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**LAGOON LUXURY ANGLING HOT SPOTS FUN FOR '21 SEA-DOOS
TERRIFIC TASSIE MALIBU'S 23 MXZ RIVIERA CELEBRATES 40 YEARS**

LAP OF LUXURY

In area, Lagoon's Seventy 8 is the size of a tennis court. But there are far more relaxing activities to be enjoyed aboard the giant ocean roamer.

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Photography:
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Imagine, for a moment, that you and the family decide to cruise from your cold and wintry home in, say, Melbourne, to the balmy and tropical Whitsunday Islands. For additional companionship on the voyage, you invite another family. Shall we say you're a party of four adults and four children.

You're not in a hurry, but wouldn't it be wonderful to voyage in luxury and not have to stop on the way for fuel or supplies. Of course, on a voyage such as this, it would make sense to hire crew to undertake the night watches and look after the general tasks onboard.

One more challenge. While you really like your friends, you don't want to spend every waking hour with them, so a little 'me space' would be desirable. Such as four separate areas simply to hang out.

In that case, the Lagoon Seventy 8 might just suit your purposes. And even better – it's a catamaran, so there's no risk of spilling the chardonnay.

The Lagoon Seventy 8 is 23.8m long – a fraction over 78ft – and 11m wide. Almost exactly the size of a standard tennis court. Add another 50m² of space on the flybridge and six – yes, six – sleeping cabins plus a galley in the hulls below the main deck, and you won't be short of places to party.

From the dock, the Seventy 8 looks all Lagoon – sleek lines and the starkly vertical wrap-around windows on the main deck.

We should mention that this review describes just one configuration, that of the review boat, and Lagoon says the staterooms, galley, flybridge layouts and a great deal more are all open for discussion with new owners.

That said, let's explore ...

ME SPACE

For 'me space', there's the aforementioned flybridge that is reached via a spiral timber-tread staircase from the covered cockpit. Guests will probably spend most of their day here, with features such as a wet bar equipped with an electric barbecue, fridge and icemaker on the starboard side just aft of the central helm, and a portside dining area that can be set up as two intimate tables or folded out to seat six at one table.

The dinette's forward lounge flips so you can face forward when not eating or chatting with fellow guests, who can choose to lounge on the wide daybed that stretches right across the aft section of the space.

The helm is centrally located forward, with two multifunction displays and analog gauges for engine revs, fuel and a whole lot more. GRP hatch covers in the wide helm extension conceal neat, shallow storage for mobile phones, hand-bearing compasses, pens and any other small bits and pieces. No need for binoculars to go in there – there are two separate holders especially designed for them.

The entire flybridge is covered by a GRP roof, with a large, electrically operated sunroof over the aft section.

On the main level, the covered cockpit offers a dining area for eight, and two lounge spaces – one across the transom, the other on the starboard side. Two sunpads are perched high

Above: She's big ... the Lagoon Seventy 8 aces with similar dimensions to a standard tennis court.



Step inside to the main saloon and this is where the size of the boat really hits

on either side of this deck, between the covered area and the side decks. An electric barbecue and fridge are on the starboard side of the transom and a sink is on the port side.

It's hard to think of this space as a 'cockpit' in any sense except being the boat's aft section and semi-open. In reality, it's simply a large aft deck.

CAVERNOUS

Step inside into the main saloon and this is where the size of the boat really hits. It is cavernous.

Guests can choose between two lounge

areas: one forward where they can spend the hours watching the scenery unfold, and a wide, U-shaped lounge amidships opposite the second dining area that also caters for eight. This area includes glass storage and a wine chiller. Windows provide a complete panoramic view.

There is a 55in TV cunningly hidden in the ceiling. Press a button and it lowers. Press another and it swivels to any viewing position fancied.

For those inclined to take control of their Lagoon, but don't feel like venturing up to the bridge, a second helm station is in the main saloon's starboard forward corner. In front of a lounge seat are two multifunction displays, analogue gauges, engine controls and a joystick for steering. But why steer when there's an autopilot to do the job?

Immediately aft of the helm station is a large chart table. Cool.

If it's not too breezy, or you decide to drop anchor along the way, you could open the forward door and step out onto the teak-laid foredeck – all 30m² of it. Here, a couple of lounges are tucked against the superstructure and there's enough space to land a helicopter ... albeit a smallish one.

Multiple hatches in the foredeck are provided for mooring lines and fender storage, as well as access to the giant anchoring system. There are also two little timber viewing seats in each forward corner for dolphin watching.

Now to the accommodation. The Seventy 8 is fitted out with three double-bed staterooms, each with en suite bathroom, as well as a comfortable crew quarters with two bunk beds and en suite

Above: You could stage a small conference in this saloon.

Below: The master stateroom features an athwart king bed with views of the sea or pop-up TV.





It's hard to think of this space as a 'cockpit' in any sense



bathroom, and two more cabins with bunk beds for kids, each with an en suite bathroom.

SPECIAL STATEROOM

You'd expect the master stateroom to be a little more special than the other two – and you wouldn't be disappointed. The forward of two companionways on the starboard side of the saloon leads down into the suite, where a king-size bed takes up considerably less than half the space. The bed faces outward for a rolling view of the scenery – or the 40in pop-up TV. There is a writing desk in one corner and a make-up table opposite. And should you want to check on progress or performance, a multifunction marine display also faces the bed.

Forward is a substantial walk-in wardrobe and, aft of the stateroom, a his-and-hers bathroom

with two basins set into the vanity top, and a shower space large enough for two.

There is one more piece of private pleasure for the owners. Lagoon dares to call it a 'private beach'. It wasn't on our test boat, but Lagoon says around half of the Seventy 8s include this option: at the press of a button, a section of the master stateroom lowers outward to create a private platform just over the water ... for times when a little solitude is required. Sneak across to the galley, grab a couple of champagne flutes and a bottle of Moët, and back to the 'beach'.

The other two staterooms aren't quite so substantial. They don't have walk-in wardrobes and the bathrooms are strictly one-at-a-time, but both do have 32in TVs. One stateroom is aft on the starboard side and the other is next to the forward companionway on the port side.

The kids climb into the port forepeak bunk cabin through their own bathroom. The starboard kid's cabin might be more fun, though, and is reached through a Perspex hatch in the foredeck, down a ladder and into a snug space with bunk beds and its own bathroom.

At mealtime, there are the options of the two barbecues or, for something a little more exotic, the large galley that includes a two-door upright fridge with ice-maker, four-hob induction cooktop, full-size underbench oven and a microwave in the corner. There is even a dinette in the galley so the crew can eat in private while keeping an eye on the boat's progress via a multifunction marine display. Access to the galley is down a companionway on the aft deck.

But can the Lagoon Seventy 8 really make it from Melbourne to the Whitsundays without stopping? With ease.

OCEAN ROAMER

The Seventy 8 is not designed for speed, rather is very much luxury in the slow lane, and is built for the oceans. The hull bottoms and keels are solid-infused laminate. Above the waterline, they are vinylester resin-infused, with balsa core, and the decks are polyester resin-infused, with balsa core. The boat weighs in at 62 tonnes.

All deck spaces are teak-laid. Large boarding platforms are on both sides, and four steps lead up to the cockpit. In between the two platforms and steps is a 5m Williams Jet tender on a hydraulic launching platform, which will comfortably seat eight.



part of the design brief for the Seventy 8 was to CROSS the Atlantic Ocean

The twin engine rooms are in the aft quarter of each hull. Access is via large deck hatches and stainless-steel ladders. Each engine room houses a 580hp Nanni-John Deere turbodiesel engine (Nanni branding, John Deere-built). There is also an Onan generator, multiple air-conditioning compressors, fuel filters and water strainers – all very easily accessible.

Travelling at an elegant 10 knots (18.5km/h), the voyage from Melbourne to the Whitsundays will be a few hours short of a week at sea and the party will arrive with plenty of fuel left to explore the scenery. In fact, part of the Seventy 8's design brief was to be able to cross the Atlantic Ocean.

You'll never run out of freshwater, either, with a watermaker delivering 180lt/h.

Driving this beast is daunting for just a moment. Steering is light and responsive, the throttle response is comfortable and the view is unlimited. We ran the review boat on the Gold Coast Broadwater and then out through a messy Seaway, the boat carving easily through the sloppy water and on to a gentle swell. Nothing to challenge the boat or the skipper. Running into the swell at 45 degrees provided a pleasant flow of movement.

During our test run, at a lazy 1000rpm the Seventy 8 consumed 12lt/h per engine and achieved 9.5 knots (17.5km/h). That is about what you'd set for the voyage from Melbourne to the Whitsundays. At 1400rpm, we recorded 12.5 knots (23km/h), chewing 52lt/h per engine, while at 1650rpm we sat on 14 knots (26km/h)

consuming 77lt/h. Wide-open-throttle at 2030rpm saw a little over 17 knots (31.5km/h) consuming around 100lt/h per engine. But what's the rush? [CM](#)

LAGOON SEVENTY 8	
Length overall:	23.8m
Beam:	11m
Displacement:	62.2 tonnes
Water capacity:	1600lt
Fuel capacity:	8500lt
Power (standard):	2 x 510hp Volvo Penta D11
Power (as tested):	2 x 580hp John Deere N13
Priced from:	\$7911,749
More information: The Multihull Group, tel: 1300 175 325. Web: themultihullgroup.com.	

Above: With big fuel tanks, the efficient powercat is ready to roam oceans in next-level luxury.

Below: Flush hatches, deep bulwarks and sturdy railing for sure footing fore and aft.



Top: The covered cockpit is an alfresco delight.

Above: It's a laid-back affair in the open flybridge, the place to be on fairweather cruising days.