11 - 2024

https://www.yachtadvert.com/3749-excess-11.html

380 000 EUR incl vat



General

Length : 37.99 Ft
Life Raft : No
Leasing in progress : No

Year : 2024
Beam : 22.01 Ft
Area : Marsala, , United Kingdom

Engines

Engine(s) : 2

Engine Brand : Yanmar
Power Unit. (HP) : 29

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Facilities

Helm : No

Sailor Cabin : 3
Flybridge : No

Electronics

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

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

Bridge equipment

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

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

Main equipment

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

Bow Thruster : No
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 : No

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

Various

Broker Remarks
The Excess 11, designed by the world-renowned naval architects VPLP Design, represents a new segment in the cruising catamaran market, at just 37 feet (LOA 11.33m), the 11 aims to offer the trademark volume and stability of a multihull but with a focus on sailing sensation and a more contemporary, sporty aesthetic. Since its launch, the model has garnered awards, including Cruising World's Overall Boat of the Year 2021.
Design Philosophy and Exterior
The Excess brand, part of the Beneteau Group (like Lagoon), was established to target a younger, more sensation-focused sailor.

Twin Helm Stations: A defining feature is the twin helm stations situated far aft and outboard on the hull transoms. This setup, linked directly to the rudders via Dyneema cables, is designed to provide greater "feel" to the helmsman, maximizing the connection to the water—a rarity in production cats this size.

Low Boom & Rig: The rig is set up with a lower boom compared to many competitors, dropping the center of gravity and contributing to better sailing performance.

Aft-Set Superstructure: The saloon superstructure is set further aft, maximizing space in the forward cockpit area, which is dominated by spacious trampolines rather than a lounge area.

Construction: The boat is built using vacuum infusion and a balsa core in the GRP hulls above the waterline, aiming for a favorable displacement-to-length ratio. Displacement is around 9,000kg.

Sailing Performance:

Rigging: Standard models feature a fractional sloop rig. However, the Pulse Line offers a taller mast and an increased sail area, often featuring a square-topped mainsail and a move from a self-tacking jib to a larger overlapping genoa.

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Handling: The direct Dyneema steering linkage provides excellent feel, and the boat responds well to the twin Yanmar 29hp diesel engines for maneuvering in marinas.

Accommodation and Interior Volume
Despite its compact length, the Excess 11 leverages its wide beam (6.59m) and chined hulls to deliver impressive interior volume, making it feel much larger than its dimensions suggest.

Saloon: The saloon is large and airy, boasting generous natural light thanks to large, non-tinted windows.

3-Cabin Owner's Version: The entire port hull is dedicated to the owner's suite, featuring a large athwartships double berth aft and a spacious head/bathroom forward.

Galley: The L-shaped galley is well-equipped for cruising, including a two-burner stove, oven, and a 130L 12V refrigerator.

Comfort: Water capacity is generous at 600L. 50L/h watermaker, 2KVA inverter.

Accommodation
Disclaimer

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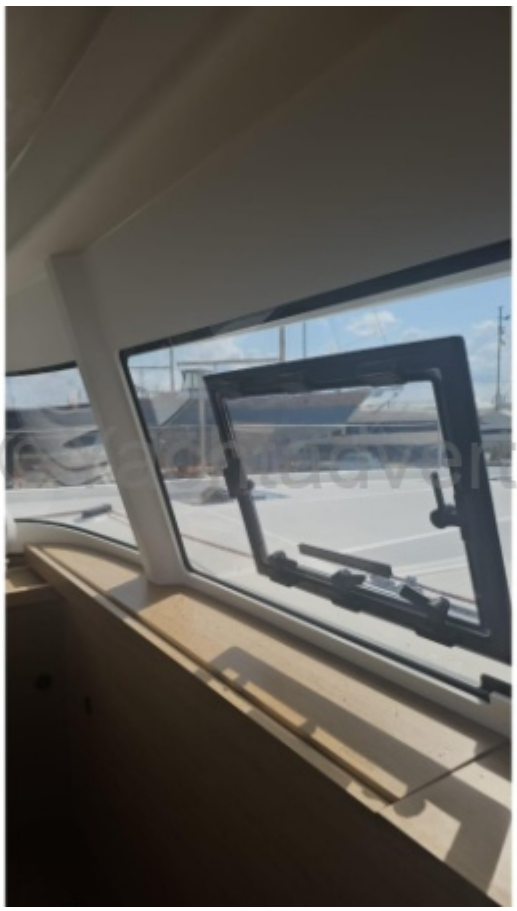
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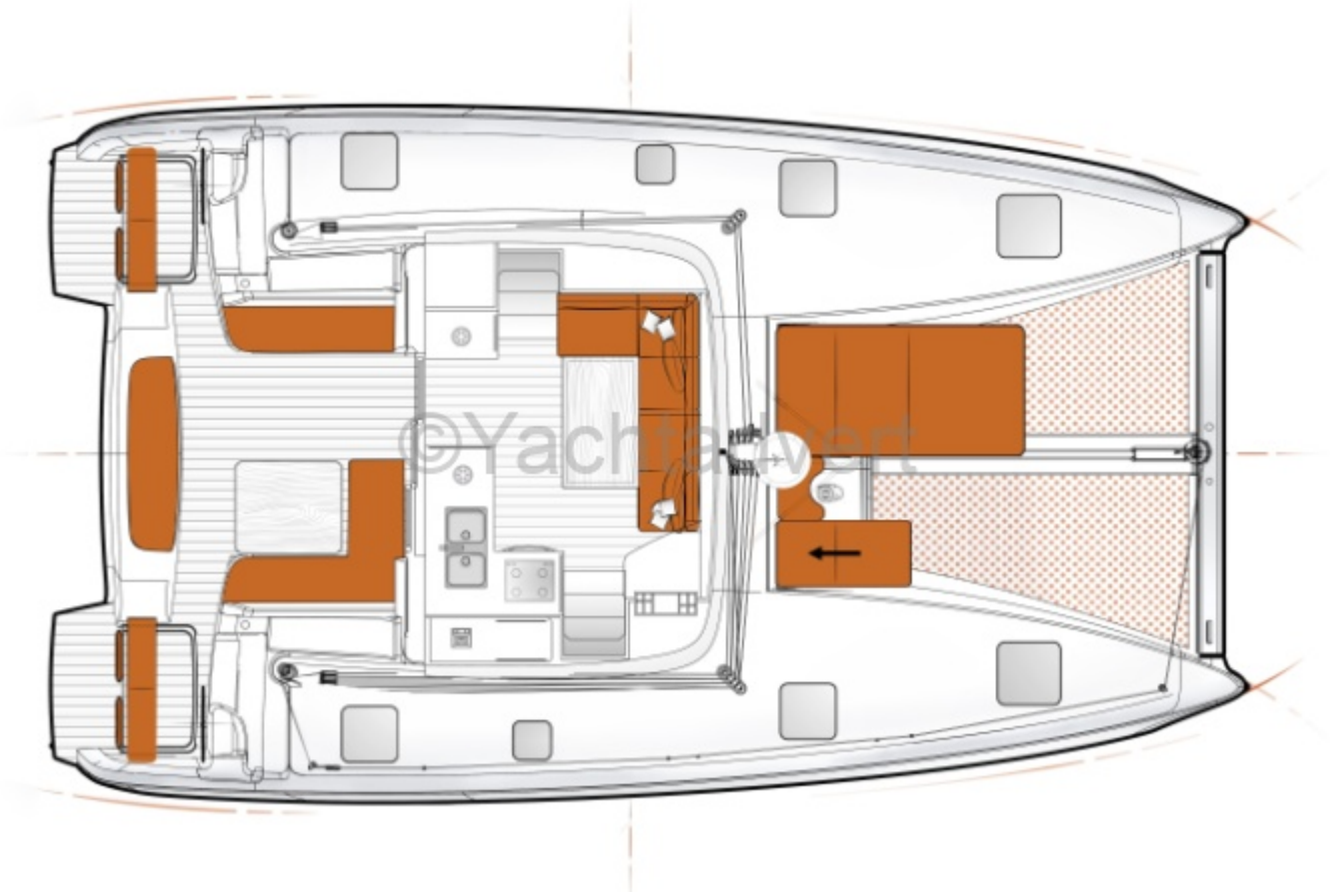
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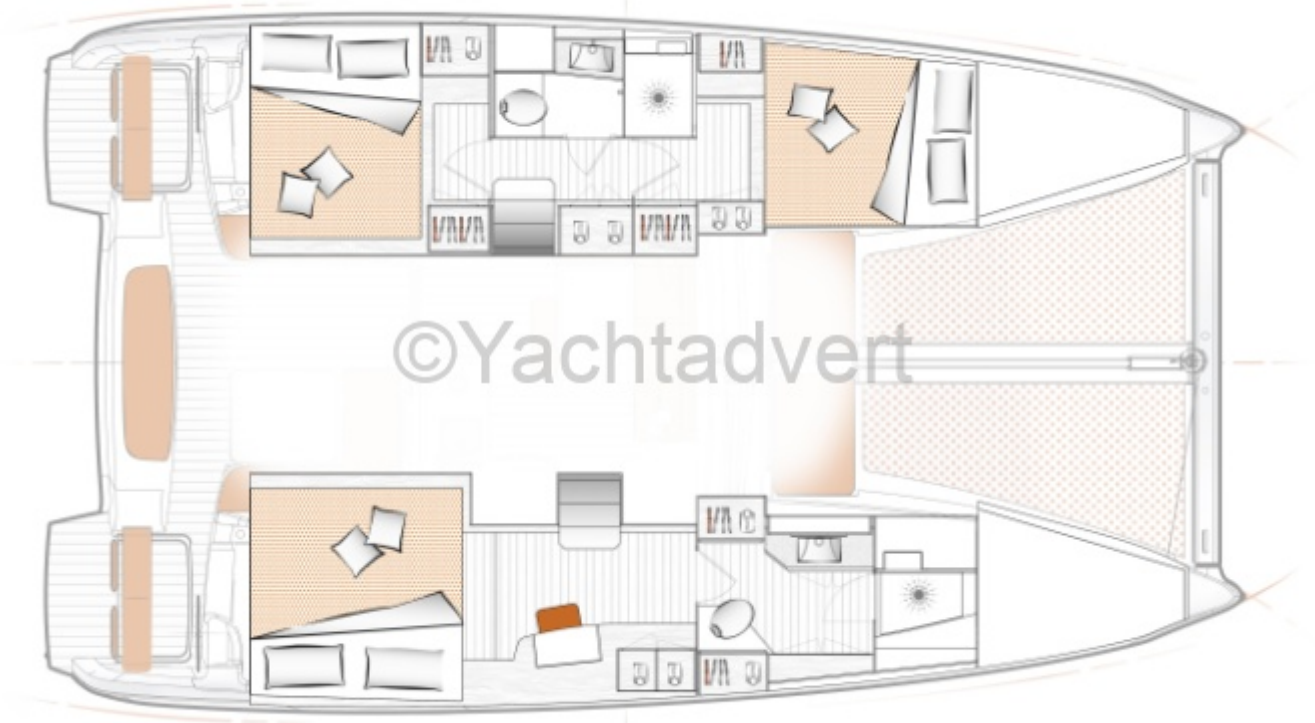


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