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Website: https://www.cruisingyachtsco.com/
Level 3 304-318 Kingsway Caringbah NSW 2229

Fountaine Pajot Astrea 42

â,¬475,000 Price Reduced

Specifications

Boat Details

Price	â,¬475,000 Price Reduced	Boat Brand	Fountaine Pajot
Model	Astrea 42	Length	12.60
Year	2019	Category	Catamaran
Hull Style	Multi	Hull Type	GRP
Power Type	Sail	Stock Number	#FPASTREA4225
Condition	Used	State	International
Suburb	Fiji	Engine Make	Volvo Penta

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Description

Fountaine Pajot Astréa 42 - O2 Highlights

One owner since new. Never chartered or commercially used.

Owners offer to deliver the boat to Australia or NZ for the buyer if required

Maestro Version with one hull reserved to the owners use. Guests hull has two double cabins and two head areas with separate showers.

Launched late 2019 but O2 is a 2020 model.

Full in and out of water surveycarriedout by Australian surveyor Don Buckley, multihull specialist. report available on request.

O2 was considerably improved post factory release and throughout the years by her owners, at no expenses spared and with the very best marine specialists around the world.

Improvements to the rigging strength, lines handling, strong points, safety, reinforced steering connections, electronics and electrical equipment.

Upgraded 50HP Volvo Penta Diesel engines, instead of the factory 30HP, which the owners considered well under-spec for their needs.

Engines both meticulously maintained present as new. Recent thorough in-depth service (see details)

Complete power autonomy at sea provide by 3000w solar, Integrel system (9KV), Lithium batteries and original Fountaine Pajot gel batteries back up.

No LPG on board.

Induction stove and oven, microwave oven.

Lots of spare parts, maintenance products and plenty of useful tools and equipment.

Top of the range cruising electronics with autopilot (plus another one ready to use in case of failure), forward looking sonar, comprehensive wind digital analysis, radar, AIS, instruments, masthead camera, Starlink, Iridium Pilot, multiple VHF ect.

Washer dryer

Aquabase 12v/65L watermaker semi-automatic start / flush

Reverse-cycle air conditioning (hot and cold), Webasto diesel heater for ocean temperature colder than 12 degrees, plus Dyson heat and cool unit.

Comprehensive suite of sails including Genoa, 3 reef full batten roach top Main in very good condition, Code Zero,

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Parasailor, asymmetrical spinnaker, storm jib.

2 electric winches for ease of handling

Large hydraulic swim platform can submerge or lift out, also doubles as storage for the dinghy, eliminating the need for traditional davits

Huge safety inventory including Jordan drogue and additional sea brake, automatic fire response in engine rooms, multiple redundant systems for backup, personal AIS with alarm, Echomax radar enhancer, liferaft, Whale heavy duty 12v water pump with fire hose connection, Catch and Lift MOB rescue, plus much more..

Highfield CL310 aluminium RIB in good condition

Yamaha F20 injection outboard with electric starter

Read on for full description and please watch our comprehensive video walk-through on our Nautilus Yacht Management Youtube Channel for even more information and details

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Nautilus Yacht Management is proud to present to market this one owner Fountaine Pajot Astréa 42 Maestro Version.

This is by far the best equipped cruising catamaran we ever seen in this price range.

Commissioned new by her owners, who waited 2 years for delivery, she was subsequently upgraded with countless top of the range equipment and additional features to cover just every aspect of her electrical, deck, safety and electronics repertoire.

There is just too much to detail, even through this very long spec sheet, so please watch our comprehensive video walk-through, which we just finished filming in Fiji and where her owners kindly explain everything they have researched and commissioned by the very best marine specialists to further enhance this wonderful design.

There are simply no other Astrea 42 like O2, and we doubt that it will be very difficult to create, or find, another model with this list of features. Suited to a live-aboard family wishing to explore the far corners of the world in safety, luxury and independence, O2 comes with everything on board to simply move on and drop the lines.

O2 will remain in Fiji with her owners on board until sold. They will welcome you aboard for a private tour and will also assist with you sea trial and a thorough handover.

After long years zigzagging over the 7 seas, from France to West Africa, from Brazil to Hawaii and to the Canadian Glaciers, From Tonga to NZ and Fiji, it is now time for this truly lovely couple from Belgium to pass the flame and begin more land-based adventures.

For a bit of info about Nautilus Yacht Management, we are a boutique-style brokerage devoted to high quality cruising yachts and to the cruising community. Ex-cruisers ourselves we just strive to help others begin their journey on the ocean.

If you think O2 might be just what you have been looking for, get in touch! Our team can organise a private video

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viewing with you as well as have all the time in the world to answer your questions.

We also provide free-of-charge assistance with shipping, delivery, insurance, registration etc, no matter where in the world you are.

NYM has a reputation to present to the market only quality cruising yachts in beautiful, turn-key condition, but our real trademark is to work as a team with you and the sellers to ensure a seamless, transparent and joyful experience.

A Word From The Owners:

"Hello everybody, this is Luc and Viviane on O2. We are now moored in Musket Cove, Fiji. We are a sailing couple from the north of Belgium, but we met in the 1980s in Burundi, Africa. At the time, we were both working as teachers. I taught at the Belgian school in the capital, Bujumbura, teaching Dutch-speaking children of expats, while Luc taught architecture to Burundian students.

One of the important things we had in common was a shared love of adventure and exploration, which is still the case today.

Our sailing life started in 2007, when we traveled to La Gomera, one of the Canary Islands, for an RYA sailing course. Luc’s mother was from Holland, and life on the water had always been part of his life. He started as a windsurfer and welcomed every invitation to join friends on sailing trips.After that first Competent Crew course in La Gomera, Luc asked me whether I had enjoyed it — and I had. The following week, he ordered our first 40-foot monohull.

At the end of 2016, we took a six-month sabbatical to try out the cruising life with our monohull. Over the years, during work vacations, we had gradually moved her from Belgium to Agadir, Morocco, and then to La Gomera. From there, we set sail for Cape Verde, then Senegal, and from there we made our Atlantic crossing to Fernando de Noronha, Brazil. The sailing trip up the coast of Brazil to the Guyanas and Suriname was fantastic. However, I occasionally got seasick, and we became frustrated with the deep keel when venturing into shallow waters.In Cabedelo, Brazil, we met fellow cruisers who invited us aboard their catamaran. Later, we agreed to take pictures of each other’s boats under full sail as we left the river to meet the ocean again. While they stood steady on deck, calmly taking the most awesome pictures of our monohull, we were hanging on for dear life as our vessel rocked and rolled on the waves like a crazy horse. We were very envious. That’s when we decided we would pursue the cruising life — but swap the monohull for a catamaran.Luc sailed our monohull back to Belgium, where we sold her, and we ordered our FP Astréa 42.

Luc’s first encounter with an FP catamaran was at the Nice boat show, where he had ordered our monohull. A Belgian friend had invited him to visit his new boat, which turned out to be the FP flagship of that time. It was an amazing discovery, but completely out of our budget. As already mentioned, during our first cruising experience, we were able to visit an FP Lipari. We realized it was much closer to our financial possibilities, at a time when we were ready to make the switch. We appreciated the great comfort combined with good sailing qualities.

We also chose FP because of the sleek design, the many positive reviews, and because it felt like the perfect compromise for us.We can’t point as well into the wind as we could with our monohull, but in return we get a lot more comfort and nothing can beat her on a beam reach or downwind- all within our budget. Our Astréa is also not top-heavy, unlike some other catamaran makes. 'O2’ was delivered from the factory in La Rochelle in October 2019 and during the following weeks, many modifications were made to fit our expectations for a real cruising cat.

When friends heard about our decision, some accused us of being unfaithful lovers: swapping our monohull for a

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catamaran. They joked that we had gotten rid of our adventurous wild girl — the monohull — and gone for a settled, highfalutin lady instead: our brand-new FP Astréa 42.But a sailing friend who truly understands the cruising life corrected them: “No, no,” he said, “they didn’t swap a wild girl for a high-society lady — they traded a humid basement for a loft with a view.” And that is exactly how it feels when lounging in the salon.And I haven’t been seasick once in the almost 6 years of sailing on O2.

During the nearly two-year waiting period, we prepared for the installation of all the additional equipment and modifications we wanted: solar panels, lithium batteries, a water maker, a scuba tank compressor and diving equipment, a forward scan, downwind sails, an induction cooktop, a reversible air conditioner, safety gear, and so on…

We have now completed seven serious ocean passages with O2: across the Atlantic from Tenerife to Antigua in the Caribbean, from Cabo San Lucas, Mexico to Hilo, Hawaii, from Kauai, Hawaii to Prince Rupert, Canada, and from Ensenada to the Marquesas, Tonga to New Zealand and New Zealand to Fiji.

When we arrived in the Caribbean, we had just one week before Covid struck. We spent six months in lockdown on a mooringbuoyin Bonaire — but Bonaire turned out to be the perfect place for a comfortable catamaran with a swimming platform like ours. The diving was spectacular, even just under the boat.Because of Covid, we also had to skip Colombia and postpone our initially planned crossing to Polynesia. That’s how we ended up exploring Panama, Costa Rica, and the Sea of Cortez instead — absolute highlights and fantastic places to visit. Also the Inside Passage along the west coast of Canada and Alaska was out-of-this-world beautiful. So were the islands and atolls of Polynesia, as well as the Bay of Islands and the Hauraki Gulf in New Zealand.

Indeed, for the past 5,5 years, O2 has been more than just a sailing vessel, she has been a dream come true. We now would like to end our sailing chapter on a high note, and Fiji’s cruising grounds certainly deliver. While time has come for us to say goodbye to the sailing life - our aging bones will carry on in a camper van in the near future - O2 is more than eager to create new memories for her new owners.

Hop on and enjoy!"Luc and Viviane, Fiji, May 28th, 2025.

Luc and Viviane also have blog, if you wish to lean more about the voyages of O2, and which you can check out if you Google "Orinocotoo Sailing". (We cannot share HTML links on this site)

GENERAL INFORMATION:
- HIN FR-DFP590551920
- Registration B400223
- Hull number Astréa #55
- Dimensions
- LOA 12.6m
- Beam 7.2m
- Draft 1,25m
- Displacement 14T

- Material: Fiberglass
- Keel: sacrifisial keels
- Builder; Fountaine Pajot
- Year Built: 2019 (design 2020)
- Year Launched October 2019

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TANKAGE INFORMATION:
- Water: 700L
- Fuel: 470L diesel tank + 9 diesel container of 20L
- Black water: 2 holding tanks, one in each hull. The one in the Master compartment has a Gobius ultrasound indication.

ENGINES / MACHINERY:
- Engines: 2 Volvo Penta D2 - 50hp engines that have always been maintained professionally. Last full service (April 2025) in Gulf Harbour Marina, New Zealand, where the exhaust elbows and cooling pumps have been renewed.
- Engine Hours 2350 (both)
- O2 has no classic generator, but is equipped with a 9000W Integrel® system on the port engine

DECK HARDWARE / FITTINGS:
- Anchors:
- Main anchor: 35kg Ultra stainless steel anchor
- Quick windlass 1000W with Quick chain counter at the helm
- Mantus bridle 19mm / 7.6m (+ the original bridle)
- Stern anchor: Fortress 9.5kg with 14mm Liros leaded anchor line

- Ground Tackle: 90m stainless steel G60 Cromox + 30m Nylon 18mm
- Several sunscreen enclosures for helm station, cockpit, windows and hatches
- Swimming/dinghy platform with quick remote control.
- Mooring lines, 2 heavy duty SS chock absorbers and 2 rubber compensators Forsheda n°4 (5000N)
- Several sizes and forms of used and brand new fenders (Plastimo and Polyform)
- 2x Mooring reel 100m

ACCOMMODATIONS:

Master version / 3 cabins: Owner's stateroom occupies the whole starboard hull. Two guest cabins with shared central shower but individual wash basin and manual Jabsco toilet for each cabin in the port hull. All beds have reading led lights with usb, curtains, and hatches above the bed with mosquito screens and blackouts.
- Master cabin:
- Abundant storage under the bed
- 2 12v fans
- Overhead hatch and side windows
- Dyson cool & heat fan on a custom made shelf
- Small office with 2 USB and a 220v socket, and a Canon Pixma TS6350a all-in-one printer
- Several additional 220v power sockets, USB
- LED reading lights with USB charging point either side
- Reversible Dometic air conditioning 10kBTU/220v
- Washing machine/dryer
- Walk-in shower and big wash table/mirror
- Electrical toilet Sanimarin on salt or fresh water
- Queen bed with slatted base and custom luxe latex mattress (new end of 2023)
- Two guest cabins:

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- Each cabin has a queens bed with custom slatted base and mattress.
- Shared shower but individual wash basin and manual Jabsco toilet for each cabin.
- overhead hatches and side window
- Abundant storage under the bed
- 12v fan
- LED reading lights with USB charging point either side

- Cockpit (exterior)
- Sun screens
- Teak table
- basic velcro mosquito screen for sliding door and window
- All exterior cushions

GALLEY:
- Electric combi-oven (grill/microwave/convection)
- Built-in induction cooktop
- Small dishwasher
- Refrigerator
- Freezer with temperature induced 12v fan
- All kind of utensils included (pots and pans/Sodastream/coffee machine/water cooker/grill/cutlery & tableware/mixer/dutch oven/ etc...)
- Seawater tap and fresh warm and cold water tap
- Seagull IV water filter with its own tap

COMFORT:
- Webasto diesel heating
- Starlink High Definition antenna / router / etc
- Aquabase 12v/65L watermaker semi-automatic
- Washing machine / dryer (see master cabin)
- Pre-filter for shore connection of tap water
- Portable dehumidifier
- Reverse cycle air conditioning 48v/16kBTU
- 2 12v fans
- Dyson cool & heat fan
- Several added 220v sockets, USB & USB-C
- 4K screen for streaming (perfect for iPad with usb-c or computer connection)
- Office chair at chart table
- Red led light at chart table for night passages
- Stainless steel handrails at the interior steps

SAFETY EQUIPMENT:
- Extra handrails at the front and sides of the roof
- Handrails at the stern

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- Ocean AIS-alarm for MOB
- 2 Ocean MOB-AIS signal transponders
- Echomax radar enhancer
- Jacklines all around, on the roof and in the front
- Fire protection in engine rooms
- Epirb
- Liferaft Viking Rescueyou Pro 6p (certified till 11/26)
- Grabbag with content 6p
- Set of flares (renewed 11/23)
- Jordan drogue (dyneema) and reinforced stainless steel attachment points at both sterns
- Seabrake sea-anchor
- Whale heavy duty 12v water pump with fire hose connection
- Several life jackets will stay on board, but they are well used already.
- Fire protection (powder, foam and other) is present but should be replaced soon
- Storm jib (see sails)
- Catch and Lift MOB rescue

DINGHY AND OUTBOARD:
- Highfield special edition CL310 'French Riviera' (year 2019) Tubes are still in very good condition, although the dinghy shows signs of use.
- Yamaha F20 injection with electric starter (last maintenance and new propeller in Gulf Harbour boatyard, NZ: April 2025): has worked always great and is very reliable.
- Mantus dinghy anchor with a few meters of Cromox ø6mm G60 stainless steel chain and nylon.
- Danard Marine DW3 wheels

ELECTRICS:
- General:
- Integrel (see above) works with a 48-55v LFP battery bank. As said already, these Victron batteries have been renewed less than 2 years ago. Solar charges also this LFP bank.
- The 12v batteries (both starter battery as the domestic batteries) are permanently charged at 100% from the LFP bank (48v>12V).
- The 10kW Victron charger/inverter (48v>220v) gives plenty of power for simultaneous use like cooking, washing, air conditioning, etc
- Both the Victron Cerbo touchscreen and Integrel touchscreen make it easy to follow the state of the batteries and follow the input and output.
- Integrel E-power 9kW

- Batteries:
- 4 Victron LiFePO4 Batteries 25,6V/200Ah Smart-a (These batteries are newly installed in 10/2023, due to an issue with the original Torqeedo batteries which we replaced).
- Lynx Smart BMS
- 1 starter battery 12v
- 3 AGM domestic batteries 12v for all DC instruments and equipment of the boat.

- Solar:

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- 4 groups of high quality solar panels with Victron smart MPPT, deliver a total of 3kWp:
- Sunpower X22-360 3x 360Wp (2019)
- Wattstunde WS160SPS-L DAYLIGHT Sunpower 4x 160Wp (2019)
- Sunpower X21-470-COM 1x 470Wp (added in 2022)
- Solbian SP130 4x 130Wp (walkable semi-flexible) (added in 2022)

- Watt & See:
- We lost the hydro generator itself, but the 48v regulator and all the connections are still present. (The regulator could be used also for solar.)

- Shore power
- O2 comes with several adaptors for US, EURO, DIN shore power 30Amp and 50Amp (110v/50Amp to 220v/30Amp)
- The lead is certified for NZ till 10/25, O2 is certified for NZ till 10/28.

ELECTRONICS AND COMMUNICATION:
- Navigation instruments
- At chart table inside:
- Garmin GPSMAP 8410 with Bluechart G2 world
- Garmin VHF
- Echomax (active radar reflector/enhancer) control
- Ocean AIS alarm control

- At helm station:
- Garmin GPSMAP 8412 (new 2024) with Bluechart G2 world
- Garmin VHF
- Garmin autopilot control
- Quick chain counter and control

- Portable:
- Handheld VHF ICOM IC-M25 (US and INT bands)
- Garmin remote control

- Other:
- Radar Garmin
- AIS Vesper Marine XB8000
- Garmin camera (on spreader) GC12
- Garmin Panoptix forward scan PS51-TS (new 2023)
- Airmar UDST800 ultrasonic triducer (new 2023)
- Plastimo Echotest II
- Communication:
- Satellite communications:
- Iridium Pilot (at present not active)
- Starlink High Definition completely integrated with on/off switch

- Other:

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- G4 antenna (on mast)
- 4G Gateway for sim card (from Mailasail)
- Wifi Bat (from Mailasail)
- Redbox firewall / wifi (from Mailasail)
- Hailer (on mast): great for automated fog sounds

SAILS:
- Mainsail original (2019 / good condition)
- Genua original (2019 / generally in good condition / uv strip has been checked/repaired but probably better to replace it in 1 or 2 years)
- Screacher/code 0 on furler Karver KF2 (2023 / very little used, almost as new)
- Parasailor 156m2 (2019 / we really love this sail in the right conditions / good condition)
- Asymmetrical spi (is still good, although it is already an older sail, since we didn't use it that much)
- Storm jib for catamaran, Storm-Bag (never been used)

RIGGING:
- Mast and rigging is original (2019). Last professional inspection was in 2024. At that occasion a spreader has been replaced and the attachment of the forward rigging has been improved.
- Many extra blocks and jammers have been added for better organisation of the lines at the winches
- Few lines are still original. Most of them have been replaced by high quality dyneema lines. O2 comes also with a lot of spare lines.
- 2 electrical winches and 2 manual ones from Lewmar (good condition)

DECK GEAR:
- O2 has a swimming platform to store the dinghy. We love the platform for diving and snorkelling.
- Original deck shower
- In the front locker we added a tap for fresh water, which we use for our Kärcher high pressure when at anchor.
- In the anchor locker is a salt water tap
- The cushions/seats at the front have been used a lot because, and that shows. It is great to relax there in the breeze while at anchor in the tropics.
- At the helm station we have custom made cushions (seat and backrest)
- In the bow lockers we made shelfs etc. to organise the dive gear / boxes of spare parts and maintenance products / spare lines / sails etc.

MISCELLANEOUS:
- Fishing rod with lures etc
- Scuba gear:
- 220v compressor Bauer Junior II
- 2 aluminium tanks & 1 steel tank
- 3 BCD's in good condition

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- 3 regulator sets
- a 20m pressure hose with regulator, convenient for cleaning of the hulls

RECENT UPGRADES:
- (see above)
- Last haul out for antifouling and maintenance of engines and saildrives - 04/2025
- New propeller on port side - 12/2024

SPARES AND TOOLS:
- Lots of tools and many stainless steel bolts, screws etc will stay on board
- A detailed worksheet of the current spare parts and maintenance products is available on request.

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Engine Details

Engine Make	Volvo Penta
Engine Hours	2350
Horse Power	50
Fuel Type	Diesel
Drive Type	10
Steering	Wheel
Fuel Capacity	470
Propeller	3 blades folding

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