Twin-masted Schooner - 1989

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

189 000 EUR incl vat



General

Year : 1989
Beam : 14.76 Ft
Area : Leucate, France
Builder : Laporte
Length : 52.49 Ft
Life Raft : Yes
Leasing in progress : No

Engines

Fuel : Diesel
Power Unit. (HP) : 85
Engine Brand : Nanni Diesel
Engine(s) : 1

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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

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Household appliances

Fridge : 1
Oven : Yes
Gas stove : No
Heater : Yes
Dishwasher : No
TV : Yes

IceMaker : No
Freezer : No
Microwaves : Yes
Electric stove : No
Washing machine : No
TV antenna : No
SAT-TV : No

Various

Equal-Masted Schooner, 16m, Designed by Patrick Laporte
A Rare, Elegant, and Remarkably Well-Equipped Sailboat
This exceptional sailboat combines a traditional, elegant silhouette with a resolutely modern design: Marconi rig with staysails, full centreboard, moulded wood/epoxy hull, flush deck, and controls fully led back to the cockpit.
Her shallow variable draft ? from 0.85 m with the centreboard raised to 3.20 m with it lowered ? allows access to numerous anchorages and shallow areas, while offering excellent stability and good seaworthiness for offshore sailing.
Key Specifications

Type: Equal-masted schooner
Naval architect: Patrick Laporte
Year launched: 1989
Length overall: 16 m
Beam: 4.50 m
Light displacement: approximately 16 tonnes
Category: Category A (Ocean)
Full centreboarder
Draft: 0.85 m / 3.20 m
Deck: Flush deck
Controls: Led back to the cockpit
Construction: Moulded wood/epoxy

Construction
The hull was built using a particularly robust method:

Planking in 6 cross-laminated layers of mahogany;
12 cross-laminated layers in the bilges;
Laminated mahogany frames and floors;
Solid iroko keel;
Ballasted pivoting centreboard, laminated/epoxy.

This construction offers excellent structural rigidity, good longevity, and remarkable finish quality, subject of course to regular maintenance appropriate to an epoxy wood hull.
Rig and Sail Plan
Modern equal-masted schooner, with Marconi rig, also known as Bermudian rig. In this type of configuration, both masts carry triangular sails, and the sail plan is completed with staysails; this arrangement is recognised for its versatility and ease of progressive sail reduction.
Deck and Rigging Equipment

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Mainsail: approximately 55 m², Dacron, parallel cut;
Battened mainsail, 2 automatic reefs;
2 staysails of 32 m² each;
Boomed staysail (inner staysail);
New waterproof storm jib;
Asymmetric spinnaker of 90 m² with snuffer;
Yankee of 60 m² on furler;
Battened staysail in parallel-cut Dacron;
Foresail of 39 m² on furler;
Fisherman of 31 m² on furler;
Self-tacking staysail boom;
Mainmast fitted with an Antal slider track;
Aluminium foremast;
Furlex Yankee furlers with 12 mm forestay;
Stainless steel standing rigging;
Regularly maintained running rigging;
Turnbuckles and traveller tracks replaced or renewed according to inventory;
Recent blocks and deck hardware;
4 Andersen self-tailing reversible winches;
1,700 W electric windlass with chain counter and cockpit control;
CQR + Fob + Bruce anchors;
1 stainless steel derrick for dinghy engine;
Rear boarding ladder and stainless steel side boarding ladder;
Davits and dinghy with Suzuki 5 HP outboard engine;
Two sun awnings and cockpit cushions.

Interior Accommodation
The interior is designed for extended cruising and self-sufficiency, with 8 berths and particularly comprehensive technical spaces.

8 berths;
Bathroom with WC;
Fully equipped galley;
Chart table;
Workshop;
Numerous storage spaces;
LED lighting;
12V and 220V outlets;
Galley with two-burner oven, refrigerator, double sink, and grey water tank;
5 kg washing machine;
2 aft cabins with single berths;
Large forward cabin with double berth;
Saloon forward with two single berths;
Double "Breton bed"-style berth at the bow.
Benches and berths fitted with foam mattresses;
Speakers in the saloon and cockpit.

Tanks:

Fresh water: 640 litres;
Diesel: 560 litres.

Engine and Power

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Main engine:

Nanni Diesel N 485, Year 2012, 600 hours;
2 x 100A alternators;
Hurth mechanical gearbox;
30 mm shaft with 4-blade feathering propeller;
Volvo stuffing box;
Max Prop 4-blade propeller;
Line cutter.

Electrical system and autonomy:

Service battery bank: approximately 770 Ah;
Engine battery: approximately 110 Ah;
Shore power charger 12V / 40A;
Battery isolator and management system;
Two adjustable solar panels;
Solar regulator;
Electric bilge pump, shower pump, and fresh water pump unit;
12V / 500W inverter;
Deck generator.

Electronics and Safety
Comprehensive electronics, suitable for both coastal and offshore navigation:

Control panel at the cockpit and chart table;
Raymarine multifunction display at cockpit and chart table;
Wind instrument, anemometer, log, and depth sounder;
Raymarine ST 6000 autopilot;
Raymarine chartplotter;
Raymarine GPS;
Raymarine radar;
Raymarine Class B AIS transceiver/silent mode;
Fixed VHF with DSC and GPS;
Furuno Navtex;
Navtex receiver;
Plastimo cockpit compass;
Inverter and charging equipment;
Complete safety equipment for offshore navigation;
Inflatable life jackets, life pole, buoys, jackline, EPIRB, and various safety equipment.

Highlights of This Schooner

Unique design signed by a naval architect;
High-quality moulded wood/epoxy construction;
Full centreboard offering great sailing versatility;
Reduced draft with centreboard raised;
Elegant equal-masted schooner rig, easily reduced;
Staysails and boomed staysail, suited to all-weather sailing;
Safe and uncluttered flush deck;
Manoeuvres led back to the cockpit;
Large water and fuel autonomy;
Onboard workshop;

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Accommodation for 8 people;
Comprehensive electronics;
Extensively renewed hardware.

A boat suited to both long-distance voyaging and coastal cruising, as well as shallow-water anchorages.
Patrick Laporte's design reflects a particularly accomplished exploration of three ideas: versatility, safety, and self-sufficiency.
The combination of a moulded wood/epoxy hull, a full centreboard, and a schooner rig results in a boat that is both powerful, seaworthy, and relatively easy to adapt to different sailing conditions. The design also appears to prioritise simplicity of manoeuvres, crew protection, and the possibility of living aboard for extended periods.
Detailed inventory available, viewings by appointment.

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Media

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