

An aerial photograph of a large, white motor yacht with a wooden deck, moving across the dark blue Atlantic Ocean. The yacht is leaving a white wake behind it. In the background, the white outlines of North and South America are visible against the dark sea. The text "THE ATLANTIC CROSSING" is overlaid in a red box at the top right, and "630 MY" is overlaid in a red box at the bottom center.

# THE ATLANTIC CROSSING

630 MY

This book tells the story of the 630 MY's Atlantic crossing carried out in 2014,  
the same year as her launch.

Relive the unique adventure of this Motor Yacht  
and her crew through this travel writing,  
originally published on the following blog:  
<http://atlantic630my.com/>

Cover J. Kelagopian

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## I am

Hello, my name is “630 MY”. I’m a catamaran motor yacht. I am the “new kid” of the Lagoon catamaran brand.

I was born in Bordeaux, France, last summer. My size is 19.50m (63’11” for our Anglo-Saxon friends) and I have a 5000 liter tanks capacity (1320 US.gal for the same friends)! My parents have always loved traveling and I inherited the family tradition: the blue water cruising.

I have already travelled in France for the Cannes Boat Show, in Italy for the Genoa boat show and also in Spain for the show in Barcelona. The Mediterranean is nice... But as everyone I have a dream: hot water, turquoise sea, fine sand... So I decided to cast off for America and even Asia! I invite you to follow me in this adventure to the new world. My goal: to give you news every week: my crew, my joys and my sorrows (if any!)...

Crossing the Atlantic on your own can be boring! So I organized a crew on board: Lucas the skipper, Victor the mechanic, Derek the doctor, Geoffroy the crew and Thomas the chef.

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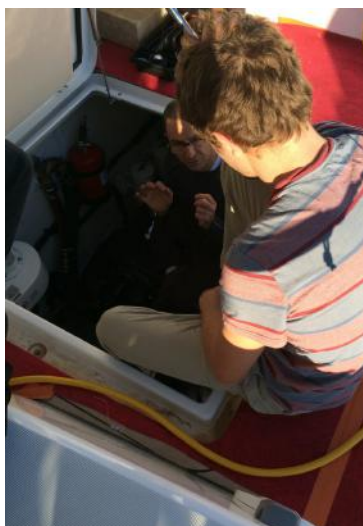
J.Kelagopian

## Get prepared

It has been 10 days since I was put back in the water and have been patiently waiting in Canet-en-Rousillon, getting prepared for departure.

The BMS team has been taking good care of me. They tested every component on board to provide a smooth ocean crossing. I was also visited by Volvo specialists who gave me a thorough engine check and trained Victor, the mechanic on board. They provided him with all the necessary knowledge and spares to keep me running. I am now equipped with an Iridium satellite connection. I will be able to inform you of my progress along the way. If you missed me, you can still track my position thanks to a locator beacon (lent by Christophe from Advanced Tracking).

On the deck, I was fitted with a brand new spray hood around the flybridge and exterior upholstery. I am feeling better and better as the departure date approaches.



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Three crewmembers arrived on Friday to complete the roster. After an intense weekend of cleaning, shopping and organizing; I am fully stocked to host life on board. A conclusive sea trial on Sunday allowed the crew to get their bearings. I can feel they are getting eager to leave for the Canary Islands.

I have enjoyed my time here with a view on the snow top mountains of the Pyrenees, but I am also ready to reach warmer latitudes.



## Start

The smell of fresh bread, fruits and vegetables brought by the crew this morning has me guessing that departure is near. One last weather check confirms a big high-pressure system is sitting over our route to Gibraltar for the next 5 days with little wind, so let's take advantage of this window so I don't have to work too hard.

Sebastien my project manager came by to do his final inspection and clear us for departure. All seems to be in order, just one stop for a few drinks at the fuel pump to top up my 5100L tanks and off we go.

The BMS team is here to send us off as the crew is making their last phone calls to friends and family.





We left! The sea is calm and the conditions perfect for Victor to start his routine engine inspection. Everything is running smoothly, Geoffroy is preparing dinner in the galley, Derek and Thomas are on the flybridge on watch and Lucas is going over navigation at the chart table. Life on board has begun as we prepare for the first night at sea.

## Christmas at sea

I awoke on this Christmas morning without gifts under the tree but several dolphins frolicking near my bows, a perfect way to begin the festivities and a great show for Derek who was on watch.

Luckily, he did not have to wait much longer for the aroma of a special Christmas brunch to spread throughout the cabins. At times such as this I am truly thankful we have Geoffroy on board, as he knows his way around my galley and has been keeping my entire crew well-nourished (Just last night he prepared a delicious Christmas eve feast of foie gras, gratin dauphinois and chicken).

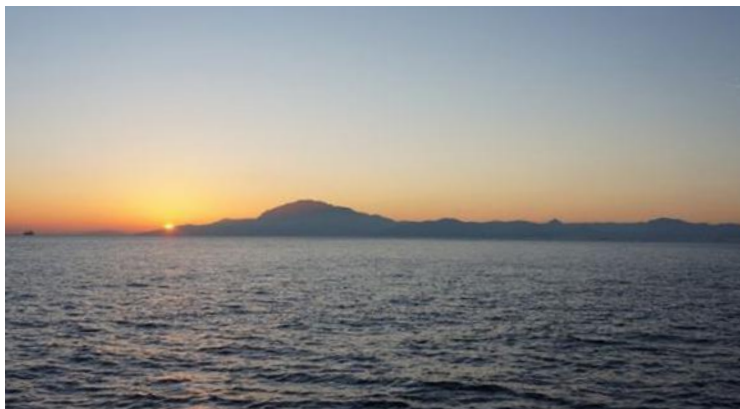
After the crew finished the celebratory meal the sun came out and we all enjoyed ideal cruising conditions as we glided past the final cape of southern Spain before heading towards Gibraltar. While the engineer completed his daily rounds, ensuring my twin Volvo engines and all my components were functioning properly, the crew placed a fishing line in tow behind my stern although debating whether my 10 knot cruising speed might be fast for ideal fishing conditions.





Hopefully we manage to catch a fish soon. As the sun was setting the crew and I felt the excitement for tomorrow as we will be passing through the Strait of Gibraltar and reach the Atlantic Ocean. I hope your Christmas day has been as full as mine and so I wish you all a very merry Christmas!

## Gibraltar



The sun was not up yet when we arrived at Gibraltar early this morning. The dense traffic of cargo ships, tankers, tug boats and fishing boats offered a mesmerizing light show and was a chance for the crew to brush up on their Colregs (The International Regulations for Preventing Collisions at Sea). I have three helming stations each equipped with two Simrad screens: two on the flybridge and one in the saloon. With these, the skipper can easily monitor the shipping traffic from the saloon and the flybridge as well as spot any other obstacle thanks to the 360 degree visibility available at each of these stations, allowing us to sail confidently even in this traffic. We had to find the right course to be far enough from the coast and avoid the strong currents running against us while staying clear of the shipping traffic.

Once our heading was set, we began to approach the narrowest part of the straight and the closest point between Europe and the African continent as the sun came up over the mountains of Morocco. The whole crew was awake to witness their passage into the Atlantic Ocean.

After crossing the traffic separation scheme and dodging the last few ships our course was set on the Canary Islands.

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As we passed Casablanca, the weather was becoming noticeably warmer, the exterior cushions were put out on the flybridge, and the Northwesterly wind and swell were pushing me along smoothly. Hopefully this is a prelude of the conditions we will experience during the crossing.

Now out of the cold weather and busy coastal traffic, a sense of relaxation is beginning to settle on board as I hear the sound of guitar and card games being played while others are napping in the sunshine.



## Las Palmas

After 5 days and 16 hours we completed the first leg of our trip and arrived at Las Palmas. Here are a few statistics on this first passage so you can have an idea of my performance so far. I have covered a distance of 1351M at an average speed of 9,9Kn, consuming 24,8L/h.



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Arriving in Las Palmas, we first made a quick pit stop at the fuel pump to quench my thirst while Lucas went to organize a birth at the port authorities. Once we were docked in the marina, the crew gave me a good wash down and Victor began my first full oil and filter change.

Here is what you need to service one of my engines:  
1 air filter, 3 oil filters, 3 gasoline filters a filter wrench and a flat screwdriver to remove the seals.  
For the oil change you will need 12.5 Liters of motor oil, a manual oil pump and an empty Jerrycan for the used oil.

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According to Victor all the filters are easy to access and he was able to complete the operation spending just under 45min per engine.



I have now been fed and cleaned and my engine has been serviced, all I need is for my crew to come back as they are out for dinner in Las Palmas celebrating a successful first passage and saying goodbye to Thomas who will be heading back to France. The next day, Sylvain joined us replacing Thomas on board then everyone headed out to explore the town and do the final groceries.

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Meanwhile, on the docks, I witnessed the interaction between sailors, travellers and backpackers from all backgrounds stopping over before the crossing, doing repairs or hoping to find a boat that would take them along their journey.

The crew reconvened on board for the final preparations and briefing, a last weather check confirmed that the trade winds are well established and should be pushing me nicely along the way. I will have my engines at 1600 RPMs for the crossing, which should give me an average speed of 8kn depending on the sea state and an average fuel consumption of 13L/h to complete the 2700M between Las Palmas and St. Martin.

The night was calm on board as everyone took advantage of a full night sleep in port before departure.

## Rough start

Just as we exited the marina on December 31st, heading to the open seas, I was no longer getting feedback from my port side rudder to my helm. Lucas announced to the crew that the rudder was stuck hard to port side and that he had limited steerage. The wind and swell coming in from the East was pushing us toward the breakwater but thanks to my dual engines Lucas was able to turn my back into the wind to regain some steerage in reverse using the two engines separately and dropped the anchor clear of the breakwater and shipping traffic. My steering system is hydroelectric with a possibility to take control of the hydraulic levers manually from the port side engine room, which is what Victor did. The hydraulics responded so the rudder could be straightened for now until we were able to dock in the commercial port to fix our problem.

Since the hydraulic leavers worked, it meant the problem was probably electronic. By troubleshooting the electronic steering system we realized the rudder position was not transmitted on the screen so there must have been a



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problem with the sensor. Victor checked the rudder sensor and by following the cables he noticed a loose connection, which he reconnected and secured. After troubleshooting again the problem was fixed!

We did a few trials to be sure and I had recovered full mobility of my rudder. Although delayed a couple of hours from our initial departure time we were now out of the port heading towards the Caribbean and determined to finish 2014 on a positive note.

It's New Years Eve on our first night crossing the Atlantic. After an uncertain start we are happy to be on our way. Happy New Year!



## First days

The crew is gazing at the Island of Hierro knowing it will be the last sight of land before a while. As we loose shelter from the islands, the trade winds are coming in at 25kn gusting at 30 with a decent swell building up. Apparently not much discomfort is felt on board as the crew is at the bow enjoying the accelerations while I am surfing smoothly down the waves. These conditions are a nice relief, allowing me to reduce my fuel consumption and pick up some speed.

The crew is back on watch rotations, Victor is making his regular engine checks, Geoffroy is keeping everyone fed and Lucas is recording my fuel consumption closely as this is my first transatlantic crossing and longest distance to go without stopping.

Apart from a cloud of Sahara Desert sand that has been following us since the Canaries and covering my freshly cleaned deck with dirt, everyone is excited for this next leg of the trip as life on board resumes.



## Course and swell

The wind is not as strong as the first few days but has been blowing consistently between 22 and 25kn so we are still surfing along the Easterly swell. The crew has been impressed with how stable I remained going up and down the rolling sets of waves. Even when a side swell was coming from the South East, no one was losing their balance and I didn't hear any objects rolling off the surfaces. Having such comfort on board is definitely keeping the morale high while a cloud of desert sand is still following us, blocking some of our sunshine.



The skipper who has been following my trajectory closely to keep the total distance to a minimum was able to relax seeing how steady I kept my course.

The swell is coming from an aft starboard angle but my autopilot has kept me on a straight course with very minimal swerving and little counter steering, even when surfing at almost twice our cruising speed.

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We are now approaching the halfway mark and I can feel the water getting warmer as flying fish are scattering across my bow and the cloud of sand is finally dissipating giving place to nice sunsets. We also had the first sighting of another ship, an oil tanker heading from South America to Holland.



# Halfway

On January 7, at 5:02 pm, we have made it halfway across the 2700 miles between Las Palmas and Saint Martin. Everyone on board is healthy and happy, the cloud of sand is fully gone now and a few squalls have washed my deck giving place to sunshine. The wind is still blowing consistently between 20 and 25 knots and so far there have been no technical issues to report.

So far, I have maintained the predicted 8 knots average speed at 1600 RPM and have stayed under the estimated fuel consumption, burning 10.5 liters per hour. With these reassuring numbers, we can head confidently into the second half of the passage.



## Fishing

I almost forgot I was trailing two fishing lines, until I felt a first snag behind me. Happy to finally get their first bite, the crew was getting active on the aft deck to pull out the first male Mahimahi. He was instantly gutted and filleted by Victor and Lucas, then Derek prepared sashimi and Geoffroy put a marinade in the fridge.



The next day was the same thing, another male Mahimahi. The fridge was starting to fill up with fish meat but the crew decided to put the lines in again the next day hoping to maybe catch something different.

Sure enough, it's not a snag I felt but a much more powerful jerking and pulling. Derek started bringing up the line, not sure of what it was but feeling it was strong, until it jumped out of the water and everyone realized we had a sailfish trailing behind us.

At that same moment the port side elastic of the second line extended and snapped, Lucas rushed to grab the line and I was now trailing two angry sailfish.

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One got off the hook so the crew got organizing to make sure they didn't lose the second one. Lucas was pulling up the line while giving instructions to Geoffroy at the throttle on the flybridge who was following the movement of the fish, Derek and Sylvain were making sure the line didn't get tangled as the fish was racing around me in all directions and Victor was waiting patiently to spear the fish when he got within reach. My sports fishing abilities were now being tested.

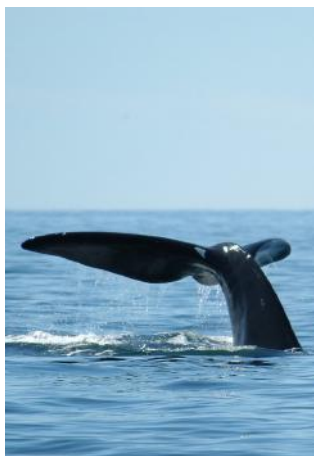
After half an hour of pulling, releasing and running up and down the deck, the sailfish was finally on board. Victor and Derek took on the challenge of cutting up and preparing the 2.10 meter long fish as I got back on my course.

The fridge is now well stocked with all the fresh fish the crew s for the second half of the crossing.



## Whale

A whale has been following me for five days now at a distance, but has finally decided to come and play with me and make an appearance at the surface to delight of the crew.



## Mechanics

We are now less than two days out of St. Martin and I have been talking quite a bit so I will let Victor explain to you what he has been doing so far and he can give you his impressions from a mechanical point of view.

“Hello everyone, for my part as the mechanic on board, my role has been to mainly ensure that both engines run as smoothly as possible and that all the systems and circuits that revolve around them are functioning perfectly so we can have a stress free navigation.

Firstly I had to get acquainted with the boat, especially both engine rooms, the different circuits (fuel, oil, electric, hydraulic, water) as well as the potential hazards and different safety features associated with them such as bilge pumps and fixed fire extinguishing systems.



I have to say when I first saw the boat from the outside I thought there would be very limited space to work in the engine room but I was pleasantly surprised when I started looking inside. The configuration allows you to move around all the components quite comfortably and the important checks are easy to access. After having spent 25 days at sea, covering over 3500M and servicing both engines I can say that all the maintenance work and checks can be done quite rapidly even at sea and with the hatch closed if there is a risk of seawater getting in. In terms of checking and monitoring the fuel, water and electric circuits, the setup is very intuitive. All the pipes, valves, switches and

fuse boxes are clearly labeled making the circuits easy to trace throughout the boat.

After getting familiar with the boat and doing all the necessary checks before departure, I then began a navigation routine. It consisted in daily checks, every hour for the first couple



of days to build a base for the engine logbook then spaced out as we progressed.

Most of the checks can be done from the Volvo monitor screens that can be found at every control station, on the flybridge and in the saloon, displaying for each engine the RPMs, coolant temperature, turbo pressure, oil pressure, engine hours, fuel consumption and more. This makes data collection quite easy to monitor the engine performance and help detect or prevent any anomalies. Any engine malfunctions or unusual levels are signaled by alarms in any case.

Besides the routine checks, for long trips such as this one, when the engines are running for long periods of time at low revolutions, it is important to increase the RPMs regularly to burn any deposits and avoid congestion due to calamine. We therefore established a schedule with Lucas based on fuel capacity and the recommendations from Volvo to increase the RPMs regularly to 3000.

Then lastly, as described on a previous post, I have had to service the engine in the Canaries and will do it again in Saint Martin, which is as straight forward and user friendly as most of the mechanical installations on board.

My overall impression is that the Volvo D4 engines have lived up to their reputation in terms of their reliability. I haven't experienced any problems so far, just an oil filter that had to be changed along the way, which was easily done by permuting the oil circuit to the second filter in place. Then as mentioned before the accessibility of the components and the simplicity of the circuits allow the maintenance and checks to be done regularly".



# Land

The title tells all.



## The chef

Only 40 miles left until our destination. I can feel we are getting close as I have to slalom between the fishing buoys and the land birds are starting to fly over me. The faint silhouettes of St. Barth and St. Martin are making their appearance in the distance as the sun rises on our last day of the crossing.

The sea state is at its calmest yet and the water has never been warmer, which is getting the crew even more excited to arrive and finally get to dive in the ocean that has been surrounding them for 2 weeks.

The crew is waking up and there is rummaging in the galley as the food supplies are getting limited, but Geoffroy has planned everything, even up to the last meal of the crossing.

Speaking of the chef on board, I will let him give you his impressions from a culinary standpoint.

“Good morning everyone, I have been charged with the task of keeping the crew fed throughout the trip and as some might say that cooking at sea is no piece of cake, on board the 630 MY whether the sea was rough or calm, by night or during the day, it has been a pleasure for me to prepare these meals.



N. Claris

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First of all there is plenty of space for storage. After storing all the food necessary for a 15 day crossing for 5 people there was plenty of space left, especially in the massive fridge and freezer which gave us the luxury to eat meat until the last day and more importantly to store all the fresh fish we caught.

The two-counter setup is also very convenient. From a central position in the galley, whether I am preparing a brunch, sandwiches, a big pot of pasta, a Christmas dinner or baking bread, all the utensils and equipment I need are within reach which allows to cook comfortably especially when the sea gets rough.



The quality of the kitchen appliances also adds tremendous comfort. The oven and ceramic stove top heat up in minimal time making every step of preparing a meal very efficient and pleasant. The icemaker working 24/7. The dishwasher is also a great relief for the cleanup stage.

What I appreciate the most is the position of the galley in the boat. It is isolated from the main living space keeping smells and noise away from the saloon but it still remains a central point. It is spacious with a large opening on the aft deck, constantly filled with natural light and fresh air where we have often found ourselves spending time sharing a coffee or breakfast or sitting on the steps in the sunshine, chatting while watching the stove. It is a real place of congregation.

I have to say, the comfort of modern equipment in such a pleasant environment will make anyone appreciate cooking. Without such a practical galley, this trip would not have had the same flavor.”



17th January, 2015

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## Arrived

At Saint Martin!



## I did it!

I am the 630 MY hull n°1 and I crossed the Atlantic Ocean. The crew made it too! I spent my first land night at anchor in Simpson Bay on the Dutch side of the island. We crossed the drawbridge early in the morning to enter the lagoon and dock at the marina. My engines are off and I am connected to the shore power so I can finally get some rest. Imagine a marathon of 2 weeks...

Here are some statistics on the crossing:

I completed 2722 miles in 14 days, which gives an average speed of 8.1 knots. At the cruising pace my engines were set at 1600 rpms with daily increases at 3000 rpms during which I was able to reach a top speed of 23 knots when surfing. I arrived in the marina with 675 liters of fuel left in my tanks, so my average consumption was 12.5 l/h.

The weather conditions have been very consistent throughout the trip with an average wind speed of 23 knots blowing toward the stern of the boat with the highest gust at 35 knots.

The crew went for a well-deserved meal on shore to get some strength for the big wash down that awaits them. Geoffroy and Sylvain have left the boat and returned to France so there will be three people on board for the next leg of the trip that will take me through the British Virgin Islands, Turk and Caicos and the Bahamas.



## Arrival



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It was a little disorientating at first to be around so many other boats, but it was a refreshing stop in St. Martin. I first got a full wash-down which got me clean and shiny. Then, Victor serviced my engines and did a thorough clean of the engine room while Lucas did a full inspection to start making a list of repairs.

The list was quite short. Beside a few cosmetic repairs, a bad connection on the starboard navigation light and a seacock deflector to replace, all electronic systems were functioning perfectly and my bilges and forepeaks remained dry.

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The crew restocked on groceries and picked up a big bag of fresh laundry, I stopped for a drink at the fuel pump and we got off the lagoon to anchor off and prepare the navigation of next part of the trip.



## Anchoring



After Saint Martin, the weather was perfect for us to head to the British Virgin Islands, a light easterly breeze accompanied us for an overnight passage to Virgin Gorda where we arrived in the early morning to take advantage of a full day at anchor, which is definitely one of my most enjoyable features.

I will let Lucas give you his impression.

“Hello everyone. Although we have been in very comfortable conditions on board so far to go through the cold weather of the French winter, the consistent easterly swell and wind of the crossing and the hectic traffic of St. Martin, it is a real pleasure to be able to enjoy everything the 630 MY has to offer at anchor. Both hulls and the saloon are very well ventilated, keeping the living areas cool and enjoyable with screens on the hatches to keep any potential mosquitos away. The Tenderlift mechanism is very convenient and easy to use to quickly go to shore or to a snorkeling spot. One person can easily lower and lift the tender by pressing a single button. The flybridge has a retractable roof making it a great place to lounge in the sun or savor the freshly fished lobster of the day with a drink in the shade. At night the multiple possible combinations of



inside and outside lighting set a very peaceful mood to enjoy your dinner with your favorite tunes playing in the background on the Bose sound system. The boat was stable when surfing at 15 knots so needless to say that the wake of passing boats is hardly felt at anchor. Being used to sailboats I can also appreciate the possibility of rapidly lifting anchor and cruising fast and efficiently to the next anchorage with less concern for wind speed and direction.”

We will be cruising for the next couple of days in the BVI's and head towards the Bahamas after a last stop in Tortola. The weather is looking good and the crew is happier than ever.



## Surf tract

After spending a peaceful night in Virgin Gorda we took advantage of the calm sea and little wind to start making our way towards Tortola. The sky was clear and the conditions ideal for the crew to appreciate the fly-bridge to its full potential. My engines were set to 2000 RPMs for a cruising speed of 10.3kn. Halfway to Norman Island, my engines started running at a faster pace, going full speed with Victor trailing behind me on a surfboard riding my wake (Lagoon do not recommend this activity which can be dangerous)!



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We anchored for the night at the Bight in Norman Island to head to Tortola in the morning. It is definitely getting quieter on board as the crew is slimming down. Derek

was dropped off in Road Harbor to catch a ferry to St. Thomas and fly back to the USA. It is now Victor and Lucas on board who will take me to the Bahamas, but first they are enjoying a good night of rest at anchor in Sopers Hole.



## **Starring in a photo shoot in the Bahamas**

After Tortola, we headed towards the north. We did a superb stop at the Turks and Caicos (probably one of the best anchorages of my trip). My captain, Lucas, is now sailing shorthanded with Victor, my mechanic.



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After 36 hours of severe weather with strong facing seas that I handled very well, we arrived at Marsh Harbor on the island of Abaco, Bahamas. Lana from the Lagoon America office joined us to organize the photo shooting. I am at the center of all attention: cleaning, refueling ...

A few days later, Nicolas, Romain (our photographer and videographer), and Yann (Lagoon brand manager) arrived. We also have three models onboard: Candice, Elena and David. Let's go for three days of shooting in the Bahamas islands.

The days are long between looking for beautiful spots, perfectly blue water, sun and good light. Nicolas, Romain and Yann do not seem to tire of circling me to take pictures from all angles. My three models are enjoying being onboard and take advantage of all the available amenities. Good humor is everywhere and meals orchestrated by our chef Lana are quite lively indeed!





After three days in the islands, we set Candice, Elena, David, Nicolas and Romain free in Marsh Harbor. During these few days, we have taken thousands of photos and video clips that the marketing team will review in detail to select the best ones for my portfolio.

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Then John, editor of the famous American magazine “Yachting” joins us for the last part of my trip: from Bahamas to Miami.

# End of the transatlantic adventure

After 10 days of trying to spot little sand cays and reefs in the Bahamas seeing the skyline of the Floridian coast stretching for miles before us was an impressive sight and an emotional one too for Victor, Lucas and myself who hadn't seen continental land since the straight of Gibraltar.



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Members of my Lagoon family joined us for our arrival in Miami, a 52 and a 39 as we entered the Bayside Marina all together for the Miami boat show.

The Miami boat show was a success and after 5 days of receiving compliments and posing for pictures, there was no time to rest on my laurels as my tour continued and I had to get ready for the Singapore boat show.

From Miami, I went to visit Multitech in Fort Lauderdale for some touch ups and checks before going to Savannah, Georgia to be lifted onto a container ship.



A Volvo technician came to service and checked my engines that now totaled about 1000 hours and said they were in great condition. He simply changed my oil and some filters. A Navico technician came to update my Simrad software and I was ready to go.

The weather window was tight, and time was of the essence to arrive in Savannah. We had to leave in between two low-pressure systems to arrive before the northerly wind started to blow against the Gulf Stream. We left at night with Olivier, a French skipper living in Fort Lauderdale, who joined Lucas for the trip. With my 32ft beam going through the narrow canals of Fort Lauderdale,

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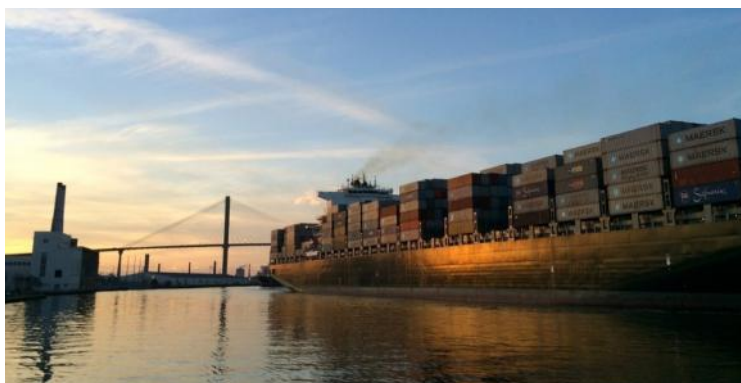
Lucas could really appreciate the dual helming stations on the fly bridge. Tight maneuvering was easy compared to a central helm station with limited visibility on the sides and stern.

The predicted cold front hit us just as we ducked in toward the coast, 10M from the Savannah River mouth. We had 25knts blowing from the North and the temperature dropped to 3°C which was a rough transition from the Floridian sunshine. Olivier who has a lot of sailing experience on catamarans was impressed with my stability and the way I handled these conditions. Even against the wind and swell, at the right speed, I could go smoothly over the waves with very minimal slamming while still maintaining a good pace.

Once we were docked in downtown Savannah, Lucas and Olivier began preparing me for shipping while curious tourists and locals walked by, asking why I was getting covered in plastic.

When the OOCL Taipei container ship arrived and was ready to be loaded, it was time for me to head up the river. The loading was quick, the straps were set in the river as I positioned myself in between, Lucas did a last check, turned off my engines, cut my batteries and up I went to get stowed below deck.





My transatlantic journey ends here. I hope you have enjoyed it as much as I did. It is now time for me to sign off and get some rest for the new Asian adventure that awaits me.

## Skipper's comments



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This is the end of the transatlantic adventure for the 630 MY, but this is also the end of the road for me. It has been a great experience and a privilege to be onboard this new Lagoon. It is always a little stressful taking a number 1 hull across the Atlantic and I was prepared for the worst, but I have been very impressed with all aspects of the boat's performance. It is as much of a pleasure to cruise onboard as it is to live on board. She remains high performing in all sea states and weather conditions, whether long or short-range distances while being fuel-efficient as well. She also has a unique feeling space and openness with 360° visibility almost anywhere you stand making the outside living space as enjoyable as the inside.

Being the hull number 1, it was important for me to monitor the engines and different systems closely in case of anomalies. Having high-tech systems with straightforward and accessible setups and wide displays of information really facilitated inspections and diagnoses, which is especially important in rough conditions. By setting up regular routine checks and maintenance we were able to cover almost 6000M with only a few loose connections and fuses to change, which says a lot on the reliability of the Volvo D4 engines and the boat building method.

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One of my favorite features was having three helm stations, each with great visibility and a wide option of displays, allowing the skipper to comfortably navigate and maneuver from any station without interfering with life on board.

This makes the 630 MY not only a pleasure to live on but also very comfortable to cruise and there is enough space that one does not impede the other.

Everywhere I went the boat received compliments and attracted a lot of positive attention. And after this trip, I can confidently say that the first 630 MY by Lagoon is a success for the person who wants to cruise with comfort, towards close or far destinations and quickly with a respect of the fuel consumption.”