



Main datas

Subtype :
Architect :
Material : Carbon
Beam : 7,98
keel : Centerboard
Life Raft : No
Mooring : No
Leasing in progress : No

Subtype : Pleasure
Builder : Catana
Year : 2011
Length : 15,75
Draft minimum : 1,40
Hull : Catamaran
Area : Spain Costa Brava
Berth details :
Flag : France

Engines

Model : D75
Montage : In Board (IB)
Power Unit. (CV) : 75
Hours : 4700
Fuel capacity : 800

Brand : VOLVO PENTA
Fuel : Diesel
Engine(s) : 2
Owner's Comments :
Drive :

Facilities

Sailor Cabin : 0

WC : Electric

Helm : No

Double Cabin : 4

Head : 4

Berth : 8

Flybridge : No

Electronics

Radar details :

Pilot details :

Sounder details :

GPS details :

Plotter details :

Converter 12/220 : Yes

Watermaker details :

Radar : Yes

Autopilot : Yes

Sounder : Yes

GPS : Yes

Chartplotter : Yes

VHF : Yes

Watermaker : Yes

Bridge equipment

Hydrolic Gangway : No

Bath platform : Yes

Winter cover : No

Sprayhood : No

Teak cockpit : No

Sails details :

Gangway : No

Davits : No

Electric windlass : Yes

Cockpit awning : Yes

Furling genoa : Yes

Spinnaker : No

Major equipment

Stern thruster : Yes

Group and thruster details :

Charger and AC details :

Black Water : Yes

Tender : Yes

Details :

Bow Thruster : No

Marine Gen. : Yes

AC : Yes

Hot water : Yes

Flaps : No

Tender Engine : Yes

Appliances

Freezer : Yes

Microwaves : No

Electric stove : No

Heating details :

Dishwasher : No

TV : No

IceMaker : No

Oven : Yes

Gas stove : Yes

Heater : No

Washing machine : No

TV antenna : No

SAT-TV : No

Owner's Comments

Still very popular in the fast cruising catamaran market, this 2011 CATANA 50 was managed through charters from 2012 to 2016 by Dream Yacht Charter in Martinique. A complete refit was carried out during the first six months of 2017 to address the wear and tear from chartering and to upgrade the equipment, making it a safe and comfortable boat for extensive cruising. This plan was initially limited to exploring the Caribbean, the Atlantic coast of the USA, and Atlantic Canada, but was interrupted by COVID-19. The boat was shipped back to the Mediterranean on a cargo vessel during the pandemic. A set of sails from 2017, including a mainsail, solent, and gennaker, allows for dynamic sailing with excellent visibility thanks to the two steering stations on the aft console. The two daggerboards provide excellent upwind performance. LOUARN is a 4-cabin version, with two aft cabins featuring separate beds that can be converted, and two forward cabins, each with an en-suite bathroom. The saloon is bright, finished in light wood, with a U-shaped galley opening onto the cockpit, which is very well-equipped and appreciated. It faces the proper navigation table, oriented towards the bow, and an L-shaped saloon with a foldable and telescopic table. In terms of equipment, it meets the needs of extensive cruising with a generator, watermaker, solar panels, fridge, freezer, ice maker, and complete electronics including Iridium, etc. The two Volvo engines of 75 hp each offer a reasonable consumption of 4.5L/H at 7 knots. In short, a boat that has had a life but retains all its potential for a new cruising program at a very reasonable budget!

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