

Shipyard photo of the Lagoon 450 – model illustration, not this boat. Photo: © Nicolas Claris / Lagoon (Groupe Beneteau)

Lagoon 450 · Year of build 2013

Location according to the listing: Pula, Croatia · listed on Band of Boats

Origin unclear · 4 cabins · plus VAT (included)

Profile

Budget	550.000 € all inclusive (up to ready to sail)
Cabins	at least 3
Length	from 45 ft (13,7 m)
Sailing plans	Atlantic and Caribbean
Boat may lie in	Mediterranean, Caribbean
VAT	doesn't matter – it is factored in
Ex-charter	fine
Equipment	as fully equipped as possible
Purchase and holding period	Purchase 2027, 3 years, sale 2030

321.300 €	77.456 €	387.000 €	264.000 €	123.000 €
Asking price	Mandatory: repair and equipment	Total cost until ready to sail	estimated sale price 2030	Net costs 2027–2030

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Pursue further only with a surveyor – clarify first: berth location uncertain. Target price 285.957 € to 305.235 €.

Does it suit you?	Is the boat good?	Is the price fair?	Do the costs add up?
review Deviation: location; model suitable with restrictions	review essential items 24 % of the price, many details missing	review no reliable market value estimate	good 163.000 € reserve in the budget

Assessment: Lagoon 450 from 2013, total cost to ready-to-sail 387.000 € – 163.000 € below your budget. The model is suitable for the Atlantic and Caribbean with limitations. Viewing only with a surveyor and only after the main risks have been clarified in writing.

Negotiation range

321.300 €	285.957 € – 305.235 €	295.596 €
Asking price	realistic purchase price (5,0–11,0 % below asking price)	Basis of calculation for this report (8,0 % below asking price)

Flat deduction: customary negotiation deduction 8,0 %. What is measured are asking prices, not sale prices – the range is a reasoned negotiating position, not a promise.

Main risks – clarify before the viewing

1. **Location uncertain:** The portal states Pula, Croatia; with this portal that is often the dealer's registered office. Have the berth location confirmed in writing before any planning.
2. **Recalls for the model:** Lagoon/VPLP inspection programme main transverse frame; Lagoon 450 mast compression post; Lagoon 450 forward bulkhead; Goiot escape hatches. Request proof of the retrofit from the seller (invoice or shipyard confirmation).
3. **Warranty and shipyard view:** According to reports by owners in a sailing forum: Lagoon treats long motoring against wind and sea as improper use and therefore as grounds to reject warranty claims.

Important: Automated pre-purchase review based on public listing information and documented model knowledge, data as of 02.11.2026. Not a survey, no viewing, no legal, tax or financial advice. Seller's statements have not been verified on site. Prices, costs and resale values are estimates. Before a purchase: viewing, survey by a surveyor and review of the documents. Our terms of use apply (see last page).

Layout of the Lagoon 450



Lagoon 450 – layout 3 cabins owner's version



Lagoon 450 – deck plan saloon and cockpit



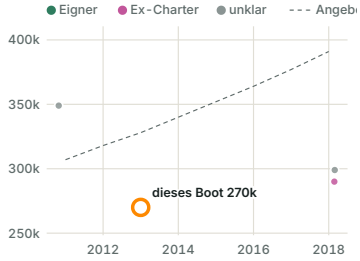
Lagoon 450 – layout 4 cabins

Layout graphics from the yard for the model, not this boat. Photo: © Lagoon (Groupe Beneteau) – yard photo from the yard's brochure

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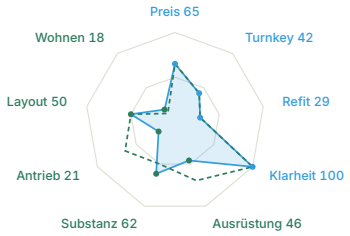
Is the price fair?

Active listings of the Lagoon 450 by year of build, this boat in orange



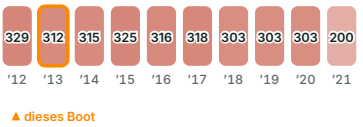
Where is the boat strong?

Area: condition today according to the listing (boat axes blue, condition axes green); dashed: after refit and mandatory equipment, 0–100



How risky is this year of build?

Findings per year of build from public sources and owner communities



Does the boat match your purchase wish?

	YOUR REQUEST	THIS BOAT	
Budget	550.000 € all inclusive	387.000 € all inclusive	✓
Cabins	at least 3	4	✓
Length	at least 45 ft	45,8 ft (13,96 m) according to the listing	✓
Location	Mediterranean, Caribbean	Pula, Croatia – according to the portal, often the dealer's seat: have this confirmed	!
VAT	any	plus VAT (included)	✓
Origin	Ex-charter possible	unclear	✓

The boat according to the listing

AREA	DETAILS	ASSESSMENT
Engine hours	4.400 h	high – compression and oil analysis
Energy	Solar yes, lithium bank no, generator no	Retrofit included: lithium bank
Navigation	Plotter/navigation, autopilot	Ask the seller about AIS and radar
Anchoring	no according to the listing	new purchase included
Life raft	no according to the listing	new purchase included
Survey	not stated	plan for your own survey

Structured details from the listing, not verified.

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Total cost calculation

Asking price according to the listing (excluding VAT)	270.000 €
VAT (included)	51.300 €
Asking price including VAT	321.300 €
Purchase price after negotiation (8,0% below asking price, see negotiation range)	295.596 €
Repair and safety (mandatory)	48.860 €
Bluewater equipment (mandatory)	28.596 €
Additional costs (survey, craneage, escrow)	10.948 €
Delivery	3.000 €
Total cost until ready to sail	**387.000 €**
Reserve within your budget	163.000 €
Estimated selling price 2030	264.000 €
Net costs for 3 years	**123.000 €**
Desirable in addition (optional)	54.048 €

This is how we estimate the selling price in 2030

Purchase price after negotiation	295.596 €
+ 30 % of the mandatory retrofitting (77.456 €), which raises the boat's value	23.237 €
= value at purchase	318.833 €
Ageing from 14 to 17 years (2027–2030, value curve of all catamarans in the portfolio), -9,20 %	289.500 €
Value trend of this model compared with the fleet over 3 years (measured), +1,39 %	293.524 €
Marketability of this year of build, -10,00 %	264.172 €
= estimated selling price 2030, rounded	264.000 €

The value curve is derived from the prices of all actively listed catamarans by age; the model trend is the measured deviation of this model from it. An estimate, not a survey – the actual proceeds depend on the condition at the time of sale.

Mandatory items included

Check Goiot escape hatches/safety retrofit	546 €
Renew/service seacocks	2.275 €
Replace saildrive seal + bellows	1.901 €
Check/certify gas system	1.560 €
Replace standing rigging	16.288 €
Engine room fire suppression system + detector	2.681 €
Offshore liferaft	4.875 €
Bilge pump redundancy + high water alarm	946 €
Main anchor + chain	5.359 €
Top-end service x2	7.056 €
Renew/reinforce anchor windlass	2.449 €
Replace running rigging	2.924 €
EPIRB + AIS-SART + PLBs	2.405 €
Jacklines + guardrail/lifeline attachment points	1.469 €
Retrofit lithium battery bank	10.046 €
Install watermaker	9.828 €
Adapt battery charger / inverter / DC-DC	2.145 €
Second/storm anchor + bridle	2.703 €
Total	**77.456 €**

Per item: average from our refit catalogue with overhead factor (materials, labour, craneage); the range is roughly ±40 % around it. Anything already done according to the listing is deducted once documentation is available.

What speaks in favour of the boat

- Within budget: total cost 387.000 €, reserve 163.000 €
- On board according to the listing: solar, autopilot

Further disadvantages (in addition to the main risks)

- 18 mandatory items for repair and equipment, totalling 77.456 € (itemised in the cost calculation)
- The listing lacks information on: watermaker, batteries, condition, refit
- High engine hours (4.400 h)

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Inspection brief for the surveyor

In addition to the usual scope, specifically for model, year of build and origin:

ASSEMBLY GROUP	WHAT TO INSPECT SPECIFICALLY
Hull and underwater hull	Moisture measurement on hulls and keels (over 40 measuring points, antifouling removed in places), tap test, keel-hull joint, signs of grounding.
Bridge deck, bulkheads and structure	Underside of bridge deck and hull/bridge transitions for stress cracks; main and mast bulkhead attachment behind the linings; forward crossbeam with tie rods; painted-over old damage.
Deck, superstructure, hatches and windows	Escape hatches in both hulls (inside/outside, hose test), hull and superstructure windows, stanchions and fittings for sealing, walk the deck for soft spots.
Rudders and steering	Both rudder blades for moisture and cracks, rudder bearings and shaft play, steering cables/hydraulics, autopilot drive.
Mast, rig and sails	Rig inspected by a rigger (including aloft), mast foot and compression post, age of the standing rigging, condition and age of the sails.
Electrical and electronics	Battery bank (type, age, capacity), chargers and solar, wiring in the technical compartment, navigation electronics in operation.
Interior fit-out	Moisture stains and detached linings, sticking doors (indication of distortion).

Next steps

1. Clarify the main risks above in writing with the seller – add anything the email below does not cover.
2. Send the e-mail below to the seller; do not arrange a viewing without answers and documents.
3. Viewing with a surveyor, haul-out and sea trial; give the survey brief above to the surveyor.
4. Have VAT, flag and purchase contract checked by professionals.

Your e-mail to the seller

Pre-drafted for this boat: 9 questions on model, year of build, provenance and the gaps in the advert. Copy, add your name, send.

Subject: Enquiry about your Lagoon 450 (2013), listed on Band of Boats

Dear Sir or Madam,

I am interested in your Lagoon 450 from 2013, which you are offering on Band of Boats (location according to the listing: Pula, Croatia). Before I plan a viewing, I would ask you for information on the following points:

1. Operating hours of both engines?
2. Is a watermaker installed? Manufacturer, output (l/h), age, last membrane service?
3. Which battery bank (type, capacity in Ah, age)? Is there lithium/LiFePO4 with BMS?
4. Is a generator installed? Manufacturer, output, operating hours, last service?
5. Anchor (type, weight), chain length and thickness, anchor windlass – condition and age?
6. How does the owner describe the overall condition? Known defects?
7. Which works were carried out and when (refit list with years and invoices)?
8. When were the engines/saildrives last overhauled?
9. VAT status: has EU VAT been paid, and is the evidence available?

I would also welcome copies of any existing documents – invoices, maintenance records, surveys, proof of VAT.

Thank you and kind regards
[Your name]
[Telephone]

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Part 2 The model

Lagoon 450 – who does the model suit?

Irrespective of the individual listing: what the model can do and what use it is suitable for.

Verdict for bluewater and long-distance cruising

suitable with restrictions

Spacious, very widespread cruising boat of CE category A. Atlantic crossings and a full circumnavigation are documented by owners. However, the problem at the forward mast bulkhead acknowledged by the shipyard and the corroding mast compression post affect the entire series; without documented inspection and reinforcement, a boat for ocean passages is an open position.

The model

The Lagoon 450 (13,96 m length, 7,87 m beam, around 15 t, CE category A, shipyard specification) comes in two variants: 450 F with flybridge (2010–2019) and 450 S with sportop (2016–2021). The 450 S has a boom 70 cm lower, a shorter mast (22,33 m instead of 23,05 m) and a revised hull shape with a chine above the waterline. According to the shipyard specification sheet, the hull is infusion-built, with a balsa core above the waterline and solid laminate below; deck and bridgedeck have a balsa core. The bulkheads are plywood and, according to the specialist press, are sometimes only bonded rather than tabbed in with glass fabric. Galley up, open saloon, two Yanmar diesels with saildrive.

Suitability by use

Long-distance cruising and passage-making	Feasible for the trade-wind route: fast downwind, Atlantic crossings and a circumnavigation are documented. Weak upwind, low bridgedeck clearance, and the mast bulkhead and compression post remain a structural risk on long ocean passages far from any yard. Issue No. 145 (test of the 450 S, 2016) confirms calm behaviour in strong wind and rough sea, but names the skegs, the reefing system and the view from the hardtop helm station as weaknesses.
Life at anchor	Very good: plenty of space, galley up, flybridge or sportop, large diesel tank. Ventilation, cooling and the small water tank are weak points.
Recommendation	Suitable for the trade-wind route with limitations, provided there is a documented Lagoon bulkhead inspection with the reinforcement kit installed, evidence on the mast compression post and retrofitted escape hatches. Survey focusing on bulkheads and tabbing, deck-to-hull joint forward, moisture in the balsa core and rudder bearings, by a surveyor with 450 experience.

Build years

PERIOD	VERDICT	REASONING
2010–2015 (450 F only)	suitable with restrictions	Flybridge version with a high helm station and a higher boom. The bulkhead problem (documented 2011–2019), the mast compression post and the Goiot hatches affect all boats. Up to 2014, additionally a battery compartment without ventilation and weak standard batteries; on hatches before 2014, check the retrofit. Typical refit: rudder bearings, moisture measurement on the balsa core.
2016–2019 (450 F and 450 S)	suitable with restrictions	The 450 S is regarded as the better sailing boat: lower boom, shorter mast, helm station closer to the crew. The bulkhead and compression post issue persists, and bulkhead damage on a 450 S is documented. Goiot hatches up to 2019 under recall. In the magazine test of the 450 S from 2016 (No. 145), the skegs, the guardrail at the helm station, the hardtop view and the chafing reefing system stood out; the sailing characteristics in strong wind were praised.
2020–2021 (450 S only)	suitable with restrictions	For these model years, bulkhead damage is not explicitly documented, but neither is a factory remedy; the mast compression post affects all years of build up to 2021. A complete circumnavigation with a 450 S from 2020 is documented.

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Strengths and documented weaknesses of the model

Strengths

Documented ocean passages

- According to reports from owners in a sailing forum: One owner completed a full circumnavigation with a 450 S from 2020 and still averaged over 7 kn despite carrying a lot of equipment.
- According to one sailor, a winter Atlantic crossing with strong wind after the Bay of Biscay went without problems. A dealer has likewise delivered a 450 across the Atlantic.
- According to reports from owners in a sailing forum: One owner bought the 450 expressly for a trade-wind circumnavigation, because around 90 % of the time would be spent at anchor.
- According to reports from owners in a sailing forum: Fast off the wind: one owner of a 450 S reports over 10 kn with regular peaks of 14 kn, and 8–8,5 kn on a beam reach. For downwind legs in the trade winds, that is an advantage.
- According to reports from owners in a sailing forum: One owner, after 5,5 years and 10.000 nm, calls the furling boom (Leisure Furl) a major safety gain when reefing.

Living at anchor and self-sufficiency

- Galley up, open saloon, flybridge or foredeck as outdoor areas.
- 1.040 l of diesel according to the yard's core data, draught 1,30 m for shallow anchorages.
- According to reports from owners in a sailing forum: For own use, one owner recommends the three-cabin version.

Construction, maintenance and market

- Over 850 units built: a deep base of spare parts and know-how, even far from the home yard.
- For every 450 the yard offers a free bulkhead inspection within its service network and a reinforcement kit; the replacement kit for the mast compression post costs around 750 € net according to the yard. (Source: Lagoon (shipyard))
- 121 active listings, so a large supply.

Seagoing behaviour and fit-out in the magazine test

- In the test of the 450 S in Multihulls World No. 145 (2016), the boat showed calm stability and comfortable motion in gusts up to 35 kn and rough cross seas. On average it made over 10 kn over 117 nm. That is a single test boat. (Source: Multihulls World)
- The same issue praises the quiet, well-balanced rudder, little slamming under the bridgedeck clearance and a quiet, powerful Yanmar 4JH57. Interior fit-out and furniture are considered solidly built, the U-shaped galley as seaworthy. (Source: Multihulls World)

Weak points

Structure and series defects

- According to owner reports in a sailing forum: the forward mast bulkhead bulges, shears off or breaks, on the 450 F and 450 S. Lagoon admitted this in writing in 2021 but classifies it as not safety-relevant. Engineers and owners in the forum disagree; one participant considers a mast loss possible in a collapse.
- The extent is disputed: according to the yard, 80 % of the inspected boats without or with very slight deformation, according to an owner reporting platform over 200 reported boats. Neither are clean rates. (Source: Yachting Monthly)
- The specialist press criticises thin, cheap plywood without edge lamination for the main bulkhead and bulkheads that are only glued rather than tabbed. (Source: Practical Sailor)
- Second yard issue since the end of 2022: corrosion up to fracture of the mast compression post due to water ingress, affecting all 450 F and S. In case of fracture, according to the yard, sailing should be stopped immediately. Annual inspection required.
- If a bulkhead has already broken, forums cite 50.000 to 120.000 € for the repair including dismantling of the interior fit-out; the yard cites an average of around 30 working hours. Far from the yard this is hardly feasible.
- Balsa core above the waterline and in the deck: one owner (Chief Engineer) advises moisture measurement. Water damage is documented only on a hurricane wreck. The same owner found floor frames that were only glued rather than bonded.

Seabearing

- According to owner reports in a sailing forum: weak upwind; one owner recommends engine support when sailing close to the wind. According to one report the boats twist and creak in a seaway from the side.
- Helm station of the 450 F high on the flybridge, far away from the crew; on the 450 S closer to the cockpit, but according to one prospective buyer still too high.
- The skeg keels of the 450 S forgive groundings poorly and are dangerous in tidal areas and on coral (Multihulls World No. 145, 2016). Skegs and keel attachment should be inspected during the viewing. (Source: Multihulls World)
- The hardtop of the 450 S takes the view of the mainsail from the helm station; the tester would have preferred a windbreak with fabric insert (No. 145, 2016). (Source: Multihulls World)

Systems and equipment

- Goiot escape hatches: according to a Lagoon notice, the recall affects catamarans with fixed Goiot escape hatches up to model year 2019, so practically all 450 F and early 450 S. Owners doubt the durability of the Lagoon clamps.
- Fans and refrigerators are, according to one owner with three years of life on board, hardly suitable for the

tropics; without the option even the wiring for better fans is missing.

- Only 350 l of water according to the yard's core data; other sources cite 700 l. For long periods at anchor a watermaker is necessary.
- According to owner reports in a sailing forum: early boats (2011–2014): battery compartment under a berth without ventilation, weak standard lead batteries.
- In the test of the 450 S (No. 145, 2016) the single-line reefing system chafed on the outlets at the boom end, the reefing strop was too light and a boom vang was missing. This requires vigilance when hoisting the mainsail. (Source: Multihulls World)
- The movable outer railing at the SporTop helm station appeared provisionally attached in the same test. (Source: Multihulls World)

Warranty and yard's view

- According to one forum participant, Lagoon and FP refer to structural cracks by saying the boats are not built for Cape Horn conditions.

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What this report is – and what it is not

1. **Type of report.** This report is an automated, data-based preliminary review. It is based on the publicly available details in the listing and on our model data (shipyard figures, specialist press, recall notices, owner experiences). No one has inspected, surveyed or sailed the boat. The report is not a survey, not a valuation by a surveyor and not a condition assessment.
2. **Third-party information.** Price, VAT status, year of build, engine hours, equipment, berth and availability come from the seller or broker. We check them for contradictions and flag gaps ("not stated in the listing"), but we cannot verify them on the boat. The original listing and the seller's information are decisive.
3. **Our assessments.** Condition, total costs, refit items, negotiating range, expected selling price, model rating and ranking are calculated by us according to fixed rules described in the report. They are estimates based on assumptions (for example refit costs, depreciation, market development) and are not a guarantee of price, condition or value.
4. **No advice, no brokerage.** The report is not legal, tax, customs, financing or investment advice. We do not broker boats, receive no commission and are independent of shipyards, brokers and portals.
5. **Role of AI.** The texts of this report and the accompanying e-mail are formulated and translated with the support of a language model. Figures, selection and ranking come from our rule-based assessment, not from the language model.
6. **Data status.** The report reflects the status as of 02.11.2026. Listings change constantly; after 30 days you should no longer use the report without re-checking.
7. **Your next step.** Before a purchase decision: ask the seller questions, have the documents (ownership, VAT, registration, maintenance) checked, view the boat and have it surveyed by an independent surveyor, including a trial sail and an out-of-water inspection.
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