



NYM

Cruising Yachts Specialists

Phone:

+614 20882296

Email:

info@nautilusyachtmanagement.com

Suite 302, Level 3, 304-318 Kingsway Caringbah NSW 2229



Lagoon 380 S2 - Premium

Reduced Euro 185,000 Neg.



Specifications

Boat Details

Price Reduced Euro 185,000 Neg.
Model 380 S2 - Premium
Year 2008
Hull Style Multi
Power Type Sail
Condition Used
Suburb New Caledonia

Boat Brand Lagoon
Length 11.55
Category Multihulls
Hull Type GRP
Stock Number #L380PRS223
State International
Engine Make

Disclaimer

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Description

LAGON 380 S2 - PREMIUM - PACHAMAMA HIGHLIGHTS

Always privately owned. The two first owners used this boat about 3 weeks/year.

Never chartered

No accidents

3 cabin owners version

Hard top Bimini

Less than 1900 engine hours.

Yanmar diesel just serviced and sail drive seals recently replaced

Rigging fully replaced in 2018. Bowsprit rigging replaced 2021.

2023 rig service and inspection (certificate present)

Electric primary winch

Davits

Reinforced bulkheads as part of circumnavigation preparations

Escape hatches reinforced according to industry standards in 2021

New trampoline 2020

Full cockpit enclosure, plus sun shades

All lines run to the cockpit

Full set of sails in very good condition

Echotec 260-DML-1, 12 V, 50 litres/hours Watermaker

8' AB aluminium RIB in good condition, with E-Propulsion electric outboard engine

Spare 4 stroke outboard

Huge solar power with MPPT charge controllers

VICTRON, BMV-712 smart bluetooth battery monitor

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VICTRON blue smart bluetooth battery charger

Victron 3000w inverter

Wired for 220V - 12V

Ready for blue water cruising

Awarded most popular Lagoon model ever built, the Lagoon 380 S2 offers very good sea-going capabilities as well as generous accommodations, a large and functional cockpit and a sturdy, compact build that will withstand the test of time, is easy to maintain, and will fit in most cradle or travel lifts where much larger catamarans may need to travel far and wide to find somewhere to get their boat out of the water when needed.

The S2 version varies from the Lagoon 380 S1, with a larger head area in the master hull which would rival a much larger boat. The Premium tag further enhances this model from the generic Club tag, (which is mainly designed for the charter market), with added features especially designed for extended Bluewater cruising and offshore sailing. Her late design incorporates the lighter interior wood tone, which promotes a feeling of space, clean lines, and contemporary interior.

'Pachamama' will suit a family wishing to set out for safe and comfortable Bluewater cruising. Entry level sailors will find her responsive, yet forgiving, stable, solid and safe. More experienced cruisers will be impressed by her seagoing capabilities and turn of speed for a 38' boat.

Continuously upgraded and meticulously maintained by her Swedish owners, who set out from Spain with their young son and travelled half way around the world, Pachamama was lavished continuous attention to details, religious maintenance of all her systems and mechanical aspects, as well as being equipped with safety, comfort and independence in mind. She will be passed onto you with all her systems in excellent working orders and an impressive inventory. There is everything on board for you to just step on and sail away. Pachamama is a credit to her owners, and to her designers and builders, able to thrive over tens of thousands of sea miles without any signs of fatigue or stress. Pachamama is just as seaworthy today as she was when she was launched, and will continue to open to you unlimited travels and long ocean passages in safety and comfort.

Pachamama is currently in New Caledonia, where sales tax don't apply to non-residents. Please talk to us about organising a video inspection with the owners, or to visit them in Noumea.

Delivery to Australia or NZ can be arranged with the owners as part of the purchase process.

For more information or to organise an inspection please contact our friendly team at Nautilus Yacht Management. We would be delighted to assist you in every way and to help you make your cruising dream come true. Our agency specialises in cruising yachts and is very involved with the cruising community. We can answer all your questions regarding offshore purchase, import, registration, etc. and help you at every stage of this exciting journey!

Lagoon 380 S2 - Premium Pachamama summary:

- Lagoon 380 S2 Premium, owners version (3 cabins), hardtop Bimini, hull no. 519, built 2008.
- Flag of registry: Sweden
- Delivery can be arranged (NZ, Australia)

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- Length 11,55 m
- Beam 6,53 m
- Draft 1,15 m
- Displacement 7,26 tons (empty)
- Material: Glass fibre (monolithic under the waterline, sandwich above the waterline)
- Twin keels
- Designer: Van Peteghem/Laurio-Prevost
- Builder: CNB, Bordeaux, France
- Year built and launched: 2008

ENGINES & SAILDRIVES:

Engines: Yanmar 3YM30 x 2 (2008)

Fuel type: diesel

Fuel consumption: 2,2 litres/hour (one engine, RPM 2200, cruising speed approx. 4,5-5 knots)

Max speed: (two engines): 8 knots

Engine maintenance: (accordingly to Yanmar manual) up to date.

New starter motors and -relays on both sides, improved wiring on both starter motors

Both water pumps recently serviced

Alternators: 60 Amp Hitachi alternator on each engine

Saildrives: Yanmar SD-20 saildrives x 2 (propeller shaft/saildrive seals recently changed)

Props: Fixed 2 blade aluminium propellers (one spare propeller on board)

Anodes: Split anodes

ANCHORING:

Main anchor: Rocna 33 kg on 82 m of chain (10 mm original), at present 8,6 - 9,8 mm), chain would benefit from re-galvanisation or renewal, new 2018

Second anchor: Delta 20 kg with 20 m chain (10 mm) and 50 m mooring line (20 mm), re-galvanised 2019

Aft anchor: (on special hooks on the pushpit): Fortress 10 kg with 5 m chain (10 mm) and 50 m mooring line (20 mm), new 2018

Floating buoys (with rope and carabiners) to float the chain in anchorages with coral heads x 5

Bridles x 2

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Windlass: Original Quick 1000 W windlass with new chain nut (2022). Remote control through open front window, can also be pulled to the helm for single handed sailing.

ACCOMODATIONS:

3 cabin layout with owner's stateroom on starboard.

Owner's stateroom occupies the entire starboard hull and can be closed with a sliding door toward the saloon. Queen size bed with mattresses and mattress covers, shelves on both sides. 2 x 12 V sockets for USB chargers etc., 220 V outlet x 1, cabin light x 1, cabin fan x 1, reading lights x 2. Abundant storage under the bed (underneath the mattresses as well as cupboard with shelves under the front part). Hanging wardrobe, shelves and large lockers. Overhead hatch and side hatch for cross ventilation, breeze booster with mosquito net for the side hatch. Large side window. Escape hatch. Curtains/blinds for all windows and hatches. Chair between cupboard and bed.

Corridor toward head/shower with abundant storage space, hanging wardrobe, lockers and shelves. Possibility to install extra fan (on board). Safe in one of the lockers. Big mirror on the door toward the head.

Spacious head on starboard. Electric toilet pump/macerator new 2021. Washbasin with pressurised warm/cold water tap. Tap new 2023. Double mirrors. 6 hooks. Lockers. Cabin light and light over mirrors. Side hatch with curtain. The big shower is separate in the front, divided by a transparent door from the head. Wooden seat, pressurised warm/cold water shower head, electrical shower drainage pump. Hanging rail. Large side window, overhead hatch, both with curtains/blinds.

Aft cabin on port side: Queen size bed with mattresses and mattress covers, a shelf on one side. 220 V outlet x 1, cabin light x 1, cabin fan x 1, reading lights x 2. Abundant storage under the bed (underneath the mattresses as well as cupboard with shelves under the front part). Wardrobe (adjustable from all shelves to the original shelves / hanging wardrobe), shelves and large lockers. Overhead hatch and side hatch for cross ventilation, breeze booster with mosquito net for the side hatch. Large side window. Escape hatch. Curtains/blinds for all windows and hatches.

Front cabin on port side. Full XL size bed (from 140 cm wide on upper part to 100 cm at the feet), with mattresses and mattress covers. 220 V outlet x 1, cabin light x 1, cabin fan x 1, reading lights x 2. Abundant storage under the bed (underneath the mattresses as well as cupboard with shelves under the front part). Large lockers. Overhead hatch and side hatch for cross ventilation, breeze booster with mosquito net for the side hatch. Large side window. Curtains/blinds for all windows and hatches.

Head/shower on port side. Electric toilet pump/macerator new 2023. Washbasin with pressurised warm/cold water tap which also works as a shower head. Electrical shower drainage pump. Mirror. 4 hooks. Lockers. Cabin light and light over mirror. Overhead hatch with curtain.

Saloon with cushioned sofa seating 5 comfortably and a cushioned bench seating 2. Changeable small wooden coffee table or big wooden table between sofa and bench. The table can be lowered to create an extra bed or lounge, however the special mattresses for this are not present. Ample storage space under the cushions and on shelves around the sofa. Cabin fan x 2. Ample overhead lighting. Navigation table and seat on port side in the saloon, with storage space under the table and in the wall panel (locker/drawer). Red and white light. Front hatches x 2 and vertical windows to the front and sides, including curtains. Big sliding door and sliding window toward the cockpit. Big curtain for the sliding door.

COMFORT:

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Watermaker: Echotec 260-DML-1, 12 V, 50 litres/hours. Used <600 hours. New 2018. New reverse osmosis membrane and high pressure hose 2022.

Hot/cold water pressure pump, new 2018 and expansion tank, new 2023. Spare pump and expansion tank on board.

30 litre boiler (combined electrical and fed by port side engine), new anode and heating element 2022.

Marine Stereo: "BOSS" with Bluetooth and USB, new 2022. 4 marine loudspeakers (saloon/cockpit), new 2022.

Vacuum cleaner Kaercher WD-3 wet/dry, 220 V, new filter, new 2018.

Plus chargeable handheld vacuum cleaner Dirt Devil.

Washing machine WONDERWASH. Hand driven.

Air-conditioner of "window type" (for rooms/houses). Can be installed in a saloon window when the boat is in a marina or on the hard. (Please note this unit operates on 110V and the boat is set up for 220V. To run this unit one must connect to a 110V shore outlet with an extension cord, or via a step up inverter. The owner thought of disposing of it but it works and might come in handy for a new owner who would like to keep it. There is no step up inverter to convert 220V to 110V currently on board, but a unit can easily be found for about \$200).

GALLEY:

Galley on the starboard/aft side in the saloon with top folded breakfast serving table toward the cockpit (spare table plates x 2 on board).

3 flamed ENO gas stove, ENO gas oven, sinks x 2, pressurised warm/cold water tap, foot pumps and taps x 2 for sweet and salt water.

200 L front loader fridge, Isotherm, serviced 2021, spares parts on board.

Equipped kitchen (cookery and cutlery). Soda streamer. Ample storage space in lockers and drawers.

SAFETY:

Life vests (rigid adult x 6, kid x 3), inflatable life vests for adults Plastimo x 2, regular service overdue

Life raft Plastimo, 8 persons, transocean >24 hours, new 2018, never used, regular inspection needed

Man-over-board (MOB) horseshoe buoy

Life ring and floating MOB flag pole with light

EPIRP: McMurdo SmartFind G8 AIS-EPIRB, new 2018

Various flares and flare gun

CO2 fire extinguisher (5 kg) installed at each engine compartment

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Portable 2 kg CO2 fire extinguisher, 4 ABC powder extinguishers (different sizes), fire blanket

Gas warner "PILOT" on both sides, new 2020, sniffers need replacement

Smoke detectors in most cabins, saloon and engine compartments

Automatic 12 V bilge pumps with float switches on both sides

Manual bilge pump on both sides (spare parts on board)

Movable 12 V electrical bilge pump, >8000 litres/hour

Emergency tiller, re-galvanised 2019

DINGHY:

8 foot RIB dingy from AB (aluminium bottom/transom, tubes made of hypalon), new 2019, good condition, sun cover (2019). Storage net under the seat. Oars x 2, manual pump, dingy anchors x 2, floating anchor rope and floating painter. Stainless steel chain and padlock.

Outboard 1: Electrical outboard engine EPropulsion, Spirit 1.0 Plus, 1000 W, 2 batteries (charged by the catamaran's solar panels), 2 chargers (12 V and 220 V), service free, spare anodes/key, new 2021, great condition.

Outboard 2: Evinrude 4 stroke, 3,5 hp outboard engine, new 2012, as an emergency outboard engine. Lots of spare parts, including spare propeller. Last service 2021. Needs service/repair: carburettor and gear (engaged in forward).

Good quality sun covers for both engines

ELECTRICS:

Deep cycle AGM batteries VETUS, 220 Ah x 4 (880 Ah total), new October 2018, in good condition, continuously charged

Starter batteries (70 Ah) x 2, continuously charged, new 2018

Solar charge controllers MPPT 100/50, VICTRON x 2, new 2018

Solar panels SOLARA 80 Wp x 6 (total 480 Wp rated power STC, total output about 2 kWh), on davits x 4, on Bimini x 2, new 2018

Battery monitor, VICTRON, BMV-712 smart bluetooth, new 2018

Battery charger VICTRON blue smart bluetooth, 12 V, 20 amp, 3 outputs, new 2018

Battery charger DOMETIC (for shore power), new 2018

3000 W inverter (220 V), VICTRON, new 2018

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12 V sockets in saloon and master cabin x 4

220 V sockets x 1 in all cabins, x 4 in saloon/galley

Original switchboard. Diesel- and water tank level indicators not functioning.

All lights LED

Various shore power connectors

Shore power cable (one plug needs repair or replacement) and long extension cable (220 V)

2 x 220 V long extension cables

Owners comment: to run the water maker, we have one engine running to keep the batteries topped up. An alternative would be a small generator. During normal cruising in the tropics we usually do not have to charge the batteries using an engine alternator. During very long passages (with constant electrical autopilot consumption) or a totally overcast/rainy week, one engine needs to be run for about one hour per day to keep the batteries topped up.

ELECTRONICS, NAVIGATION & COMMUNICATION:

RAYMARINE E80 chart plotter with charts for the entire tropics (around the world) incl. NZ/Australia (functioning spare plotter, used, on board), 2008

RAYMARINE S70 navigational instruments x 2, 2008

Instruments: Depth sensor, Log/temp sensor, Wind instrument RAYMARINE at mast top (speed and angle), new 2018

Autopilot RAYMARINE S3

AIS: Active RAYMARINE AIS-700 class B, new 2018

Iridium Extreme satellite telephony with charger, cables, external antenna, spares (new 2015) and "REDPORT" Wi-Fi hotspot (new 2018), including about 1000 minutes (expire March 2024). Can be used for phone calls, SMS, low size e-mails and GRIB files.

VHF radio RAYMARINE "Ray 60" with external cockpit station, new 2018

Handheld VHF PLASTIMO, with charging station

DIGITAL YACHT WLN10 Smart wireless MMEA Server (displaying boat data via Wi-Fi), new 2021

Digital weather station, new 2018

Compass

Analogue ship's clock

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Analogue barometer

Wi-Fi signal enhancer for shore wifi (USB), new 2019

At mast: Windex, RAYMARINE wind instrument (see above), LED navigation and anchor top light AQUA SIGNAL, combined VHF-AIS antenna at the masttop, all new 2018

Mast top cable easily detachable in the saloon (in case of lightning)

SAILS:

Fully battened main sail, including a third reefing point, very good condition, new 2018

Genoa with integrated sun cover, serviced in 2023, very good condition, new 2018

Gennaker, production year unknown, serviced in 2021 - good condition

Storm foresail, production year unknown, on a dacron tube (hoistable around the furled Genoa, new 2021), good condition

Original main sail and genoa on board, would need refit / service before using (condition of the material is good)

Sail bag and lazy jacks, new 2018

Extra batten for the main sail (in the boom)

RIGGING:

Anodised aluminium mast and boom

Mast steps x 2 at the top, new 2018

Steering light and deck light, both LED, on the mid-front part of the mast, new 2018 (halogen deck light on board as a spare)

Furling system, FACNOR SD-200, good condition

Whisker pole (as an emergency mast)

HARKEN 2 speed power ratio 40 winches x 2 the helm/cockpit

HARKEN 2 speed power ratio 44 electrical/manual winch x 1 (winches serviced 2022), foot switches x 2 for the electric winch, new 2022

Winch handles x 2

Complete new standing rigging (except mast, boom and furler) 2018, bowsprit cables new 2021 Rig service and inspection 2023

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Most running rigging newbetween 2018 - 2023

HARKEN and WICHARD deck hardware(pad eyes, stoppers etc.)

HARKEN mainsail traveller

Owners comment:The boat can be operated fully from the cockpit/helm - except the forward part of the third reef, which needs to be handled at the mast.

TANKAGE:

Water:2 x 300 L

Fuel: 2 x 100 L (cleaned 2020)

Black water:2 x 80 L

All tanks are made of plastic

Black water tubing recently taken out, cleaned and inspected

MISCELLANEOUS:

The boat has been continuously maintainedby the full time live aboard current owners

Davitsx 2

Crash lockers, front lockers and cockpit with ample storing space

All 8 deck cleatsare reinforced underneath with big metal plates

The engine roomshave been sealed toward the inside of the boat (all bulkhead openings for cables and tubes have been sealed using Sicaflex, in order to create a watertight enclosure)

Lower rudder bushings replacedon both sides 2021

Protective window stickerson all 4 big side windows replaced 2021

Most through hulls and sea cocksreplaced in 2018

All through hulls connected to thehull anodewith thick copper wire in 2018

Escape hatchesreinforced according to industry standards in 2021

WICHARD life linesaround the salon and all the way to the bow, on the saloon and onthe Bimini top, good condition, new 2018

Life linesalong the inner part of both hulls, new 2021

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Navigation lightson deck level (halogen) as abackupfor the mast top navigation lights

Cockpit LED lightsunder the Bimini

New "trampoline" 2020, good condition

Original bathing ladderon port sugar scoop

Winch covers(sunbrella)

Bulkhead glue renewed / reinforced(with the original MS polymer as used by Lagoon)

Fendersof different sizes x 9

Mooring lines(15-50 m, 14-24 mm) x 7

Bosuns chairand climbing harness

Boat hook

Strongfishing hook

Custom made chain cleaning brush

9x20 litre diesel canson deck, all with sunbrella sun covers

4x22 litre diesel cansunder deck

Severalgasoline cans

Big size RACOR funnel(diesel filter and water separator)

Sewing machineHusqvarna Viking, 220 V, good condition

2 water hoseswith ample connectors

Most (overhead / saloon) hatches have new rubber seals

New rubber seals on both engine compartment hatches, 2021

Small 12 V diesel pump(e.g. to empty the tanks for inspection)

Sunbrella sun coversfor all hatches

Transparent windshieldbetween saloon top and Bimini top, middle section can be zip opened for airing of the cockpit

Sun coversfor the entire cockpit, good condition, new 2020

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Cockpit enclosure(rain cover) for the entire cockpit, good condition, new 2016

Rain catcherfor the front deck, new 2023

Double helm seat, new 2022

Rope bagon the helm

Cup holderon the helm

Deck shower

Cockpit seat cushions, satisfactory condition

Classic blue kapok cushions x 6

Wooden cockpit tablewith rain cover

Passive cool boxunder a cockpit seat

Locker for gas bottles amplified in 2019 (original box on board)

2 big aluminium and 3 small campinggas bottles

Gas linesrenewed 2018

Different gasfittings/reducers

Sliding door and windowbetween the cockpit and cabin with extra fittings for a padlock (besides the normal locking mechanism)

Anchor ball and motor sailing triangle

Towels and bed sheets

Manuals, receipts and usual documentation

Detailed maintenance log since 2018

Travel printer/scannerwith new, unopened ink

Spare Battery isolator:

Quick remote control

RECENT UPGRADES:

- New sails 2018 as above
- New standing rigging 2018 as above

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- Most running rigging new since 2018 as above
 - Lower rudder bushings new 2021 as above
 - New dingy 2019 as above
 - New electrical dingy outboard 2021 as above
 - New AIS, VHF 2018 as above
 - New main anchor, chain and aft anchor 2018 as above
 - New life raft 2018 as above
 - New EPIRB 2018 as above
 - New batteries, chargers, inverter and solar panels 2018 as above
 - Last antifouling 2021

SPARES AND TOOLS: (LIST NOT EXHAUSTIVE):

- Watermaker: filters, belt, oil, o-rings, spare electric motor
- Engines: ample spares, filters, belts, gaskets, o-rings, anodes, basic tools
- LED lights
- Upper rudder bushings x 2
- Hatch seals, handles and other hatch spare parts
- Fridge compressor gas with filling tubing/manometer, electrical steering unit, thermostat
- Service kit with membranes etc. for the foot driven water pumps in the galley and the manual bilge pumps
- Many spare parts for electrical toilets, including membranes and electrical switch
- Through hulls
- Sea cocks
- Fuses
- Manual oil suctioning pump (for engine) with big reservoir
- Various chemicals and cleaning material
- Glasfibre mats and epoxy
- Jabsco accumulator tank
- Jabsco pump for pressured sweat water (pressure sensor not working)
- Extraction tool for lower part of the sail drive (to change seals etc.)
- Ropes
- Tubes of various sizes
- Electrical wires of various sizes
- Spare mast traveller (top one)
- Spare propeller for the catamaran, including locking cone
- Spare propeller for the electric outboard engine, spare anodes
- Spare propeller for the 4-stroke outboard engine including other spares
- Turnbuckle for main shroud or bird striker
- Gas springs for lockers
- Sail repair kit
- Battery driven drill, BOSCH
- Battery driven multitool, BOSCH
- Tools to take care of most jobs on the boat
- Extra depth sensor
- Extra manual diesel fuel lift pump for the Yanmar engines
- Extra thermostat for the Yanmar engines
- Extra oil pressure sensor for the Yanmar engines
- Extra cap for coolant tank for the Yanmar engines

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- Extra halyard, unused, 12 mm, ca. 60 m.

EXTRA ITEMS:

3 person rigid Kayak "RTM" with paddles, new 2019: US\$350

Spare autopilot hydraulic arm, Lecomble & Schmitt, new 2021, spare fluxgate compass, rudder sensor (all three never used), spare RAYMARINE autopilot S3 computer with controller (used): US\$1700

Big aluminium dive bottles x 2, last inspection 2020: 100 US-\$

DEFICIENCIES:

- Main anchor chain at present 8,6 - 9,8 mm thick, would benefit from re-galvanisation or renewal
- Diesel- and water tank level indicators not functioning.
- The second (4-stroke) outboard engine needs service as well as repair of the gear and carburettor
- One solar panel has some delamination at the edges. The performance is not affected.

SURVEYS:

- Boat survey 2017 (prior to current owner's purchase)
- Rig survey 2023

HISTORY OF THE YACHT / A WORD FROM THE OWNERS:

"When I met my wife Anna, she introduced me to sailing, which was totally new to me. On our first little trip on a Swedish archipelago cruiser I asked her about her sailing dreams. "To cross an ocean" was her immediate answer. I was in that moment so amazed by sailing (I still am after 25.000 nm) and asked her "why only one?". This is how our dream to cross both the Atlantic and the Pacific was born. Almost ten years of sailing, learning and planning went by until, in 2018, the dream came true.

During those years we had turned from a couple into a small family of three and I was searching for an alternative to the typical monohull, for reasons of both space and safety (stability and redundancy of systems, i.e. two engines/rudders etc.). A lot of research was done until we knew that we wanted a Lagoon 380 S2. We chartered a 4-cabin version for one week to test it and liked it immediately. However, we fell in love with the owners version. The problem was, that it was very hard to find. In late 2017 we saw an advertisement from Tenerife, Spain, went there and immediately knew, this was our new home! Back then she was still called ANSA, but we renamed her to PACHAMAMA, which comes from the Inca language and means "Mother Earth". PACHAMAMA has kept us safe and comfortable on our journey over half of the planet ever since.

She fits our family of three, with the occasional visitors, perfectly. We like the improvements the S2 model has in comparison with the older version of the boat, the big cabin windows, the bigger shower (which we used as a storage in the tropics, where the deck shower comes much more handy), the double helm seat, the extra space in the engine compartments. The owners hull is amazing, space wise for a 38 foot catamaran, which many people we had on board were stunned by and commented on. In general, the Lagoon 380's seaworthiness and stability, the ease of sailing and the headroom (as I am almost 1,90 m tall) made an impression on us. As one of the smaller catamarans, she fits in most of the travel lifts around the world, which is a huge advantage when bluewater cruising to remote places.

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Cruising Yachts Specialists

Phone:

+614 20882296

Email:

info@nautilusyachtmanagement.com

Suite 302, Level 3, 304-318 Kingsway Caringbah NSW 2229

After moving on board in August 2018 in Tenerife (Canary Islands, Spain) together with our four year old son, we equipped PACHAMAMA with all the essentials for our planned trip. We literally went through the entire boat's systems, checked, improved, upgraded. Partly this was done together with professionals, partly we did it ourselves. Having never crossed an ocean before, we took off in December 2018. Crossing the Atlantic was an amazing experience, the boat is so stable that we could enjoy a meal in the cockpit and nothing ever tipped over on this leg. We enjoyed the big living space, even doing yoga in the "corridor" of the owners hull. One day before arriving in Barbados, our son, who had just turned five, declared "I don't want to go on land, I want to keep sailing on PACHAMAMA forever!". Nevertheless, we took a trip to land and everyone loved to explore the Caribbean islands. Often we sailed a beam reach, which is the boat's absolute strength and could comfortably cruise up to 8 knots. In different kinds of winds she does 4,5-6 knots on average, which we find a comfortable cruising speed. As nobody in the family is interested in racing, we did not need or try to squeeze out that last half knot. What made a big difference on many crossings was the light wind sail (gennaker), which gave us a stable course from a beam reach to winds from straight aft. We sailed from Barbados via Tobago/Trinidad to St. Vincent, Martinique, Dominica and Guadeloupe and enjoyed the beauty and culture of these islands. When the hurricane season got closer we continued to the ABC islands. We often snorkel and SCUBA dive from the boat, which is amazing! The ease of getting on board via the sugar scoops is just fantastic!

We love to invite people and host fellow cruisers quite often, having had as much as 10-12 adults in the cockpit and a bunch of kids in the saloon, still being able to move around and serve drinks and food. It is wonderful that the one who works in the kitchen can still interact with the people in the cockpit.

Further we went via Colombia to Panama, spending half a year in Kuna Yala (San Blas) during the beginning of the pandemic. I was working online during this time, using the closed owners hull as my quiet office, while the rest of the family together with the crew from our buddy boat could hang out "upstairs". Due to the Pandemic, we had to put PACHAMAMA on the hard in Shelter Bay Marina, just north of the Panama Canal and headed home. The catamaran was well taken care of and inspected regularly by the Marina's employees between June 2020 and April 2021, we received constant reports. She had a dehumidifier running all the time and the batteries were continuously charged.

When I got back to the boat in April 2021, I found PACHAMAMA in good shape. I changed the lower rudder bushings and did a lot of other, normal maintenance work on the boat. When Anna and our son came back in June 2021 we continued our journey through the Panama Canal, explored the Perlas islands and went on towards Galapagos, which was absolutely stunning with its landscape and wildlife! The only downside were the sea lions trying to climb up the sugar scoops, so we had to block them with fenders. From there, we sailed to Ecuador where we left PACHAMAMA on a mooring buoy and went travelling in the Andes. In March 2022 we started our biggest crossing. With mostly light winds we reached the Gambier islands in southern French Polynesia after 34 days. It was like coming to a new world. The Polynesian culture and history, vastness of the archipelagos and the underwater wild life was absolutely breathtaking. During the next 13 months we explored the Gambiers, Tuamotus, Marquesas and Society Islands. In the Marquesas, our son even went to school for some months, which he liked very much. But the best school was the daily life on PACHAMAMA, for all of us. We learned how to navigate atolls with lots of coral heads, how to float our chain in anchorages with lots of coral, how to snorkel and dive with sharks and so much more. Sitting on the Bimini hardtop and observing sea turtles and manta rays was an absolute highlight! After exploring French Polynesia, we continued toward Samoa, Tonga, Fiji and Vanuatu. During our time in the South Pacific, many local kids visited our boat, painted and did handcraft in the spacious cockpit - unforgettable moments!

We have always felt safe on PACHAMAMA, from gale force winds in the Canary Islands, to five meter high waves off the coast of Colombia, the vast Pacific and the tricky passes of the Tuamotu archipelago. Our dream journey has ended as planned and we are very happy and thankful for all those years on PACHAMAMA. We are about to move back home for school and work, which is why we want to pass on our dream boat to its future, caring owners. "

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NYM

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Email:

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Suite 302, Level 3, 304-318 Kingsway Caringbah NSW 2229

Martin and Anna. Vanuatu October 2023

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