ft
Displacement	22.500 kg	73,818	lbs
Cabins	3/6		
Heads	3/6		
Fresh water	4x240 lt	126,80	US.gal.
Fuel tank	2x496 lt	263,11	US gal.
Engine	2x57 hp		
Sail area	166 mq	979,51	sq/ft
Design	VPLP/Nauta		
Price	732.800 €		
Ce certificate	A: 14 ; B: 14		

## The competition



### Leopard 50

L.O.A.	15,50 m	50,85 ft
Beam.	8,04 m	26,37 ft
Displ.	20.600 kg	45,415 lbs
Sail-area.	-	sq/ft
Engine	2x57 hp	
Draft	1,6 m	5,24 ft
Price	- €	
Design		



### Saba 50

L.O.A.	14,98 m	49,14 ft
Beam.	7,99 m	26,21 ft
Displ.	15.500 kg	34,151 lbs
Sail-area.	84 mq	904 sq/ft
Engine	2x57 hp	
Draft	1,25 m	4,10 ft
Price	- €	
Design		

Prices are exclusive of VAT



### Bali 54.4

L.O.A.	16,80 m	55,11 ft
Beam.	8,74 m	28,67 ft
Displ.	29.800 kg	65,697 lbs
Sail-area.	- mq	- sq/ft
Engine	2x57 hp	
Draft	1,48 m	4,85 ft
Price	874.500 €	
Design	Poncin	

## Importer



NSS charter

<https://www.nsscharter.com/>



## Lagoon trials bases

NSS - Marina Cala dei Sardi - Sardegna

NSS - Marina Cala dei Medici - Toscana

Manager Serena Scarinci tel.

+39.329.987.86.69

e-mail [serena@nordsardiniasail.it](mailto:serena@nordsardiniasail.it)



GLOBAL SAILING NETWORK

SVN  
solovela.net

Network directed by Maurizio Anzillotti



gets you to live  
the great dream of sailing

SVN, the best journalists, photographers and video makers  
telling you about your passion