



Twin-masted Schooner - 1989

<https://www.yachtadvert.com/3105-laporte-twin-masted-schooner.html>

189 000 EUR incl vat



General

Builder : Laporte
Length : 52.49 Ft
Draft : 2.79 Ft
Area : Leucate, France

Subtype : Pleasure
Year : 1989
Beam : 14.76 Ft
Life Raft : Yes
Leasing in progress : No

Engines

Fuel : Diesel
Power Unit. (HP) : 85

Engine Brand : Nanni Diesel
Engine(s) : 1

Facilities

Head : 1
Helm : No

Sailor Cabin : 4
WC : Sailor
Flybridge : Yes

Electronics

Autopilot : Yes
GPS : Yes
VHF : Yes
Watermaker : No

Radar : Yes
Sounder : Yes
Chartplotter : No
Converter 12/220 : No

Bridge equipment

Hydrolic Gangway : No
Bath platform : No
Winter cover : No
Sprayhood : No
Teak cockpit : No
Furling mainsail : No

Gangway : No
Davits : No
Electric windlass : No
Cockpit awning : Yes
Teak deck : No
Furling genoa : No
Spinnaker : No

Main equipment

Stern thruster : Yes
AC : No
Black Water : No
Tender : No

Bow Thruster : Yes
Marine Generator : Yes
Hot water : No
Flaps : No
Tender Engine : No

Household appliances

Fridge : 1	IceMaker : No
Oven : Yes	Freezer : No
Gas stove : No	Microwaves : Yes
Heater : Yes	Electric stove : No
Dishwasher : No	Washing machine : No
TV : Yes	TV antenna : No
	SAT-TV : No

Various

Twin-masted Schooner, 16m, by Patrick Laporte
A rare, elegant, and exceptionally well-equipped sailboat
This exceptional vessel combines a traditional and elegant silhouette with a resolutely modern design: Marconi rig with staysails, full-length keel, molded/epoxy wood hull, flush deck, and all controls led back to the cockpit.
Its variable draft?0.85m with keel up to 3.20m with keel down?allows access to numerous anchorages and shallow waters while offering excellent stability and strong offshore sailing qualities.

Main Features
Type: Twin-masted Schooner
Naval Architect: Patrick Laporte
Year Launched: 1989
Overall Length: 16m
Beam: 4.50m
Light Displacement: ~16 tonnes
Category: Category 1 Pleasure Vessel
Full-length Keel
Draft: 0.85m / 3.20m
Deck: Flush deck
Controls: Cockpit-led
Construction: Molded/epoxy wood

Construction
The hull is built using an exceptionally robust method:

6-layer cross-planked mahogany planking
12-layer cross-planked in the bilges
Molded mahogany frames and floors
Solid iroko keel
Pivoting, weighted, epoxy-laminated keel

This construction ensures excellent structural rigidity, longevity, and outstanding finish quality, provided regular maintenance is carried out on the epoxy wood hull.

Rigging & Sails
Modern twin-masted schooner with Marconi (Bermudan) rig. Both masts carry triangular sails, complemented by staysails?renowned for versatility and ease of progressive sail reduction.
Deck & Rigging Equipment:

Main sail: ~55 m², parallel-cut Dacron
Full-batten main sail with 2 self-tacking reefs
2 staysails, 32 m² each
Boom-furled trinet (jib)
New watertight storm jib
90 m² asymmetric spinnaker with sock
60 m² Yankee on furler
Battened trinet on furler
39 m² staysail on furler
31 m² fisherman staysail on furler
Self-vanging trinet boom
Aluminum foremast & mainmast
Masts & booms fitted with tracks and slides
Furlex furlers
Stainless steel standing rigging
Regularly maintained running rigging
Replaced or renewed turnbuckles and tracks
Recent deck hardware & fittings
4 Andersen self-tailing winches
Electric halyard winch
1,700W electric windlass with chain counter & cockpit control
CQR anchor with 100m of 12mm galvanized chain
12mm Furlex anchor roller
Aft & side bathing ladders (stainless steel)
Stern davits & dinghy with 5 HP Suzuki outboard

Interior Layout

Designed for extended cruising and autonomy, with 8 berths and highly functional technical spaces:

8 berths
Bathroom with WC
Fully equipped galley
Chart table
Workshop
Extensive storage
LED lighting
12V & 220V outlets
Forced-air heating
Galley with two-burner oven, fridge, double-sink, and gray water tank
Hot water via engine exchanger & electric boiler
2 aft cabins with single berths
Large forward cabin with double berth
Salon with two single berths
Double "lit breton" berth at the bow
Mattresses on all berths & settees
Speakers in salon & cockpit

Tanks for impressive autonomy:

Freshwater: 640 liters
Diesel: 560 liters

Engine & Electrical Systems

Engine:

Nanni Diesel 5570, 80 HP
2 x 100A alternators
Hurth mechanical gearbox
30mm shaft with 3-blade Max Prop folding propeller
Volvo stuffing box
Trip line cutter

Electrical & Autonomy:

Service battery bank: ~770 Ah
Engine battery: ~110 Ah
12V/40A shore charger
Battery distributor & management system
2 adjustable solar panels
Solar regulator
Electric bilge pump, shower pump, and freshwater pump
12V/2,200W inverter
Generator
Electric water heater

Electronics & Safety

Comprehensive electronics suitable for both coastal and offshore sailing:

Raymarine cockpit display
Wind vane, anemometer, log, and depth sounder
Raymarine ST 6000 autopilot
Cockpit control panel
Raymarine chartplotter & GPS
Raymarine radar
Raymarine Class B AIS (transceiver)
Fixed VHF with DSC & GPS
Furuno Navtex receiver
Plastimo cockpit compass
Converter & charging equipment
Full offshore safety gear: inflatable vests, life ring, jackline, EPIRB, and more

Key Features of This Schooner

Unique design by renowned naval architect Patrick Laporte
High-quality molded/epoxy wood construction
Full-length keel for versatile navigation
Shallow draft (0.85m) with keel up
Elegant twin-mast schooner rig, easy to reduce sail
Staysails & boom-furled trinet for all-weather sailing
Secure flush deck
Cockpit-led controls
Impressive water & fuel autonomy
Onboard workshop

Accommodation for 8

Comprehensive electronics

Extensive, recently renewed deck hardware

Ideal for both long-distance voyaging and coastal cruising, as well as shallow anchorages.

Patrick Laporte's design reflects a refined approach centered on versatility, safety, and autonomy. The combination of an epoxy wood hull, full-length keel, and schooner rig results in a powerful, seaworthy vessel that is relatively easy to adapt to various sailing conditions. The layout emphasizes simplified handling, crew safety, and long-term liveability.

Detailed inventory available upon request. Viewings welcome.

