

2018 FP Saba 50 SPACE BETWEEN



Basic Vessel Summary

Manufacturer:	FOUNTAINE PAJOT
Model:	FP Saba 50
Model Year:	2018
Year Built:	2017
Type of Yacht:	Sail
Price:	\$1,150,000
Condition:	Used
Status:	Sold
Location	Fort Lauderdale Florida (FL)
Manuf. Length:	49' 11" (15.21 m)
Maximum Draft:	3' 8" (1.12 m)
Beam:	27' (8.23 m)
No. of Cabins:	3
Fuel Capacity:	248 g
Water Capacity:	185 g
Weight - Displacement:	15.7 ton (31400 lb)
Hull Material:	Fiberglass Reinforced Plastic- FRP
Hull Configuration:	Catamaran
Engine Manufacturer	Volvo
Engine Model	D2-75
Engine Horsepower	75
Engine Hours (Port)	768 (06/20/2019)
Engine Hours (Starboard)	589 (06/20/2019)
Does the boat have a generator?	Yes
Generator Model	Cummins

Generator Operating Hours	1451 (06/20/2019)
Generator Horsepower	13.5 Kw
Does a dinghy come with the boat?	Yes
Dinghy Model	AB Inflatables ALX center console (custom-made)
Dinghy Length	12 ft.
Dinghy Outboard Manufacturer	Yamaha
Dinghy Outboard Horsepower	25

Full Specification

Layout & Accommodations

Salon

- 40" Samsung 7-Series LED TV built-in to galley island
- Custom, folding hi-lo table on dual pneumatic legs
- Bose stereo speaker system with separate bass unit
- Fusion MS AV-750 head unit with three audio zones (salon, cockpit, and bow)
- Two (2) 110-volt outlets
- Fan above settee

Owner's Cabin

- 40" Samsung 6-Series LED TV on swing arm
- Carbon monoxide and propane monitor
- Five (5) 110-volt outlets (one on each side of berth, one at work desk, and two splashproof at sink)
- Three (3) USB charging outlets (one on each side of berth and one at work desk)
- Work desk with movable stool
- Flexiteak flooring in shower
- Electric, fresh-water flush head
- Custom fit, Purple brand mattress
- Four (4) deck hatches and one (1) hatch behind berth
- Factory carpet
- Two (2) fans above berth

Port Forward Cabin

- Two (2) 110-volt outlets (one next to berth, one in head)
- USB charger next to berth
- Hanging closet
- Storage under port window
- Drawer under berth

- Electric, fresh-water flush head
- Factory carpet
- Sink and mirror
- Storage under sink
- Shower
- Two (2) deck hatches and one (1) hatch next to berth
- Fan above berth

Starboard Aft Cabin

- Two (2) 110-volt outlets (one next to berth, one in head)
- USB charger next to berth
- Hanging closet
- Drawer under berth
- Electric, fresh-water flush head
- Factory carpet
- Sink and mirror
- Storage under sink
- Shower
- Two (2) deck hatches and one (1) behind berth
- Fan above berth

Starboard Forward Cabin

- Two (2) 110-volt outlets (one next to berth, one in head)
- USB charger next to berth
- Large hanging closet
- Drawer under berth
- Electric, fresh-water flush head
- Factory carpet
- Sink and mirror
- Storage under sink
- Shower
- Storage under starboard window
- Two (2) deck hatches and one (1) beside berth
- Fan above berth

Starboard Forepeak

- Work bench
- Two (2) LED lights
- Fan
- Mattress to turn into extra berth

Galley

- Double basin stainless steel sink
- Sea water faucet
- Grohe designer fresh water faucet with spray head
- Filtered fresh drinking water faucet (Seagull system)
- Isotherm five shelf Freezer
- Isotherm two drawer refrigerator
- Elba oven with broiler and rotisserie
- Elba gas range with four burners
- Kenmore 900-watt microwave
- Custom, built-in shelf to increase usable storage behind range
- Three (3) 110-volt outlets
- Fan above counter

Deck & Equipment

The main anchor is a Mantus 38 kg (85 lb.) stainless steel unit on a custom bow roller with 100 m (328 ft.) of 12 mm (1/2 in.) stainless steel chain and a Mantus bridle. The chain runs through a Quick brand windlass with chain counter and has controls at the bow and at the helm.

The secondary anchor is a 30 kg (70 lb.) Fortress with 20 m (65 ft.) of chain and 180 m (590 ft.) of rope.

There is a separate bridle with large hook for easy mooring.

Cockpit

- Teak table with satin varnish
- Magma Monterey II grill with plumbed gas line
- Two (2) Fusion 8" speakers
- Five (5) lazarettes
- Two (2) Lewmar Series 50 winches (port and starboard) for spinnaker
- Two (2) splashproof 110-volt outlets
- Raritan 110-volt icemaker
- Flexiteak flooring
- Hot/cold shower on starboard transom

Electronics & Navigation

Main navigation is with a Raymarine gS 127 MFD at the helm. There is a second, Raymarine eS 125 MFD at the navigation desk in the salon. Both Navionics and C-MAP charts for Florida and the entire Caribbean are included.

There are four (4) i70S instrument displays mounted on angled wedges for easier viewing.

There is also a p70s autopilot instrument at the helm.

This boat includes a rare feature of the Volvo engines being integrated onto the Raymarine Seataalk network. The engine data (RPM, coolant temp, and hours), fuel tank levels, and fresh water levels can all be displayed on any Raymarine device on the boat.

The Raymarine Quantum solid-state, chirp radar on the mast is viewable from any Raymarine MFD.

There is also a fish-finder located in the starboard forward hull This is viewable on any Raymarine MFD.

VHF communications are with a Ray60 radio at the navigation desk in the salon with a remote station at the helm.

The yacht includes three (3) GPS receivers on the Seataalk network: The gS 127 MFD at the helm, a remote receiver in anchor locker, and a second remote receiver in anchor locker dedicated to the AIS.

Includes integrated AIS transmitter and receiver. This system shows the location and information of other vessels on MFD and instrument displays.

Satellite communication is provided with an Iridium Go and an external, remote mounted antenna in the cockpit.

There is a Fusion MS-AV750 head unit with DVD player at the navigation desk. The Fusion unit has three zones: Two (2) Bose speakers and separate bass unit in the salon, two (2) Fusion speakers in the cockpit, and two (2) Fusion speakers under the eyebrow at the bow. The video output from the Fusion unit is connected to the TV in the salon via and HDMI cable. There is a second HDMI input to the TV via an input port next to the navigation station. There is a Broadcast TV Antenna located on the mast and wired to both the TV in the salon and the master cabin.

The vessel has robust Internet access. It begins with a Pepwave MAX Cellular router that creates a local WiFi network for all your devices. The Pepwave then provides Internet access to all your devices via two SIM card slots. You can connect to any cellular network using either one or both simultaneously. For locations where WiFi is available, there is an Aigean LINK-7 stainless steel unit mounted on the mast. It supports both 2.4 and 5Ghz bands. The Pepwave can use the Internet input from the Aigean in addition to, or instead of, its cellular access.

Nav Station

- Raymarine gS 125 multi-function display
- Raymarine i70s instrument display
- Raymarine Ray60 VHF radio with remote station at helm
- Victron BMV-700 battery monitor
- Victron Color GX display
- 12-volt outlet
- Two (2) 110-volt outlets
- Two (2) USB charging outlets

- LED chart light (white and red)

Helm

- Raymarine eS 127 multi-function display
- Raymarine p70s autopilot display
- Four (4) Raymarine i70s instrument displays
- Raymarine VHF remote station
- Glendinning electronic engine control
- Quick brand windlass control and chain counter
- Plastimo offshore 135 compass
- Fexiteak flooring
- Fireboy system monitors
- Lewmar series 50 electric winch (main halyard and reefing lines)
- Lewmar series 55 winch (jib sheets)
- Lewmar series 50 winch (mainsheet)
- Bimini top with Isinglass window on top
- Custom, complete Isinglass enclosure (sections can be selectively rolled up; keeps inclement weather out when all sections closed)
- 12-volt outlet

Electrical, Power & Plumbing

The vessel is wired for US power. Many outlets have been added all around the boat. GFCI outlets are provided in each head and there is one in the cockpit. Additional outlets are in each berth, the salon and galley. It's never hard to find a plug nearby. There are also USB charging outlets next to each berth and several in the salon.

All high voltage breakers are located at an easy to access, dedicated panel in the salon.

A feature has been added to run the generator on a timer. This can be disabled.

The yacht has the rare feature of accepting both US and European shore power. There are two (2) waterproof input connections on the starboard transom – one for each. The entire vessel is protected by a galvanic isolator for shore power inputs.

US input power is 115V / 50A service. A 50 ft. power cord is included with several adapters. This input will run all onboard systems.

European input power is 230V / 16A service. This is fed through a Victron 3.6kW isolation transformer. A 50 ft. power cord is included with an adapter for 32A shore power. This input will run all systems except for the air conditioning.

The house and port engine starting bank include seven (7) deep cycle marine AGM batteries for a total of 1050 amp-hours. This bank is charged by the port engine alternator. On the starboard side there is a single battery for genset starting (charged by the genset) and another single battery (charged by the starboard engine alternator and Victron charger) for starboard engine starting.

There are two (2) Victron MultiPlus Compact Inverter/Chargers networked in parallel. They provide a combined 4kW of power. They operate at both 50 and 60Hz. They charge both the house bank and the port engine starting battery.

There are five (5) 150W flexible solar panels mounted on the cockpit roof. They are fed in parallel to two (2) Victron BlueSolar MPPT charge controllers.

The entire solar, charging, and inverting system is monitored with a Victron Color GX panel at the navigation desk in the salon. This system uploads information to your private Victron online portal where you can see the current status (when you are away from the vessel) and the complete history of the system electrical production and utilization.

There is a Silent Wind 400+ wind generator mounted on the port side transom. It is controlled and monitored with a smart phone using Silent Wind's Bluetooth-enabled app.

There are two, identical main water pumps. The second can be easily activated if one fails. A Spectra Catalina 340Z water maker is fitted in the starboard forward berth. This is a 12-volt system so it can be run without having to start the generator.

There is a seawater pump installed in the port forward berth bilge. It provides seawater to a kitchen faucet and to a port in the anchor locker. This helps reduce fresh water utilization. They can be used to wash dishes and wash down the boat before rinsing with fresh water. The fresh water tank level is integrated onto the Raymarine Seatalk network. It can be displayed on any Raymarine device.

There is a Splendide washer / dryer combo unit in the starboard hall. It is vented to the cockpit for more efficient drying.

Engine & Mechanical

This vessel has a Glendinning electronic helm. The original throttle and gear shift cables from the helm to the engines have been replaced with an electronic control unit at the helm and actuators in each engine room. This system provides for smooth engine operation.

Upgraded, Raycor fuel filters have been added to each engine.

Brunton, feathering propellers have been fitted. These greatly increase the vessel speed and reduce noise while sailing.

Sails & Rigging

The vessel has had a consistent series of upgrades since new.

It has the factory, square top, fully battened main sail with FP logo on it. It has the factory Genoa with matching red stripe.

The main halyard was upgraded to a 12mm VPC. It moves much more freely through the blocks and allows the mainsail to drop under its own weight instead of having to pull it down. The original halyard was kept as a spare.

Raising the main used to require a trip to the mast. After the sail was hoisted to the first spreader, you would go to the mast to pull down on a line on the sail that would connect the

head of the sail to the first car. That system was replaced with the Doyle Anomaly headboard. Now, to raise the mainsail you simply raise the halyard – everything else is automatic.

The mainsheet was upgraded to 11mm Sta-set. It feels much better in the hand and it moves much more freely through the blocks. The original mainsheet was kept as a spare.

The vessel is fitted with a factory bowsprit. A North Sails G Zero Cruising Gennaker on a roller furler with low hours is included. Also included is a Parasailor brand parachute kite in matching colors for downwind sailing. It has never been used. Four (4) heavy pad eyes (two on each side) are mounted aft to facilitate the rigging for the Genaker and Parasailor. Each bow has a large block for running the Parasailor. All blocks and rigging to run both sails is included.

Strakes were added in several locations to prevent lines from rubbing abrading the gelcoat.

Additional Information

A 2017, custom-made AB Inflatables ALX 12 center console tender with matching colors is included. It has an aluminum double bottom. It has a max capacity of 6 passengers or 2,000 lbs.

It includes a VHF radio, running lights, anchor light, depth sounder, compass, digital gauges, and a bilge pump.

Propulsions is from a 25HP Yamaha four-stroke motor with 40 hours. The tender can reach speeds of 25 MPH with a single passenger, 22 MPH with two, and 18 MPH with three.

Extras / Spares

There are over \$10k in spares and replacement parts included with the sale. Items including filters, pumps, hoses, rebuild kits, electronics, fluids and more. Too much to list.

Service (December 2018)

- New, anti-fouling bottom paint
- Replaced blackwater hoses in all four heads with ultra-premium Raritan Sanishield
- Rebedded deck hatch in port forward berth
- Replaced anodes
- Greased propellers
- Replaced engine serpentine belts

All systems have had every scheduled service performed since new. All service dates are tracked using an online service. The complete, digital service history can be transferred to new owner.

Exclusions

The following items are excluded from the sale:

- SCUBA tanks
- Fishing rods
- Paddle board

- Tool box and tools
- Bed sheets
- Owner's personal possessions

Image Gallery











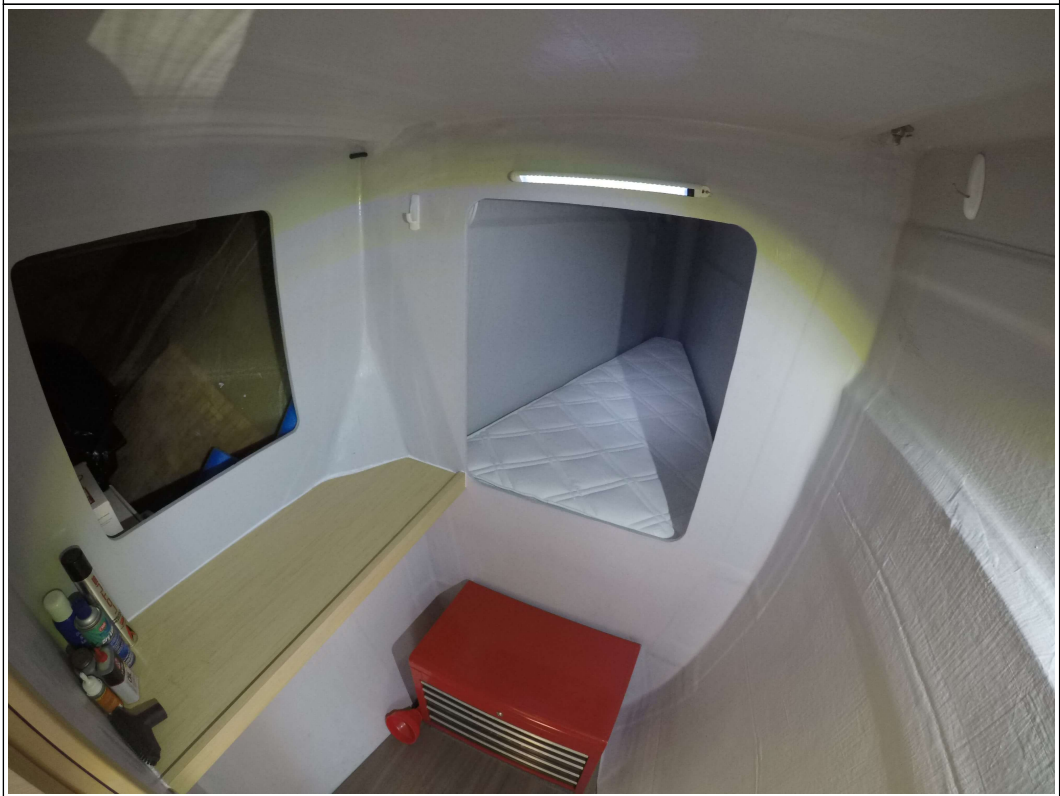








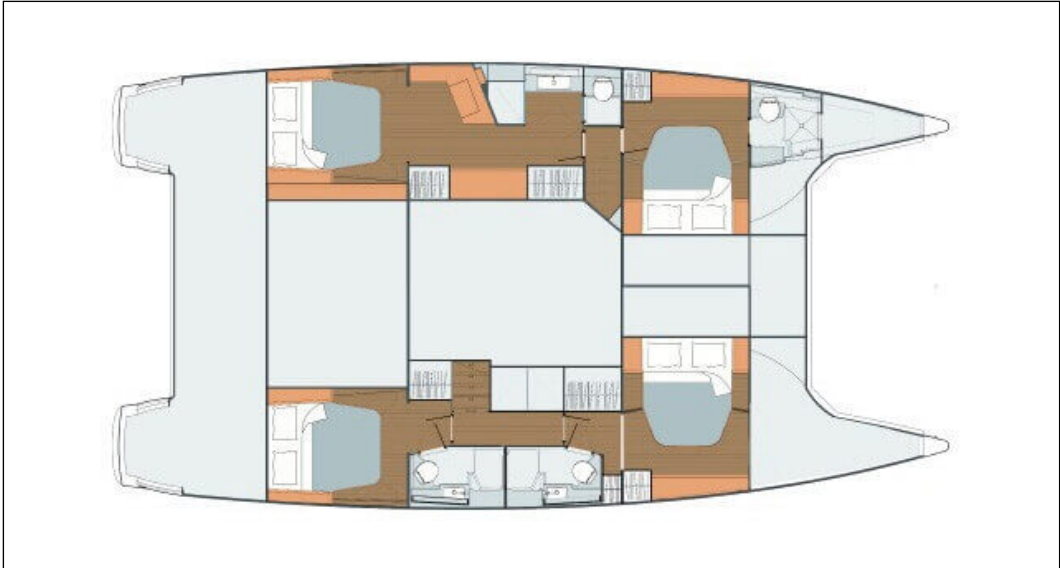


















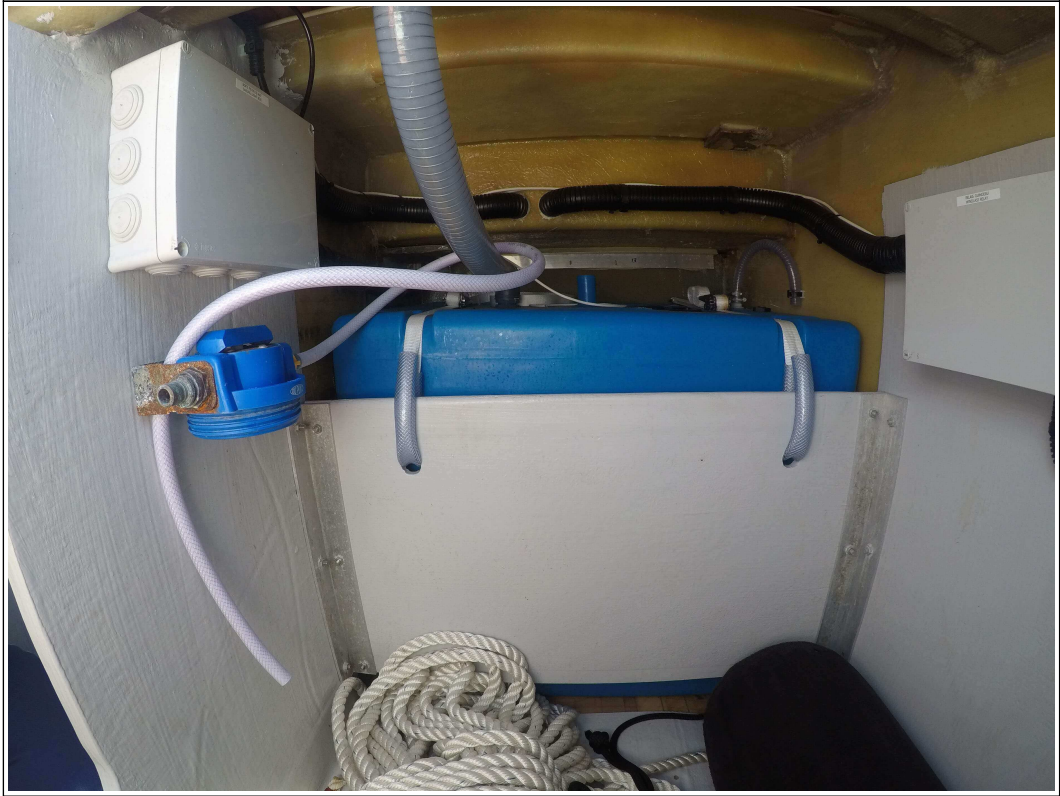






















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Mechanical Disclaimer

Engine and generator hours are as of the date of the original listing and are a representation of what the listing broker is told by the owner and/or actual reading of the engine hour meters. The broker cannot guarantee the true hours. It is the responsibility of the purchaser and/or his agent to verify engine hours, warranties implied or otherwise and major overhauls as well as all other representations noted on the listing.

Dinghy Disclaimer

All dinghies are considered separate vessels and should have separate titles and documents. There is no guarantee as to the title of the dinghy on this vessel so Buyer accepts that while he may receive the dinghy included in the transaction, he may not receive the proper title to it.