



Discover our exclusive video of the Power 67

TEST

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FOUNTAIN PAJOT POWER 67

A MULTIYACHT FOR A DREAM VACATION

The Power 67 is the new flagship in the Fountaine-Pajot Motor Yacht fleet. This luxury model was released in 2020 but it only saw a discreet launch due to the absence of boat shows. We were able to discover this large powercat in luxury charter mode in the Saronic Gulf, off the coast of Athens.

For more than 20 years now, the La Rochelle-based shipyard has been a player in the power catamaran market. By the late 1990s, the builder was producing trawler range, and this evolved into sportier powercats before turning resolutely, in 2015, towards a higher standard of finish: welcome to the 37 to 44-foot Motor Yacht range. Faster and more luxurious, these models are destined to compete with the best monohulls. Thanks to the intrinsic qualities of the twin-hull formula, success was not long in coming. The Power 67 however, differs from the MYs in that unlike her smaller sisterships, she was not designed by Andrieu Yacht Design. The flagship is in fact based on the architecture (except for the hull form optimized for propeller propulsion) of the Alegria 67, the sister yacht with sail propulsion designed by Berret Racoupeau Yacht Design. We discovered her in the marina at Athens, the first impression being that the proportions of *Cristal Mio's* vertical bows are well balanced between the hulls. The sleek lines of the 67 evoke the luxury and comfort we are expecting to find on board. However, at this stage, we can't begin to guess the immense volume the passengers will actually enjoy, once we've stepped aboard via the hydraulic gangway.



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Luxurious and careful finish

The builder has taken particular care with the finishes and the list of options: Optimal well-being, regardless of the number of guests, is the priority here. The layout of the cabins is clever. The two aft ones have independent access from on deck. The starboard owner's cabin is accessible from the saloon but has another entrance via the foredeck. Two further cabins on the port side bring the total number to five, but you can have up to six or as few as four depending on your chosen galley option. It can be down in the port hull. The light oak woodwork contrasts with

the darker floors. Cream Corian countertops and magnolia leather for the bench seats provide a soft, muted ambience - but one that remains modern. High-quality bedding provides excellent comfort. The 240-square foot (22 m²) owner's suite deserves a special mention; with its two en-

trances, large bathroom, and bookcase, it is the perfect spot to unwind. On the main deck, the bay window of the saloon opens wide onto a very large reception area. The table can be either low or high, using the same principle as the one in the saloon - the latter allows you to eat inside

1/ The characteristics of the Power 67 might suggest an imposing silhouette, but this is not the case. This big powercat is very elegant on the water. And for luxury cruising, this is an important parameter.

2/ The large sliding glass door opens up a huge reception area and a beautiful view that adds to the 390 sq ft (36 m²) cockpit. Big enough to easily accommodate up to 10 people.

3/ The foredeck with its integrated Jacuzzi offers 485 sq ft (45 m²) of space – plenty enough for great entertaining.



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The platform makes an ideal and accessible bathing area. It is wide enough to accommodate loungers or deck chairs.

THE PLATFORM CAN EVEN BE LOWERED THREE FEET UNDERWATER FOR SWIMMING AND RAISED TO THE SURFACE FOR RELAXING ON A DECK CHAIR OR LOUNGER.

while watching the multimedia screen. There's a lounge across from the interior helm station that adjacent to the galley - on the 'galley up' version. A version featuring the owner's cabin plus two VIP cabins with the galley in the port hull (and an adjoining crew cabin) can further increase the level of comfort for strictly private or very high-end charter use. In this respect, the list of equipment is calibrated for the highest requirements: there are eight chiller compartments, 50-inch screens, an exterior plancha grill, a jacuzzi on the foredeck and air conditioning. The energy production to power all the appliances and the hydraulic system is adapted to cope with the consumption.

Precise ergonomics

No less than 1,300 sq ft (120m²) of exterior vspace is divided between the aft cockpit 390 sq ft (36m²), the foredeck 485 sq ft



The huge flybridge is ergonomically designed and equipped with a sunroof.

Cristal Mio's gigantic galley is perfect for cordon bleu chefs, whether professional or amateur.



The saloon has a fully equipped fitted galley. The atmosphere created by the oak and light leather is very successful. The lounge, facing the helm station and the galley, is perfect for watchkeeping, relaxing, or reading...



(45m²) and the flybridge 345 sq ft (32m²), not to mention the hydraulic bathing platform that can accommodate a 14-foot (4.25-meter) tender and support almost 1,000 lbs (450 kg). Thus, everyone can enjoy a certain privacy, but everyone can also gather for drinks or dining. The ergonomics have been particularly carefully designed. The foredeck has a bench seat, a Jacuzzi, a 10-seater sunbathing area and a front door - which gives direct access from the saloon. On the flybridge, there is a full-width sunbathing area, a small dining area under the rigid/soft top, and a seat opposite the helm station. The aft cockpit has been created with the utmost care. The large table with teak veneer and white Corian is superb. It unfolds and is raised up on hydraulic legs. Eight to ten guests can sit comfortably to share a meal. Thanks to the hydraulic platform, launching the dinghy could not be easier. You can even board the tender from the main deck. Once the dinghy is out of its cradle, the platform becomes

an ideal bathing area, accessible from either side. It can even be lowered 3 feet (one meter) underwater for swimming and raised to the surface for relaxing on a deck chair or lounge.

Smooth cruising

Our test version was equipped with 480 HP Volvo Pentas with shaft-driven propellers, which is the most powerful drivetrain option. The engine compartments are large enough to accommodate these motors and all the technical elements that ensure self-sufficiency and comfort. Note: the fire protection standards for the engine compartments have however necessitated reducing the volume in order to preserve the effectiveness of the sprinkler system. A plywood hatch cover and a foam-rubber rear panel have significantly improved soundproofing. The forepeaks are fitted out as crew accommodation. Once out of the harbor, bound towards Kea, the first island southeast of Piraeus, the Power 67 quickly



The owner's cabin, with access from both the saloon and the foredeck, is a suite with a bookcase, sofa and big-screen TV.



The bathroom of the owner's suite with its designer double sink and walk-in shower is the perfect complement to the large closets and cozy reading area.



The aft cabins have independent access directly from the deck. Their top-of-the-range bedding provides excellent comfort.

reached 17 knots at 3,370 rpm. This powercat is capable of reaching 20 knots when unladen (about 6 tons lighter than our test configuration). From the flybridge, at more than 13 feet up (4 m), piloting is very pleasant and the view across the deep blue water is perfect. In charter configuration, fast cruising speed is 15 knots. At this speed, fuel consumption is 34 US gallons (130 liters) per hour - this is still much more economical than an 80-foot monohull of the same performance. The very good soundproofing of the engine compartments makes the noise level quite bearable. At 10 knots, when cruising in trawler fashion and closing the saloon windows, you can hardly hear anything at all. At this speed, the engines only require

8.75 US gal (33 l)/hour, which would give a range of over 1,200 nautical miles. The boat's trim is remarkably stable – you can live on board as if you were ashore.

Conclusion

Clearly, the Power 67 provides all the attributes of comfort and pleasure on the water that characterize exclusive cruising. On board, nothing is missing, provided you haven't skimmed on the options list. The harmonious balance between performance under way and comfort/habitability makes this multiyacht the ideal luxury charter unit with pretty reasonable operating costs considering the size of this catamaran.

TECHNICAL SPECIFICATIONS

Builder: Fountaine Pajot
Architect: Berret Racoupeau Yacht Design
Material: GRP
Length: 64'7" (19.69 m)
Beam: 32'3" (9.84 m)
Draft: 3'9" (1.15 m)
Air draft: 14'3" (4.35 m)
Light displacement: 69,450 lbs (31.5 t)
Standard engines: 2 x Volvo Penta 300 HP
Test version engines: 2 x Volvo Penta 480 HP
Maximum speed: 20 knots (with the twin 480 HP)
Range at 10 knots: 1,200 nm
Fuel: 1,050 US gal (4,000 l)
Water: 275 US gal (1,050 l)
Cabins: 4, 5 or 6
CE Certification: A - 16 persons
Standard price: € 2,477,740 ex-tax
Test version price: approx. € 2,800,000 ex-tax



- Successful design
- + + Generous living space
- + + Smooth and silent under way
- Ergonomics of the functions on board
- - No flaps, even as an option
- - 2 x 480 HP engine option is almost mandatory

Multihulls World figures

Readings taken with fuel and water tanks 90% full – Test boat fitted with 480 HP engines

RPM	Speed in knots	Consumption US gal/h (L/h)	Efficiency US gal/nm (L/nm)	Range (nm)
1,000	5.7	1.58 (6)	0.28 (1.05)	3,800
1,500	8.2	6.67 (13.9)	0.45 (1.7)	2,360
2,000	10	8.85 (33.5)	0.88 (3.35)	1,194
2,500	11.5	17.2 (65.2)	1.5 (5.67)	705
3,000	13.9	29.6 (112)	2.13 (8.05)	496
3,200	15.4	34.6 (131)	2.25 (8.5)	470
3,370 (max)	16.8	39.6 (150)	2.35 (8.9)	440

A multiyacht for luxurious charter



The crew of *Crystal Mio*, the Power 67 operated in luxury charter out of Athens. On the left, Barbara Gabriel, in charge of FYLY Exclusive Yachts. With 30 years' experience in the superyacht world, she is a key figure in the boating scene in Greece.

It was in the Peloponnese that Barbara Gabriel, director of FYLY Exclusive Yachts, offered us the opportunity (for a few hours) to experience sailing in luxury charter mode. There was a full crew - captain, mate, chef and hostess.

The cabins were all set up with branded linen and bedding, much as in a five-star hotel.

The six refrigerators, the two freezers and the wine cellar were all fully-stocked, so we set sail with the certainty of being pampered, nothing was missing, including a multitude

of watersports toys in the large lockers. On this version, four guest cabins plus a master cabin can accommodate 10 people in optimal conditions. The crew, who live in the forward

cabins, welcomed us with some light snacks, we would learn later that Barbara's motto is to always have nibbles on the table. A week's

charter is invoiced from € 30,000 to € 42,000 ex-tax depending on the season.

To this should be added 13% VAT and around 20% additional expenses for port charges, food and fuel.

