



Main datas

Builder : ONE OFF

Year : 1995

Length : 15,78

Draft minimum : 1,50

Hull : Monohull

Area : France Brittany Northern

Berth details :

Flag : France

Subtype :

Architect : Daniel BOMBIGHIER

Material : Molded wood

Beam : 4,13

keel : Deep keel

Life Raft : No

Mooring : Yes

Leasing in progress : No

Engines

Model : M4 295

Montage : In Board (IB)

Power Unit. (CV) : 70

Hours : 0

Fuel capacity : 0

Brand : SAAB

Fuel : Diesel

Engine(s) : 1

Owner's Comments :

Drive : Shaft drive

Facilities

Sailor Cabin : 0

WC : Sailor

Helm : No

Double Cabin : 1

Head : 1

Berth : 5

Flybridge : No

Electronics

Radar details :

Pilot details : RAYMARINE

Sounder details : NAVMAN

GPS details :

Plotter details :

Converter 12/220 : No

Watermaker details :

Radar : No

Autopilot : Yes

Sounder : Yes

GPS : No

Chartplotter : No

VHF : Yes

Watermaker : No

Bridge equipment

Hydrolic Gangway : No

Bath platform : No

Winter cover : No

Sprayhood : Yes

Teak cockpit : Yes

Sails and rig : COMPLETE BAND IN GOOD CONDITION AURIC SAIL PACK

Gangway : No

Davits : No

Electric windlass : Yes

Cockpit awning : No

Teak deck : Yes

Spinnaker : No

Major equipment

Stern thruster : No

Group and thruster details :

Charger and AC details :

Black Water : No

Tender : Yes

Details : Annexe in molded wood "Shpountzinette"

Bow Thruster : No

Marine Gen. : No

AC : No

Hot water : No

Flaps : No

Tender Engine : No

Appliances

Freezer : No

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

Gaff Rig Schooner SHPOUNTZ 38-40 MAM'RACoon Version Gaff Rig One-off amateur construction based on a 1995 design by Daniel BOMBIGHIER Surveyed in 2006 RECENT PHOTOS FROM APRIL 2026! Main characteristics: Overall length (including bowsprit): 15.78 m Total deck length: 13.16 m Hull length: 12.50 m Waterline length: 11.21 m Maximum beam: 4.13 m Draft: 1.50 m Headroom: approximately 2.00 m Open interior layout (loft) Long keel Materials: Molded wood on laminated mahogany frames + marine plywood + glued teak planks - all epoxy-coated Approximately 4800 kg Ballast: Lead ballast embedded in an epoxy coating According to the final construction report dated March 22, 2006: "Very high-quality technical construction conforming to industry standards." Numerous additional photos and videos are available upon request before scheduling any visit. Viewings by appointment only, following an initial phone conversation. The boat is sold with all equipment (no detailed inventory available at this time; please inquire on site). Sale following a death - all serious offers will be considered (no trades). The boat is well-built, but the new owner will need to update it in several areas: - some elbow grease to restore its appearance - some painting will be necessary - engine overhaul - electrical system overhaul - hull antifouling will be required (the last antifouling was done around 2021/2022). Important: given the circumstances, there will be no handover or familiarization with the vessel. As the boat is unusual, we will not be able to answer all questions. (We do not have a detailed inventory at the moment; there is a lot of equipment and fittings to be seen on site). Xboat will not provide a quote for any work. GENERAL INFORMATION ON THE SHPOUNTZ by Daniel BOMBIGHIER: ><http://www.classic-yacht-design.com/3ladies/1-lady-of-bermuda/lofb.html> A word from Architect Daniel Bombighier: The LADIES are a series: deck length: 13.20 meters - beam: 3.90 meters - draft: 1.50 meters - sail area: approximately 130 m² - maximum load: 13 tons The 13.20-meter Lady of Bermuda is undoubtedly the yacht in which I have incorporated the most innovations! Its design and the specific features of its construction make it a true yacht, with a price only slightly higher than that of a well-equipped plastic boat of the same size. My primary goal was to design a fast and easy-to-manuever boat, and I'm not kidding! I'm not at all athletic, and I never have been. I'm an offshore sailor who loves cruising and appreciates simplicity and efficiency on board. Above all, I love arriving safely in port and in great shape! It was during an extended stay in the St. George's Lagoon in Bermuda that I first had the opportunity to admire American bugeyes and Bermudian schooners. Their magnificent shapes, of rare elegance and incredible simplicity, inspire awe. Their hard-chine hulls with pointed sterns, built using the traditional planking technique, inspired me to transpose them using marine plywood. Note that this isn't lightweight marine plywood on strakes and bulkheads, but thick marine plywood on a robust frame, resulting in a solid boat with high displacement and inertia. With its V-shaped hull, the boat is seaworthy in all conditions. Its handling is extremely pleasant: no rolling or pitching. I managed to design the chine so that it is horizontal and aligned with the waterline. Thus, it becomes invisible! Even when heeled! Lady of Bermuda offers the grace of a rounded hull; she is a true yacht! Or rather, a Lady! thanks to her pure and elegant lines. Marine plywood construction has thus reached the level of luxury yachting and has been granted prestigious status for the first time, while also becoming a reliable, robust, and durable construction method. Thanks to epoxy resins, the maintenance of this yacht is, of course, very easy. Its Bermuda rig, or three sails, is remarkably simple and can be handled single-handed. The sails can be hoisted in 15 minutes and lowered in 2. The interior layout is designed for a family or a couple wishing to entertain friends. Everything is spacious and generous: galley, chart table, desk, saloon (two single berths or one double berth), cabin with a double berth (1.50 m x 2 m), and a head with a shower. Everything is large, which is quite unusual for a boat of this size. This impression is further enhanced by the fact that communication with the forward cabin is via a bulkhead in the form of a wide opening: When closed, it isolates the forward cabin and preserves privacy. When open below deck, the boat forms a vast

cabin offering panoramic views along its entire length. The Lady of Bermuda is suitable for all types of sailing: weekend cruises, tropical crossings, and even latitudinal voyages. The construction method used for the Lady in its standard hard-chine version cannot be implemented by an amateur. However, the boat can easily be finished from a bare hull, or the main finishing work can be carried out by a shipyard. For amateurs wishing to build such a yacht themselves, I have designed a version with a rounded hull, simplified by the molded wood technique. Two sail plans are available for this version: - Belles des Bermudes, Bermuda rig - Mam' Racoon, gaff rig (this is the model presented in this document). **Warning!** These amateur versions must be built upside down and turned over! The budget required for the purchase of materials, fittings, and accessories depends on your choices, and you should expect between 6,000 and 8,000 hours of work depending on your schedule. "We recommend that any buyer of a used boat have a marine surveyor approved by insurance companies inspect the vessel in order to be fully informed about its general condition before making the final payment to the seller."

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Médias









