

# For Sale



## 2008 Lagoon 380 S2 Premium „EOS“

**Hull number:** 511  
**Dimensions:** 11,55m x 6,53m  
**Displacement:** 7,2to lightship  
**Location:** near Valencia / Spain  
**Price:** 179.900 EUR  
**VAT status:** European VAT fully paid with evidence  
**Contact:** [eos@bischof.de](mailto:eos@bischof.de)

## **History and background:**

This Lagoon 380 is privately owned and carries the German flag, and we are second owners from new.

The build started in February 2008 and the boat was handed over to the first owner for summer 2008. He originally intended to use the boat for his own family around Sardinia and Corsica, while allowing limited charter by a local charter company to offset the cost. However he cancelled the charter agreement after the first season and used the boat only privately for his family. The boat never left these islands and sailed only few sea miles. He used the boat mostly as a summer hideaway. When we bought EOS in 2016 we invested a lot of time and expense to upgrade and catch up on maintenance.

After our upgrades the boat is now fully self-sufficient for extended periods at anchor or on passage:

The solar panels generate more than enough energy so the batteries are typically full by 10:00 in the morning on a sunny day, even on rainy days the batteries are typically full in the afternoon. A second large fridge located in the cockpit uses the surplus solar energy to cool down even large amounts of drinks. The interior fridge has an electronic thermostat for improved temperature stability, and since drinks are now stored in the cockpit fridge the interior fridge is opened less frequently.

Thanks to the photovoltaic system we never use the engines or plug into shore power to charge our batteries. Night passages are no issue as the batteries can easily cope with the electrical loads at night including radar and autopilot, and are fully recharged during the day just by the sun. Recharging the batteries by engine alternator would only be required in case of multi day passages in bad weather (no sun).

The desalinator produces 6 liters of finest drinking water per hour, which is fed into a completely separate water circuit to keep it free of contaminants found even in potable water from shore. This water is primarily used for drinking / cooking / dishes so this relatively small output is generous.

If required the watermaker can be run 24h and produce 140 liters per day to refill the main tank. The watermaker draws only 4.5 amp so this is no significant impact on the batteries, and even with the watermaker running 24/7 the batteries are fully recharged by the early afternoon.

However we only very rarely resorted to this solution because cheap / free water is available in every port in the Mediterranean. For us the watermaker replaces bottled water and waterfilters used on other boats for cooking & drinking, and it extends the time between port visits to refill our main watertanks with shore water.

This boat is very clean inside and outside, and is in very good condition both technically and cosmetically. We are currently cruising the Mediterranean and everything onboard is functioning reliably with no need for repair. All systems have received a fresh service in April 2018, including change of all fluids, filters, impellers, saildrive shaft seals, new antifouling paint, etc. This boat is truly turnkey ready to travel anywhere in comfort.

In 2017 we enjoyed a 3 month trip from Sardinia via the Baleares to Spain, and several shorter trips. Now in 2018 we are on a 4 month trip along the coast of Spain, around Corsica and Sardinia and back to Spain via Baleares. In total we sailed about 8 months and covered about 3000nm with Eos over the last two years. We can honestly say that this catamaran has served us very well.

Eos is available for viewing near Valencia / Spain.

### **Works done in 2017:**

- New Electronics: new NMEA2000 network with the latest B&G Triton 2 instruments, sensor for depth/speed/temp, wind sensor masthead unit, B&G NAC3 autopilot with Triton 2 controller, B&G Precision 9 high rate compass and gyroscope sensor for enhanced course keeping
- New NMEA2000 AIS transponder with separate AIS antenna on spreaders
- New Service batteries: 2x Trojan T105 150Ah 12v batteries giving total of 300Ah @ 12V
- New Battery monitor Victron Energy BMV
- New 2x 280Wp solar panels (one on davits on a tilting mount, one fixed on bimini)
- New 2x Victron Energy MPPT solar charge controllers, with a bluetooth controller for easy configuration via Smartphone
- New USB sockets for charging smartphones, tablets, etc in both aft cabins and salon
- New LEAB Power AJ500 220v sine wave inverter
- New Helmseat upholstery replaced
- New Salon upholstery
- New Trampoline
- New Lazybag
- New 75m 10mm chain (Maggi Group Aqua4 Grade 40 chain)
- New Anchor 24kg Bügel
- Mainsail revised by sailmaker
- New Watermaker Powersurvivor 35 with a completely separate plumbing system: tank, pump and 3way faucet in galley
- All interior lights equipped with LED fittings
- New LED Navigation and anchor lights
- New hoses for cooking gas throughout
- New electric saltwater pump at galley sink (parallel to the factory fitted footpump)
- Changed routing of sink drain so no more clogged hoses - a plague in all 380s!
- Standard ice box in cockpit converted into a huge top-loading fridge for drinks
- New programmable electronic thermostat for galley fridge
- New 2x Jabsco marine toilets
- New Hatch seals on all Lewmar cabin hatches
- New Fabrics for Oceanair blinds on all Lewmar cabin hatches
- New exhaust mixing elbow port engine
- All usual maintenance: Fluids, filters, impellers, etc

### **Works done in 2018:**

- Antifouling Seajet 032 on hull and Velox Plus on Saildrives
- All winches fully disassembled and serviced
- Engines: oil, oil filter, pre-filter, diesel filter, coolant, impellers
- Saildrives: oil, shaft seals
- Outboard: Oil, gear oil, impeller
- New MOB buoy with LED light
- New MOB sling
- One folding propeller replaced

**Layout:** 4 cabins / 2 heads



### **Salon:**

The salon area sports a bench seating 5 persons with storage underneath. The salon table can be lowered and a center cushion added to create another double berth, very handy for night passages. Aft of the table is another seat with a backrest for 2 persons with storage underneath.

The aft facing galley area has a double sink, a 3way faucet for hot & cold & drinking water, and a separate faucet for saltwater that is operated either by foot pump or an electrical pump. Storage cabinets and drawers for all cooking utensils and food are provided. There is a large front-loading fridge controlled by a programmable digital thermostat that keeps the temperature much better than a simple thermostat, so food stays fresh much longer. The navigation area to port has a chart table with chart storage underneath and hosts some electronic equipment (VHF, instrument, battery monitor, stereo). The 230v and 12v distribution panel is also located there.

### **Hulls:**

Both hulls are mostly symmetrical and feature a large double aft cabin, a passageway, a head with integrated shower, a slightly smaller double front cabin, and a bow storage compartment.

Each aft cabin has a full size queen bed, some dressing area, and plenty of storage: one hanging cabinet, one shelf cabinet, and a front accessible storage cabinet under the bed. Aft of this cabinet there is a huge storage area under the bed. On the port side some space is taken by water heater and service batteries but starboard has about 1.5 cubic meters storage room for tools & spares.

Between aft and forward cabin is a passage way with stairs to the salon (a large shelf cabinet on the starboard side).

On the outer hull side of this passage way there is the head area with manual toilet, mirror, sink, cabinet and shower area with electrical shower sump pump. All surfaces are white gelcoat and easy to keep clean. On port side there is a holding tank, starboard is direct flush with no tank.

Forward is a slightly smaller double cabin, also with dressing area and plenty of storage: Again a hanging and a shelf cabinet, plus an under bed cabinet. Forward of this cabinet is over a cubic meter of storage space under the bed, accessible by lifting the bed. On the starboard side part of this storage space below the bed hosts the watermaker and its separate water tank and pump.

### **Outside:**

The cockpit is connected to the salon via a large sliding door and a sliding window. It has bench seating for 10 persons and a composite cockpit table comfortable for 6.

One cockpit seat holds a huge top-loading fridge for drinks, configured to run only on surplus energy (no energy drawn from the batteries). This configuration means cool drinks in the morning, and ice cold drinks from noon to late in the night. Can be configured to run 24/7 using a simple smartphone app.

The hardtop bimini provides shade and keeps rain out, it can be walked upon to access the boom. There is one large lazarette and a vented gas locker for two campingaz bottles, and another storage compartment under the helm area.

The helm station has a double seat, digital instruments and a 12" chartplotter. The chartplotter is connected to an energy efficient digital broadband radar.

Both transoms have steps down to the water level, the port side has a bathing ladder and a hot & cold shower.

At the transom of each hull is a large hatch to access the engine bays which are completely separate from the living rooms and have lots of space for doing regular maintenance.

On the foredeck in front of the salon there are two large self-draining lockers. One of these holds windlass, chain, spare anchor, etc and the other one is available for mooring lines, fenders, boat hook, etc.

The forepeaks of both hulls serve as large lockers for sails, fenders, water toys, etc, and are accessible from the outside through large hatches. Both forepeaks are sealed from the main hull with crash bulkheads.

**Engines and saildrives:**

- ⤴ Upgraded engines: 30HP Yanmar 3YM30 engines, should have around 1250hrs each in August
- ⤴ Engine bays are easily accessible via large deck hatches and separate from living space
- ⤴ 2x 100 liter diesel tank, giving a total range of around 650nm in calm weather, motoring on one engine at 5kn and 1.5 liter/hour
- ⤴ Pre-filters / water separators for each engine
- ⤴ Saildrives Yanmar SD20
- ⤴ Gori folding props giving much better sail performance in light winds
- ⤴ The engines start immediately on the first push, never smoke or steam, don't consume oil and are very economic.

**Sails:**

- ⤴ 30sqm Genoa by Incidences Sails, on Facnor roller furler, in good condition
- ⤴ 47sqm Full battened main by Incidences Sails, on ball bearing luff cars, in reasonable condition (OK for cruising but will need replacement in the foreseeable future)
- ⤴ 2 reefing points, each with 1-line reefing so all reefing is done from the helm
- ⤴ 60sqm gennaker by Incidences Sails, on Profurl endless roller furler, in good condition
- ⤴ Lazybag by Elvström Sails

**Deck Equipment:**

- ⤴ 2speed Harken winches: 1x ST44 and 1x ST40 at helm, 1x ST40 on starboard side for spinnaker / gennaker handling
- ⤴ Hatches:
  - 2 fixed escape hatches in aft cabins
  - 2 Lewmar 54 hatches to access forepeaks
  - 4 Lewmar 30 hatches, one in each cabin
  - 2 Lewmar 10 hatches in heads
  - 2 Lewmar 30 Hatches in salon
  - 4 Lewmar portholes (one in each cabin)
- ⤴ Removeable bowsprit for gennaker
- ⤴ Front trampoline
- ⤴ Fibreglass plank to run the chain over the trampoline
- ⤴ Hardtop Bimini on stainless steel frame, easy to walk on for accessing the boom
- ⤴ Swim ladder
- ⤴ Cockpit shower hot & cold
- ⤴ Pushpits with seats at the bows

**Anchoring & Docking:**

- ⤴ Electrical anchor windlass Quick Hector 1000w with remote control
- ⤴ Primary anchor 24kg Bügel anchor
- ⤴ Secondary anchor 20kg Brittany with 50m anchor rope
- ⤴ 75m of 10mm G40 chain
- ⤴ 150+m anchor rope
- ⤴ Bridle with Wichard chain hook
- ⤴ Fenders
- ⤴ Docking lines
- ⤴ Aluminium gangway, can be mounted on both transoms

## Electrical System:

- ⤴ 220v shore power with battery charger, water calorifier, sockets in each cabin and salon / galley area
- ⤴ Shore power charger 40A Cristec, charging house and both starter batteries simultaneously
- ⤴ Service batteries: 2x 150Ah 12v Trojan T105 giving a total of 300Ah. These are long lasting, high quality heavy duty traction batteries not comparable with simple lead acid starter batteries that last only a year or two no matter how big they are. Typical discharge is 90% SOC per night at anchor, and deepest discharge so far was 70% SOC on a night passage under sail.
- ⤴ Engine batteries: 2x 70Ah 12v Lead Acid battery
- ⤴ Emergency battery coupling between starter batteries
- ⤴ Automatic bridging relay for charging the house batteries when motoring with no voltage drop
- ⤴ 2x 280Wp solar panels, one mounted on the bimini, one on a tilting mount across the dinghy davits
- ⤴ 2x Victron Energy MPPT charge controllers, so each solar panel has its own MPPT controller for perfect output especially when partially shaded
- ⤴ Victron Energy Smart Bluetooth dongle to configure the MPPT charge controllers by smartphone
- ⤴ Resettable automatic fuses for all solar circuits
- ⤴ Battery monitor Victron BMV600
- ⤴ LEAB Power AJ500 220v 400W pure sine inverter, with remote switch, separate RCD safety cut-off switch and resettable fuses. This inverter feeds even the most delicate electronic devices with pure sine wave and can run 24/7 due to low standby consumption. Very handy for electronic devices that take many hours to recharge
- ⤴ All light fixtures with bright warm-white LEDs
- ⤴ Anchor light LED
- ⤴ Navigation lights LED
- ⤴ 2 USB sockets in each aft cabin and salon for charging mobiles and tablets

## Electronics:

- ⤴ Navman 8120 12" chartplotter at helm (this CP was later re-branded as Simrad NX45)
- ⤴ Navman 24nm digital broadband radar (later re-branded as Simrad 3G radar). Broadband radar is a special technology by Navman (now Simrad): Much better close target resolution than a normal radar, it can even track individual windsurfers zooming around the boat! In addition this type of radar consumes only a fraction of the power a normal radar uses so it can run all day long.
- ⤴ 2x B&G Triton 2 multifunctional displays at helm (highly configurable digital instruments with bright displays)
- ⤴ B&G Triton 2 autopilot controller
- ⤴ B&G wind masthead unit
- ⤴ B&G triducer (speed, depth, temp)
- ⤴ B&G Precision 9 High speed compass and motion sensor
- ⤴ B&G rudder position sensor
- ⤴ B&G NAC3 autopilot course computer with hydraulic ram
- ⤴ AMEC Camino 108W AIS transponder with separate VHF antenna at spreaders  
The AIS transponder has an integrated Wifi hotspot: any PC/tablet/smartphone can display the boat's position and AIS targets on charts, for example using the free

OpenCPN app

- ⤴ Navman 3100s speed repeater display at nav station
- ⤴ Navman 7200 DSC VHF connected to chartplotter so any DSC alert and position request is displayed on the chart
- ⤴ All B&G devices, the AIS transponder, the masthead unit, the tridata and rudder sensor are connected by a NMEA2000 network. The Navman devices are connected by NMEA0183 and Navbus, with the AIS transponder acting as a translator between NMEA0183 and NMEA2000.
- ⤴ BOSS Marine CD stereo with 4 speakers, remote control at helm, and headphone jack input for MP3 players / smartphones

### **Plumbing:**

- ⤴ 2 water tanks, capacity 2x 300 liter
- ⤴ Pressurized hot & cold water
- ⤴ Desalinator Powersurvivor 35, producing purest drinking water at 5,5-6 liter per hour while it draws only 4,5 ampere. Typical salinity 180-220ppm in open waters
- ⤴ Separate plumbing for drinking water: The desalinator feeds a separate 40 liter tank with its own pressure pump, hoses and faucet at galley. The drinking water system is only filled with pure RO water by the desalinator and never contaminated with any shore water. The 40 liter tank has an overflow into the main water tanks to refill the main tanks.
- ⤴ Special 3way- Faucet in galley with hot & cold water and drinking water
- ⤴ Hot water calorifier 30 Liter heated by 220V and starboard engine
- ⤴ Hot / cold cockpit shower at transom
- ⤴ 2x Jabsco marine toilets
- ⤴ 1x blackwater holding tank, emptied by gravity into the sea or deck pumpout

### **Safety Equipment:**

- ⤴ Set of distress signals
- ⤴ MOB sling with automatic MOB light (LED)
- ⤴ Plastimo TransOcean offshore liferaft for 8 (needs servicing)
- ⤴ 2 electric bilge pumps with automatic switches and audible alarm
- ⤴ 2 manual bilge pumps
- ⤴ 5 fire extinguishers
- ⤴ Emergency tiller
- ⤴ Stainless steel Pushpit and lifelines

### **Galley:**

- ⤴ Integrated double sink with 3way faucet for hot / cold water plus drinking water
- ⤴ Saltwater faucet with both foot and electrical pump
- ⤴ ENO Oven
- ⤴ ENO stove with 3 burners
- ⤴ 2 cooking gas bottles in vented cockpit locker
- ⤴ Front loading fridge with freezing compartment and smart electronic thermostat, capable of keeping temp within 1 degree so food stays fresh longer

### **Dinghy:**

- ⤴ Dinghy Davits
- ⤴ 3,1m RIB with solid fibreglass hull



- ⤴ Tohatsu 6hp 4 stroke outboard with 15 liter tank
- ⤴ Outboard mount on pushpit

**Misc:**

- ⤴ Curtains at salon windows, cabin windows and portholes
- ⤴ Oceanair blinds at cabin hatches
- ⤴ Cockpit cushions in PU leather
- ⤴ Original invoices for the boat as evidence of VAT status
- ⤴ CE certificate
- ⤴ Manuals for all systems onboard