

GO BOATING

Australia's monthly boating lifestyle magazine

BOAT REVIEW

fjord40 open

something completely different

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AS THEY SAY in the classics - now for something completely different. That is the best way to describe the all new Fjord 40 Open which made its Australian debut at the Sanctuary Cove International Boat Show in May 2007.

Built by renowned German yacht manufacturer Hanse Yachts, the Fjord design has obviously been influenced by the revolutionary Wally yachts however despite the somewhat obvious comparison, the 40

Open has a style and character which sets it apart from the field.

In real terms, it is hard to describe the level of innovation and completely fresh approach to cockpit design and purpose. Here is a distinctive looking boat which cannot in any way, be stereotyped. Designed by Patrick Banfield and Jim Wilshier of Allseas Design with the interior design by Mark Tucker of Design Unlimited, this German built sports motor yacht turns heads. Revolutionary in

design and application, the Fjord will no doubt create a new following for those who like to be different.

However, this boat is not just about being different for the sake of it. The Fjord has a long list of impressive features and build characteristics. It has such clean lines that even the deckware is recessed - not a cleat to be seen and even the anchor is recessed giving clean hull lines from bow to stern.





SPRING FEVER



The boat is tagged as an 'Open' because of its deck configuration - yet this is a totally deceptive boat.

Apart from the spacious open cockpit with an aft lounge and twin dining tables big enough to seat 14 people and its barbeque style galley under an imposing T shaped hardtop with tinted acrylic panels, this boat has much more to offer in terms of lower deck accommodation and as a consequence, can hardly be restricted to a 'day boat' class.

Before I take you below, I must tell you more about the Fjord 40 Open. The deck is extra wide teak planking while the large cockpit tables are unstained teak.

There are no transom doors on either side of an aft lounge which can be configured to face forward or aft. There is a concealed swim ladder, deck shower and stylish stainless steel flag mast with built-in aft running light.

There are neat side pockets just forward of the entrance and fender storage insets on either side of the helm. There are stainless steel grab rails which have been set below the teak hand rails which run from the transom to the helm. This rail placement maintains the clean deck lines.

The galley is an outdoor style barbeque arrangement with twin burner gas stove, sink with stainless steel splash back located behind the helm while opposite the companionway which separates the skipper, throttle man and navigator bolsters, there is an ice maker and twin drawer fridge.

The Fjord 40 Open is powered by the revolutionary Volvo IPS 500 drives. Access to the fully sound proofed engine bay is through deck hatches located under the cockpit tables.

Because of the IPS, the engine bay is very clean and uncluttered, has a fire suppression canister and plenty of room for storage if

required. There is another large storage area forward of the mid cockpit lounge - all courtesy of the space saving IPS propulsion system.

The hardtop is unique in design. It is a T shape, extremely strong and the overhead hardtop with tinted glass infills gives surprisingly good shade from the noon day sun.

Of particular note is the purpose built wind shield. I have never seen anything as strong. It is built like the proverbial but is aerodynamically designed to deflect wind and spray over those at the helm. The solid piece of perspex is so strong that even when jumping waves or wake, it never flexes.

The helm is styled after a formula one race boat with a central driving position, a throttle man's bolster seat on the portside and a navigator's chair on the starboard side of the helm.



The drop down bolsters with wrap-around back support are quite firm and give good support when pushing the boat hard over chop or into turns. There is also a stainless steel foot rail below the dash for added comfort.

The instrumentation is racy with a sporty leather wheel, rows of analogue gauges, a hooded dash with Plastimo compass and almost every conceivable piece of electronics available including Simrad CX44 GPS with radar overlay, auto pilot, rudder indicator, QL trim tabs (although hardly necessary due to the incredible performance of the IPS), Seafire digital panel for the engine suppression system and rocker mounted switching.

The IPS joystick and Volvo electronic throttle controls are mounted on the skipper's port hand which some may find awkward but when you have a throttle man, it is ideally positioned on their starboard hand. I had a

stint at being the throttle man as well as the skipper and found both roles to be enjoyable.

In terms of performance, as you would expect of a cruiser of this ilk, it is quick, very quick for a 40 footer. We clocked 39.8 knots at wide open throttle (3,500 rpm).

At 3,000 rpm, we cruised comfortably at 30 knots. An almost gentlemanly speed of 23 knots was achieved with the tachometer showing 2,500 rpm but the most surprising element of the boat's performance, given its considerable displacement, was that it planes at 15 knots with 2,000 rpm on the clock.

The power, stability and overall manoeuvrability of the Fjord is due largely to its unique hull design with pronounced reverse chines and full length strakes, the hull has both displacement and planing characteristics. Even the epoxy hull comes standard.

While the aft cockpit is great for entertaining, the fore deck is for relaxing with large sunpads and wide walk around decks to provide comfortable and safe movement from one end of the boat to the other.

Now, let me take you to the next level. Teak steps lead below. Below decks is an amazing apartment style layout. The interior designer has used mahogany as the timber of choice with a thick cream berber carpet to create the apartment feel.

The decor and colours are stunning. Cabinetry wraps around the queen size island bed and above the impressive joinery are padded shoulder pockets which run the full length of the cabin.

Two timber framed narrow fixed portholes provide good light. There are two large overhead hatches. Privacy to the cabin is obtained as a result of the forward sun lounges.



There is a mass of storage in the cabin area with a hanging cupboard to starboard of the companionway and drawers in the side cabinets and under the bed.

A flat screen TV has been mounted to the ensuite bulkhead to port of the cabin entry. The ensuite has the same stylish lines as the cabin with extensive use of mahogany timber in the vanity, pelmets and cabinet doors. A large porcelain bowl sits atop a Corian bench. To give added space, the vanity has been built into the side wall. The mahogany contrasts well with the teak floor and use of diffusers over the downlights gives a soft subtle light to the wet area.

To add another touch of design brilliance, the shower has been mounted on a timber post with telescopic arm. An anodised framed mirror has been positioned on the ensuite door and there is a porthole over the vanity for ventilation.

There is so much to like about the Fjord 40

Open, not just because it is different but because it is a practical boat for entertaining - the sound system is a beauty, but it is also a boat that can be used for overnighting, fishing or even extended cruising.

The day of our test, outside the seaway on the Gold Coast, was one of those magical days and as we stayed and played aboard, I gained an appreciation of the innovativeness of the Fjord 40 Open. It is a boat that must be appreciated for it is truly something different.

Specifications	<u>LOA</u>	11.99 metres
	<u>Beam</u>	3.99 metres
	<u>Displacement</u>	7,600 kg
	<u>Fuel capacity</u>	1,000 litres (2 x 500 litre tanks)
	<u>Fresh water</u>	300 litres
	<u>Accommodation</u>	Day 14 + persons Overnight 2 + persons
	<u>Engines</u>	Volvo IPS 500 (2 x 370hp diesels)
	<u>Cruising speed</u>	16 - 30 knots
	<u>Warranty</u>	Manufacturer's warranty
	<u>Price as tested</u>	\$750,000
<u>Base models from</u>	\$685,000 with IPS 400	

Test boat supplied by Fjord Motor Yacht, NSW
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FJORD 40

open



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