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**MAGIC OF MULTIHULLS LOVING LAKE MACQUARIE DOCKING LIKE A PRO  
MALIBU'S NEW-WAVE WAKEBOAT SCIBS SHOWSTOPPERS JIGGING FOR SQUID**

# CHOICE CUT

Beyond the clean-cut Nordic design and German engineering, buyers can tailor this spacious and luxurious dayboat to suit their every need.



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Photography:  
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## external layouts are focused around entertaining

The Fjord boat company was founded in post-war Norway around 1960, adopting the old Viking ethos of building robust, reliable and seaworthy craft. Germany's Hanse Group then acquired the business in 2007 and has set about redefining the range and bringing them into the modern era.

The all-new Fjord 41 XL, seen here in Australia for the first time, reflects that dual heritage – an elegant and sophisticated blend of Nordic design and German engineering. Added to that is the classic Euro styling and allure which has quickly become the 'go-to' for our summertime boating crowd.

It features a newly designed hull and modular construction, giving owners a freedom of choice rarely seen in boats of this class. The test boat's stunning dark-blue hull and striking port window design only add to the appeal.

With straight edges on the hull and T-top, and a curved windscreen, the 41 XL has almost military precision in its looks, yet still oozes sports appeal. Like many European dayboats, it has a squared bow and upright sides that seem to handle chop with a solid rather than slicing feel. The wide beam is responsible for that, in my view, and performance doesn't come at the cost of space.

The 41 XL measures 43.3ft (13.51m) including the extended transom platform. Beam is a massive 3.99m, which you notice as soon as you step aboard. The boat is enormous and stable.

### OPTIONAL EXTRAS

There are two Volvo Penta D6 engine options – either 340 or 440hp – and Fjord claims performance figures starting at 30 knots (55.6km/h) for the standard smaller offering and rising to 38 knots (70.4km/h) for the upgraded powerplants. The test boat, incidentally, sported twin 370hp Yanmar diesels.

Depending on where and how you're looking to use the 41 XL, the D6-340s are going to be sufficient ... but the sweet spot for mine will be the Yanmars.



*Above and right: Given a wide choice of modular options, the test boat's owners selected a twin-table cockpit dinette and a large sunpad aft.*

Right and below: The helm console boasts high-quality seating and well-executed dash arrangement.

Below: The island double berth, a standard fixture, is flooded with light.



## space down below is well executed and managed



The new design allows for a feast of finishing and furnishing options, too. The owner of our test boat had his partner, an interior designer, take care of the interior styling, with stunning results.

While many manufacturers employ their own interior specialists to arrange the colour palette and upholstery options, it's delightful to see such results achieved by someone with the necessary background using their own choices. That said, the custom painting of the T-top and the hand-picked fabrics no doubt added a few dollars.

On deck level, the external layouts are wide and varied, but all are focused around entertaining. This hull was designed around that concept and it now accommodates a much larger T-top that shades more of the cockpit. The roofline extends out to the gunwales.

From there, you get no fewer than nine deck layout options, ranging from completely open to a rear sunlounge, a sunlounge and armchair combination, U-shaped lounge and aft-facing armchairs adjacent to the swimplatform, or twin U-shaped seats with tables in the centre.

Common to any layout you choose is under-seat storage, a bow lounge, and a wetbar located behind the optional three- or four-seat helm station.

A barbecue grill can be added for outdoor entertaining, while cool drinks remain close at hand – in fact, fridges can be (and are) located in seemingly every possible space. Drawer fridges are under the lounges around the tables so you almost never need to leave your seat.

### BUILT FOR COMFORT

The test boat's owner chose the aft sunlounge with side-by-side fixed tables and facing seating. The aft seating runs off the back of the sunlounge, with flip-up backrests either accommodating people on the sunbed or at the table.

The large dash is a classy upgrade from previous models in this class, offering space for dual multifunction displays – or a single if preferred. All controls and grabhandles are conveniently placed, and the displays are mounted in a glass panel, a suitable choice for an upmarket offering like the Fjord.

While the cabin layout choices aren't as broad, it's still possible to select a design that will work for your own style of use. Non-negotiable is the north/south bed located at the bow, and



almost military precision in its looks, yet still oozes sports appeal

the head/shower compartment to starboard. To port, you can choose from a storage unit, galley or a sofa.

Overall, the space down below is well executed and managed. For guests, an option is to have a bed in an otherwise empty storage void that runs north-south behind the steps. Head clearance is minimal, but unless you had lots of gear to stow, it makes complete sense.

Headroom below is over 1.8m, and the clever use of furniture carries over the sense of spaciousness that one gets topside. The décor options shine down here as well.

### PERFORMANCE GAINS

Behind all the accommodation and below the cockpit are two Yanmar diesels. The sterndrives really suit the hull, affording a very comfortable driving experience and settling quickly into a rhythm.

That rhythm is evident at slow speeds all the way to wide-open-throttle. Due to its size, the 41 XL feels almost nonchalant at 20 knots (37km/h). Accelerate into the high 20s and the boat suddenly

Above: There's lots to like about the handling.

Below: Tidy galley is one option for port-side space.





Right: Four steps down, the saloon mirrors the clean-edge functionality of the exterior while being warm and stylish.

Below: Aft view highlights the huge extended boarding platform.

feels even better in your hands. Top speed on a flat day was an impressive 34 knots (63km/h).

The driving position is centrally located, which provides plenty of all-round awareness while underway. Being up high also adds to that effect.

The protection offered by the large windscreen is excellent as it rises all the way to the T-top instead of halfway.

The wheel is light to touch with plenty of adjustability. The Yanmars come with joystick control, which does a great job when run in conjunction with the optional bow thruster. Tight docking should be a breeze.

The Fjord 41 XL is purposeful and determined. The performance doesn't quite merit inclusion in the sports dayboat category, but Fjord has worked to its strengths with an almost unbelievable amount of space coupled with a thoroughly fun drive. [CM](#)

| FJORD 41 XL  |   |
|--|---|
| LOA:   | 13.51   |
| Beam:  | 3.99m   |
| Displacement   | (dry, excl engines): 10,800kg                   |
| Engines:   | 2 x 340hp Volvo Penta D6-340 diesels (standard) |
| Fuel capacity:   | 900lt   |
| Water capacity:  | 295lt   |
| Capacity:  | 12 passengers                                   |
| Price from:  | \$1,337,000                                     |
| More information: Windcraft Yachts, tel: (02) 9979 1709. Web: teamwindcraft.com. |   |

Top speed on a flat day was an impressive 34 knots

