Phone: +614 20882296
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Level 3 304-318 Kingsway Caringbah NSW 2229

# Lazzi 1650 Aluminum Expedition Catamaran

$375000 Price Reduced

## Specifications

### Boat Details

| | | | |
|---|---|---|---|
| Price | $375000 Price Reduced | Boat Brand | Custom |
| Model | Lazzi 1650 | Length | 18.00 |
| Year | 2004 | Category | Cruising Yacht |
| Hull Style | Multi | Hull Type | Aluminium |
| Power Type | Sail | Stock Number | #Lazzi5522 |
| Condition | Used | State | International |
| Suburb | Fiji | Engine Make | Yanmar |

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## Description

LAZZI 1650 EXPEDITION CATAMARAN - HIGHLIGHTS

2004 Custom Built Aluminum Expedition Catamaran

Ideally Suited for Expedition Boat or Skippered Adventure Charter

Fully Equipped Turn-Key Ready for Extended Blue Water Cruising

Extensively Upgraded (major refit in 2019)

New Engines and Sail-Drives

Fresh Bottom Paint and Service August 2022

150 litre/hour Watermaker and New Diesel Generator

2022 Pre-Purchase Yacht Survey Available Upon Request

Not Available Before April 2023

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Nautilus Yacht Management is proud to present 'Vava-U' to the market. This custom built aluminum hulled vessel is a fine example of exactly what the true expedition catamaran should be: low maintenance, reliable, spacious, robustly built and loaded with storage space. This boat was built for adventuring – not for sitting dockside being polished. The owner chose this boat for her spaciousness and stability while still being able to sail quickly and comfortably.

With nearly 90,000 nautical miles under the keels, Vava-U has been proven a very capable blue water performer. At 23,000kg and with extended transoms, this boat delivers a smooth ride and avoids the "hobby horsing" motion experienced by smaller, lighter catamarans. This boat also has excellent load carrying capacity while still averaging 175 mile days.

Twin fin keels provide good windward performance while keeping the draft at only 1.5m. It is safe and easy to beach the boat with a moderate tide for inspection or underwater maintenance.

The cockpit is well laid out with twin steering stations to port and starboard – each with captain's chairs, instruments and engine controls. From the helms, there is an excellent view of the decks and sails while providing quick access to sail control winches and cleats. With the addition of electric winches, sail handling can be done easily enough by a short handed crew. The cockpit can also be fully enclosed with the zip-in clears for increased comfort on cold or wet days.

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The large cockpit offers ample seating and tons of storage space with natural teak flooring, an L-shaped bench and large table that can easily seat 6 people for outdoor dining. With two additional benches, the cockpit can comfortably handle large gatherings of 10 or more people. All benches are padded to keep the crew comfortable and are also great for sleeping. There is a large amount of under-seat storage where the owners store dive tanks, spare parts and fishing tackle. Behind the aft bench there is a platform for storing the primary tender. With assistance from the electric winch, the tender can be efficiently raised and safely stowed away for the night or while on passage – making it a one person job.

The engine rooms, located behind the helms, are easy to access and are very spacious for performing maintenance on the new 75hp Yanmars. Both engine rooms are equipped with fire extinguishers as well as 40 litre hot water tanks. The water is automatically heated by the engine (when running) or electrically to ensure a constant supply available, if desired.

The large steps at the transoms make great platforms for easy boarding, swimming, fishing, diving or any other water activities.

The saloon is accessed from the cockpit via a large sliding door and comprises the settee, galley, office and nav station. The interior is very bright and well ventilated thanks to the 6 front hatches, 4 fixed windows on each side and 2 top hatches. All hatches and windows have a privacy/UV film installed. The large round saloon table can comfortably seat 8 people and also provides additional storage, both in the table and under the seating. There is a cabinet between the saloon and the office area which creates a nice separation between the two spaces and includes lots of built-in storage and a fully automatic Siemens coffee machine. The saloon is also equipped with a Webast heater to keep the crew comfortable when exploring colder latitudes.

The galley has good ventilation and is very well equipped. It has a large sink and draining rack, a four-burner gas stove, a 210 litre refrigerator and a dishwasher. With anti-slip surfaces, preparing meals in a variety of conditions is not an issue. In keeping with the rest of the boat, the galley has ample cupboard space and other storage.

The nav station is conveniently located to the starboard side of the saloon entrance. It has comfortable seating for extended navigational planning or monitoring instruments on night watches.

VAVA-U has 4 spacious cabins with bookshelves, reading lights, 220V electrical outlets, heating, privacy blinds, large clothing cabinets, and excellent ventilation and natural lighting with the top and side hatches.The two forward staterooms each contain a queen sized bed plus an additional side bunk with a locker under it. The aft stateroom on the port side has two single beds, but you can join them together to form a queen sized bed. The aft stateroom on the starboard side has one single bed and a washing machine. The Lithium battery bank is located under part of the berth. Under the floor in both aft cabins, are the diesel fuel-tanks, each with 750 litre capacity.

The main corridor is similar in each hull. There are entrances to the staterooms (forward and aft), as well as separate doors to the head and bathroom. Freshwater tanks are located under the floors in both corridors.

The two generously sized bathrooms both have top and side hatches; a high quality shower mixer with consistent hot and cold water and excellent pressure; small and large storage lockers; a big mirror and 220V power supply. The marine heads are situated in their own rooms, each with an opening top hatch. Both heads have been upgraded from manual pump to electric flush. The holding tank capacity is 250L or waste can be directed overboard.

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TECHNICAL DATA

Hull: Catamaran

Class: Cruiser/Expedition

Location: Noumea, New Caledonia

LOA:18m

LWL: 17m

Beam: 8.6m

Draft: 1.5m

Max Bridge Clearance: 25.5m

Sail Area: 211m2 (approx.)

Water Capacity 2,500 L (2x 1,250 L)

Fuel Capacity: 1,500 L (2x750 L)

Holding Tanks: 500 L (2x 250 L)

Displacement: 23,000kg

Material: Aluminum

Keel: Fixed Fin Keels

Builder: M. Perret Joel Et Berthomier Jacques, St Pierre Quiberon, France

Designer: Gilbert Caroff (France)

Model: Lazzi 1650

Flag: Malta

Official No: 14373

Call Sign: 9HB3169

Ship Name: VAVA-U

Year: 2004

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Berths: 7 + 2 (2 double berths, 3 single berths, plus 2 side bunks)

Cabins: 4

Bathrooms: 2

Heads: 2

Engines: Twin Yanmar 75hp (4 cylinder turbo diesel)

Fuel Consumption: 3 litres +/- per hour per engine at 2,200 RPM

Max Speed (under power): 10-12 Knots (3,100 rpm)

Cruise Speed (under power): 5-6 knots (one engine) 7-8 knots (both engines)

Engines

2 Yanmar 4JH4-TE (75HP) with approximately 500 Starboard and 700 Port hours (new 12/2019)

Yanmar SD60 sail-drives (new 12/2019)

Flexfold Bronze 3-blade folding propellors

Machinery and Electrical

Fischer Panda Generator 10,000i, 230V 8.5KVA - 530hours

Aquatec Water-maker AC150, 230V (produces 150L/hour)

2 x Stainless Steel Hot Water Tanks (40L each)

12KW Webasto Diesel furnace for interior heating

VAVA-U comes very well equipped and ready for immediate offshore sailing and full time off-grid, self-sufficient living with a comprehensive mechanical and electrical inventory. The fridge/freezer and electronics run from the 950W solar system 70% of the time (in sunny weather). The 8.5KW 220V generator is used occasionally when there are several consecutive cloudy days or when the water-maker or the washing machine are in use.

There is a 5000-Watt pure sign wave inverter at 220 Volts for domestic needs such as the coffee machine, curling irons and electric blenders etc. that can be used as desired without requiring to start the generator.

A stand-out feature of VAVA-U is the exceptional space for machinery and systems in the aft mechanical compartment which is fully separated from the main living area by a watertight bulkhead. All this space is contiguous

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and allows for excellent access to service the main engine, generator and multiple systems. Access is through four very large starboard and port cockpit locker hatches. Service and repairs can take place without disturbing any interior living space.

The boat is wired to run with 12V, 24V and 220V outlets with a 120Amp charger that can run anywhere in the world - a huge advantage when world cruising. There is also an isolation transformer to only allow clean power inside the boat. This prevents damage from any power surges or inconsistent power supplies at marinas.

Note: Additional system details on electronics list

Deck Hardware and Fittings

1 x MSN-48 electric winch on the mast for hoisting halyards (24V with remote control)

2 x MSN-56 primary deck winches port and starboard for Genoa sheets and reefing (24V)

2 x Anderson 52 two-speed winches for the main sheet (cockpit)

2 x Anderson 58 two-speed secondary winches for Genoa and Jib furler (one mounted port and the other on the starboard side)

The foredeck features a large trampoline which is a great place the sunbathe or enjoy an evening drink.

20 x opening Goiot hatches (all in good condition)

Double life lines

2 x Aft / Cockpit shower

Boarding / Swim ladder

2 x large access hatches to the mechanical area

Dedicated Propane locker with 10kg tanks

Twin steering stations

Anchoring and mooring

MUIR Capstan vertical 2,500 windlass 24V (new 2019)

2x 55kg Delta anchors – 1 primary and 1 spare (spare needs re-galvanization)

110m 12mm Lofrans galvanized chain (new 2017)

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Danforth 35kg anchor (additional spare)

Fortress 85 stern anchor (starboard side)

3 x Reels of 120m 1-inch diameter yacht braid rode

Hulls and Construction

Vava-U is an exceptionally well built offshore cruising catamaran. Built in France as a one-off design from Gilber Caroff. The hulls are completely constructed with AIMg4.5 aluminium. Collision bulkheads are placed both fore and aft and there are three water-tight compartments. There are fixed keels under each hull which measure approximately 6m in length and are 70cm deep +/-. The twin rudders are positioned at twice the keel depth and behind the SD60 sail drives.

Tenders

Vava-U comes with three tenders.

The big oneis a 2016 MERCURY 4.2 Hypalon dinghy with plastic floor and a 50 Horsepower MERCURY 50EFI 4-Stroke engine (2016) with 550 hours and works perfectly. The oil and filter were changed every year and in 2022 the engine received new brackets. There are some spare parts on board for this engine.The dinghy has 19-inch diameter tubes (larger than average) which provides for a much drier and more comfortable ride. The dinghy is also equipped with a centre console and hydraulic steering. Under way, there is room to store the tender (with engine still mounted) securely amidship on a platform at the back of Vava-U. It is easily hoisted and lowered on the davits using the electric winch.

The middle sized tenderis an AB 3.2 Hypalon dinghy with plastic floor (old with a lot of patches) and a 15 Horsepower Yamaha 2-Stroke engine (old but working very well) with some spare parts on board.

The small tenderis a 2016 SEATEC 2.3m PVC dinghy with PVC floor and a 2.5 MERCURY 4-Stroke engine (2018) with 50 hours.

Safety Equipment

2 x Emergency steering tillers

6 x electric bilge pumps 24V

6 x manual bilge pumps

2 x BOMBARD Ocean 10-person life raft with hard case (1 new 2016)

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Kannad EPIRB (new 2015)

Iridium Satellite Phone with external antenna

First aid kit

Two EASY-ONE MOB device

2 x Engine room automatic fire suppression system

Generator room automatic fire suppression system

8 x Lifejackets

8 x Harnesses

Jack lines

2 x standard life buoys

2 x automatic life buoys

Automatic signal buoy

5 x Fire extinguishers

Fire blankets

Electrics and Electronics

New Lithium batteries with BMS 480Ah (2016)

At Helm Stations:

2 x Compass (one each helm station)

2 x Raymarine ST60+ wind (one each helm station)

2 x Raymarine ST60+ log (one each helm station)

2 x Raymarine P70 autopilot (one each helm station)

2 x B&G multi function display (one each helm station)

2 x Windlass controls (one each helm station)

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2 x Horn (one each helm station)

2 x Engine electronic controls (one each helm station)

Note: More detailed electrics list available on request

Sails and Rigging

Fractional Sloop Rig

Lower shrouds (side stays) replaced (2022)

Diamond rigging for upper and lower spreaders replaced (2020)

Primary forestay replaced (2020)

Aluminum mast (84 feet) and aluminium boom

MSN 48 RST electric winch was refurbished in 2018

Outer and inner forestays for Genoa and Jib

2 x Anderson 52ST winches for main sail sheet

2 x MSN 56 electric winches for Genoa and Jib sheets

Mainsail - 96m2 fully battened with double ply leech and 3 reefing points (built in 2014, serviced / restitched in 2020)

Mainsail Sunbrella Stackpack (2014)

Headsail - 75m2 Dacron Genoa (new 2020)

Headsail - 75m2 Dacron Genoa (new 2014 spare)

Headsail - 40m2 Working Jib

Headsail - 20m2 Storm Jib

1.5 oz Asymmetric Spinnaker (250m2) in sock (2015)

2.5 oz Asymmetric Spinnaker (190m2) in sock (2016)

Aluminium Bow Sprit

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Miscellaneous and Extras

Dive Compressor 300bar 25L/min (in port engine room)

6 x 7L steel dive tanks with DIN style valves

3 x Poseidon Extreme regulator (complete with 3 service kits)

3 x BCD (1xM 2xXL)

3 x lead weight belts (20kg total)

3 x dive computers

Many masks and fins of various sizes

Spare Parts and working tools

Vava-U comes with a number of spare parts ready aboard including:

Many other plumbing, filters, impellers and other miscellaneous pumps and equipment.

Also many tools for engines, wood, and metal like:
Angle grinder 230V (x2)
Circular saw 230V
Multitool 230V
Dremel 230V
Cordless screwdriver (x3)
Orbital sander 230V
Welding machine (WIG) 230V for aluminium and stainless steel including Argon gas bottles (x2)
Vice (x2)

Recent Upgrades

2016

New Lithium batteries with BMS 480Ah

2018

New Fortress stern anchor

New Windlass and anchor chain

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New electric winches (Genoa x 2 plus main winch 2017/18)

New kayaks x 2

2019

Yanmar Diesel Engines replaced, complete with new SD60 Sail-Drives

New Genoa (head sail) complete with new Furler

New Victron Multiplus 24/5000/120 charger/inverter

Electrical survey completed in New Zealand (available upon request)

Hydraulic Steering in main tender

Main Delta Anchor and Danforth Anchor re-galvanized

New Wind Protection in cockpit

New Slatted Frames for all beds

New SUPs x 2

2020

Diamond Rigging for upper and lower spreaders replaced

Primary Forestay replaced

2021

New Fischer-Panda Diesel Generator

New Raymarine Autopilot Computer with 3 new Head Controls

New Upholstery in Saloon and Office

2022

Bottom Cleaning

Fresh Antifouling

Siemens Coffee Machine EQ6plus 100s

New Mainsail Halyard

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Lower Shrouds (side stays) replaced

New Engine Starting Batteries 95Ah/12V

New Sensors for both Water and Fuel tank gauges

Mainsail removed for service and re-stitching at professional sail loft

Watermaker serviced with Motor Wiring replaced

Raymarine Instrument Displays replaced (wind x 2, speed/depth x 2)

Furuno GPS Display replaced

VHF Radio Display replaced

Boat Surveyed – all repairs recommended in survey report were completed in August 2022

Potential Maintenance and Improvements for Future Owner

VAVA-U is ready to go offshore cruising immediately and there are no major improvements imminently necessary. VAVA-U has had continued maintenance and is in turn-key condition. The last coat of anti-foul was in Vanuatu in August 2022.

The Mainsail was installed in 2014. In 2020, all the seams were newly double stitched and the sail was serviced again in September 2022. Depending on how much sailing is planned, the new owner may want to budget for replacement in two to three years from now.

The solar panels and the regulators are all working well, but they are from 2004. The boat would benefit from an upgrade to more modern and efficient solar panel technology.

The 120m 12mm Anchor Chain and the secondary 45Kg DELTA Anchor need to be re-galvanized to extend the performance life span.

Owner’s comments and Vessel History

"VAVA-U was built in 2004 at a small, private French shipyard on the Atlantic Ocean near Brest in St. Pierre Quiberon. The plans of a LAZZI 1650 created by the french designer Gilbert Caroff served as a template for the first two owners.

I know from old documents that the two first owners sailed VAVA-U across the Atlantic and back to the Mediterranean. In Tunesia, VAVA-U was sold in 2009 to the second owner.

The second owner sailed Vava-U with his family (wife and two children) from 2009 until the end of 2012 in the

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Mediterranean and the Caribbean, where I was then able to buy her in Martinique in February 2013. The log reading at the time was about 18,000 miles.

From March 2013 to date, almost 70,000 miles have been added in which VAVA-U crossed the Atlantic twice (2013 and 2016),
- I spent summers 2013-2016 in Greece.
- Sailed 2017 in the Caribbean, BVI's, Bahamas and USA to New York and the Hamptons.
- 2018 from the Bahamas again to Miami and Key West then Cuba, Cayman Islands, San Blas Islands, through the Panama Canal to the Galapagos, the Marquesas and French Polynesia.
- In 2019 we went from French Polynesia via the Cook Islands to Samoa, Tonga and New Zealand.
- 2020 circumnavigation of New Zealand's North Island to Nelson, Picton and Wellington. Then in June from Auckland to Fiji.
- July 2020 to April 2022 was a COVID break in Fiji, where I sailed about 5,500 miles mostly alone.
- From April 2022 to the end of August 2022 again with crew around Fiji to Vanuatu and New Caledonia.

When I was looking for a new ship for myself at the end of 2012, it was clear that it should be a catamaran with which I could sail around the world and take fellow sailors with me. It had to be a spacious, safe and stable catamaran that also sailed quickly and offered the necessary comforts for my guests. At that time, I found Vava-U in Martinique.

VAVA-U is not a five star catamaran with high gloss interior. It has small quirks and "corners", but it is stable and robust and not every small scratch becomes a problem. For me, VAVA-U was and is very well suited as a charter ship for fellow sailors, or as an expedition ship for a family who would like to live on the ocean for a while.

After the transfer from the Caribbean in spring 2013 and subsequent sailing in Greece, VAVA-U came to the shipyard in Slovenia in the winter of 2013/2014 for the following upgrades:
- Pump toilets exchanged for electric ones
- Watermaker (230V, 2.3 KW with 150 L/hour) installed
- Refrigerator (230V, 215L) exchanged
- Parts of the teak deck renewed with 8mm teak
- Underwater hull redone
- New Mainsail and Genoa

In the following winter years 2014/15 and 2015/16 VAVA-U was at the shipyard in northern Italy near Monfalcone for additional upgrades:
- Two aft cabins rebuilt
- Parts of the saloon were converted into an office
- Extra new freezer (230V, 80L)
- New washing machine (top loader 230V, 6.5 kg)
- New dinghy
- Two new spinnakers of 250m² and 190m²

In the summers of 2013 to 2016 I was with guests in Greece, mostly in the Cyclades, where it is not uncommon for 30-40 kn winds to blow from the northeast (MELTEMI), which VAVA-U didn't mind and always stayed safely anchored with the heavy ground tackle. In the bays we were able to take advantage of VAVA-U’s water sports offerings with

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SUP's, canoes, water skiing and wakeboarding.

For me, VAVA-U was and is my floating home since March 2016, which has fulfilled my lifelong dream. I have felt very safe in all previous situations on VAVA-U. In my opinion, VAVA-U is the perfect ship for a family, for crew charters and/or as an expedition ship. With its four large cabins, the spacious saloon with pantry, navigation and office area, it comfortably accommodates 8 people. In fact, ten of us were on board without any problems because there is also plenty of space outside and various seating options that are well protected from the weather. On deck, the trampoline offers a wonderful sunbathing area. At the stern is a large platform that makes boarding and disembarking very comfortable and safe.

VAVA-U is not a racer, but still a fairly fast ship, especially on light upwind courses. She runs up to 60 degrees above ground against the wind with a brisk ride.

With its three electric winches for mainsail and headsail, VAVA-U can also be sailed alone with the help of the autopilot. Even reefing the mainsail is no problem while single-handed.

On the ocean passages in the Atlantic and Pacific I usually made 175 mile days and sometimes up to 200 mile days.

With its two fuel tanks of 750 litres on each side, VAVA-U is self-sufficient for a very long time.

There are also two 1,250 litre fresh water tanks on each side and a watermaker which produces 150 litres/hour.

The washing machine, fully automatic coffee machine, generator, compressor and centre-console dinghy with 50 hp outboard motor with which you can go water skiing or wakeboarding, contribute to further comfort on VAVA-U. And don't forget the 12KW Webasto diesel on-board heater.

The spacious engine compartments and the generator room are of great advantage for maintenance and repair work. The two rudder rooms are sealed off separately and are also easily accessible.

The new owner of VAVA-U can also expect an extensive and unusual range of tools and machines with many spare parts and all the associated manuals, mostly as PDFs on the on-board computer.

After almost 10 years of being on the sea with VAVA-U, it's about time to say goodbye and start a new chapter in my life. I will definitely miss VAVA-U and sailing with her, but I will also be happy if she finds a new owner who will surely experience many new adventures on the oceans or anywhere else in the world with her. In this sense, "Live your dream," just as it has been mine so far. "

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## Engine Details 1

| | |
|---|---|
| Engine Make | Yanmar |
| Engine Hours | 500 |
| Horse Power | 75 |
| Fuel Type | Diesel |
| Drive Type | 10 |
| Fuel Capacity | 1500 |
| Propeller | 3 Blade Folding |

## Engine Details 2

| | |
|---|---|
| Engine Make | Yanmar |
| Engine Hours | 700 |
| Horse Power | 75 |
| Fuel Type | Diesel |
| Drive Type | 10 |
| Fuel Capacity | 1500 |
| Propeller | 3 Blade Folding |

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