

Shipyard photo of the Fountaine Pajot Saba 50 from the brochure "Saba 50 Infoblatt zur Markteinführung (Saison 2015)" – model illustration, not this boat.
Photo: © Fountaine Pajot – shipyard photo from the shipyard's brochure

Fountaine Pajot Saba 50 · Year of build 2019

Location according to the listing: Seget, Croatia · listed with The Multihull Company

Ex-charter (documented) · 6 cabins · VAT unclarified

Profile

Budget	900.000 € 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

723.071 €	86.304 €	765.611 €	616.000 €	149.611 €
Asking price	Mandatory: repair and equipment	Total cost until ready to sail	estimated sale price 2030	Net costs 2027–2030

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Only pursue further with a surveyor – clarify first: recall for the model. Target price 643.533 € to 686.917 €.

Does it suit you?	Is the boat good?	Is the price fair?	Do the costs add up?
review Model suitable with restrictions	review Mandatory item 12% of the price, ex-charter, many details missing	review no reliable market value estimate	good 134.389 € reserve in budget

Assessment: Fountaine Pajot Saba 50 from 2019 with ex-charter history, total cost ready to sail 765.611 € – 134.389 € below your budget. The model is suitable for the Atlantic and the Caribbean with limitations. Viewing only with a surveyor and only after the main risks have been clarified in writing.

Negotiation range

723.071 €	643.533 € – 686.917 €	665.225 €
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.

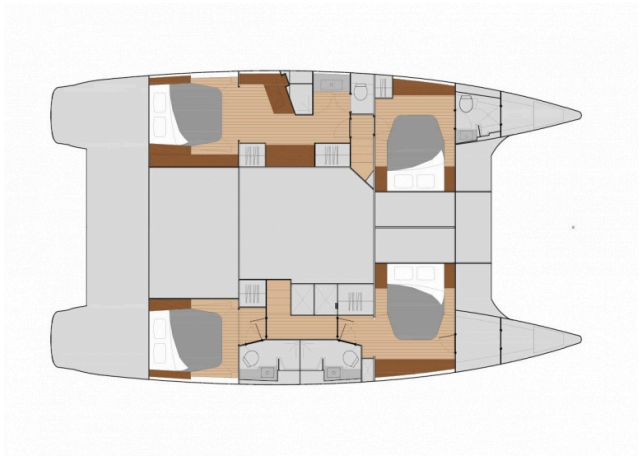
Main risks – clarify before the viewing

1. **Recall on the model:** Goiot escape hatch recall. The year of construction 2019 is at the edge of the affected period: clarify based on hull number and build date whether the boat is affected, and if so, request proof of retrofitting (invoice or shipyard confirmation).
2. **Steering and rudder:** According to an owner's report: the hydraulic steering is a single point of failure: if the hydraulics fail, the autopilot can no longer steer either. The emergency tiller is operated from the engine compartment. One owner has retrofitted a second, independent autopilot drive.
3. **Rig and deck equipment:** According to reports from owners in a sailing forum: a delivery skipper considers the rig too small and the standard sails to be of the cheapest quality.
4. **Systems and serial defects:** According to reports from owners in a sailing forum: the impeller of the high-mounted Onan generator runs dry on start-up and loses vanes after less than 100 hours. Two independent accounts; the remedy is a pre-feed pump.
5. **Maintainability away from the yard:** According to reports from owners in a sailing forum: many panels are bonded, cable routes are hard to access. The back of the generator is practically unreachable.

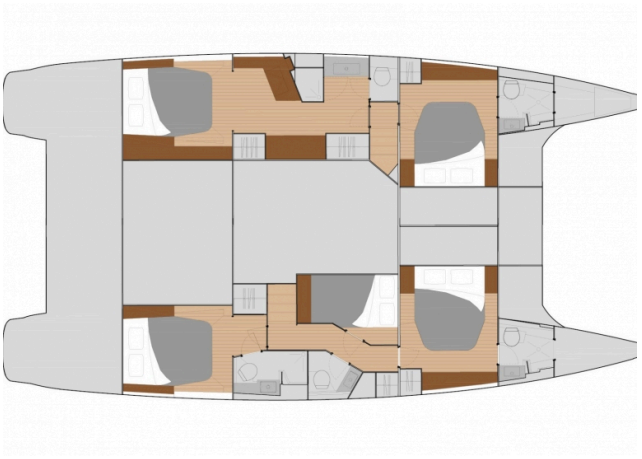
Important: Automated pre-purchase review based on public listing information and documented model knowledge, data as of 02.11.2026. Not a survey, no viewing, no legal, tax or financial advice. Seller's statements have not been verified on site. Prices, costs and resale values are estimates. Before a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

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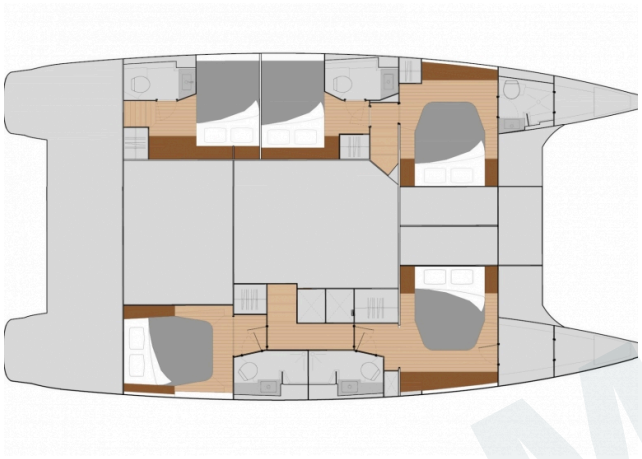
Layout of the Fountaine Pajot Saba 50



Fountaine Pajot Saba 50 – Maestro layout – owner's version, 4 cabins



Fountaine Pajot Saba 50 – Maestro layout with crew cabin



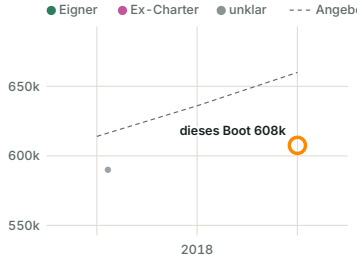
Fountaine Pajot Saba 50 – Quintet VIP layout – 5 cabins

Layout drawings from the shipyard for the model, not this boat. Photo: © Fountaine Pajot

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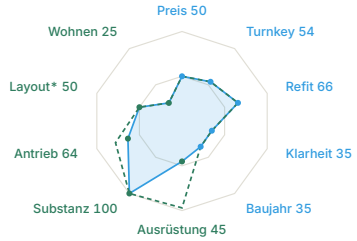
Is the price fair?

Active listings of the Fountaine Pajot Saba 50 by year built, this boat in orange



Where is the boat strong?

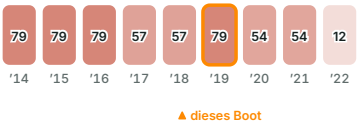
Area: condition today according to the listing (boat axes blue, condition axes green); dashed: after refit and mandatory equipment, 0–100



* kaum belegt (Deckung D) – Wert neutral

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	900.000 € all inclusive	765.611 € all inclusive	✓
Cabins	at least 3	6	✓
Length	at least 45 ft	49,1 ft (14,98 m) according to the listing	✓
Location	Mediterranean, Caribbean	Seget, Croatia	✓
VAT	any	unresolved	✓
Origin	Ex-charter possible	Ex-charter (documented)	✓

The boat according to the listing

AREA	DETAILS	ASSESSMENT
Engine hours	3.643 h	high – compression and oil analysis
Energy	solar no, lithium bank no, generator no	Retrofit included: solar, lithium bank
Navigation	Plotter/navigation	Ask the seller about AIS and radar
Anchoring	yes	present
Life raft	yes	present – nevertheless an offshore liferaft is included as long as type and inspection date are not documented
Survey	present	request a copy

Structured details from the listing, not verified. The boat is also listed on YachtWorld.

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Total cost calculation

Asking price according to the listing (excluding VAT)	607.635 €
VAT (included as a precaution)	115.436 €
Asking price including VAT	723.071 €
Purchase price after negotiation (8,0% below asking price, see negotiation range)	665.225 €
Repair and safety (mandatory)	20.917 €
Bluewater equipment (mandatory)	65.387 €
Additional costs (survey, craneage, escrow)	11.082 €
Delivery	3.000 €
Total cost until ready to sail	**765.611 €**
Reserve within your budget	134.389 €
Estimated selling price 2030	616.000 €
Net costs for 3 years	**149.611 €**
Desirable in addition (optional)	18.408 €

This is how we estimate the selling price in 2030

Purchase price after negotiation	665.225 €
+ 30 % of the mandatory retrofits (86.304 €), which increase the boat's value	25.891 €
= value at purchase	691.116 €
Ageing from 8 to 11 years (2027–2030, value curve of all catamarans in the portfolio), -10,09 %	621.383 €
Value development of this model compared with the fleet over 3 years (measured), -0,93 %	615.604 €
= estimated selling price 2030, rounded	616.000 €

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

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 €
Retrofit EPIRB	975 €
Offshore autopilot	7.118 €
Jacklines + guardrail/lifeline attachment points	1.469 €
Expand solar system to 1.200 W	20.082 €
Retrofit lithium battery bank	10.046 €
Install watermaker	9.828 €
New rigid-hull dinghy	4.875 €
New outboard engine	4.875 €
Adapt battery charger / inverter / DC-DC	2.145 €
Second/storm anchor + bridle	2.703 €
Retrofit AIS transponder class B	1.271 €
Total	**86.304 €**

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 765.611 €, reserve 134.389 €

Further disadvantages (in addition to the main risks)

- 16 mandatory items for repair and equipment, totalling 86.304 € (itemised in the cost calculation)
- Ex-charter: more heavily used, check charter layout and wear
- The listing lacks information on: VAT status, watermaker, batteries, communication, structure, condition, refit
- High engine hours (3.643 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
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.
Engines and saildrives	Engines individually (hours per side, cold start, mounts, exhaust), saildrive seals and oil per side, bilge water alarm, sea trial under load.
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: 10 questions on model, year of build, provenance and the gaps in the listing. Copy, add names, send.

Subject: Enquiry about your Fountaine Pajot Saba 50 (2019), listed with The Multihull Company

Dear Sir or Madam,

I am interested in your Fountaine Pajot Saba 50 from 2019, which you are offering with The Multihull Company (location according to the listing: Seget, Croatia). Before I plan a viewing, I would ask you to provide information on the following points:

1. Is a watermaker installed? Manufacturer, output (l/h), age, last membrane service?
2. Are there solar panels? Total output in watts, charge controller, age?
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. Which autopilot is installed (manufacturer, drive unit), and is it designed for long-distance sailing?
6. Is there satellite communication on board (Iridium, Starlink)?
7. Has there ever been structural damage, grounding, repairs to bulkheads, hull or bridgedeck?
8. How does the owner describe the overall condition? Known defects?
9. Which work was done and when (refit list with years and invoices)?
10. Maintenance history of the engines and saildrives with supporting documents?

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

Many thanks and kind regards
[Your name]
[Telephone]

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Part 2 The model

Fountaine Pajot Saba 50 – who is the model right for?

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

Large, value-stable cruising boat with CE category A, fixed keels and documented payload of just under 4 t; owners have sailed it across the Atlantic and Pacific. The weaknesses lie in steering, generator, rig and equipment, and the underwater construction is unclear. Usable for the trade-wind route if the steering system and rigging chainplates are checked and the hydraulics made redundant. The 2015 test confirms space and handling, but mentions the high weight, a soft bimini and the reefing arrangement at the mast.

The model

The Saba 50 (14,98 m length, 7,99 m beam, 15,5 t light according to the owner's manual) was built from 2014/2015 until about 2022 and then replaced by the New 51 / Aura 51. She has two fixed keels and two spade rudders (free-hanging rudders without skeg). Deck and superstructure are built in one piece using the RTM process (resin injection in a closed mould). The manual states a permissible load of 3.995 kg, which is rarely specified for production catamarans. Sources contradict each other on the core material: SAIL names PVC foam, a database balsa. There is an owner's version with four and a charter version with six cabins.

Suitability by use

Long-distance cruising and passage-making	Usable for the trade-wind route: fixed keels, a generously rated load capacity and owners with Atlantic and Pacific crossings. On long downwind legs with ocean swell, the hydraulic steering without redundancy, the tight rig and the line layout, which is not designed for a two-handed crew, are a nuisance. In the 2015 test the boat was sluggish under Solent in light winds at 15,7 t; under gennaker it sailed well. The second and third reefs are at the mast.
Life at anchor	Very good: plenty of space, galley up, flybridge, large tanks. For a crew of two, rather too many cabins and heads.
Recommendation	Suitable for the trade-wind route if a second independent autopilot, a practical emergency steering system and a line layout to the helm station are present. Survey with focus on rudder bearings and rudder shafts, chainplates behind the panelling, escape hatches (Goiot kit), generator installation and core material.

Build years

PERIOD	VERDICT	REASONING
2014–2018	suitable with restrictions	First series. Falls entirely within the window of the Goiot escape hatch recall; have the retrofit kit documented. Documented on boats from 2015: generator mounted high with impeller damage, no engine temperature gauges, rattling rudder bearings. The 2015 test (issue 139) mentions a somewhat flexing aft bimini, a low boom at the lounge deck and reefs at the mast.
2019–2022	suitable with restrictions	On later boats the generator was moved into the engine room, which reduces dry running. No further series improvement is documented. On a 2020 boat both rudders had to be replaced, and equipment (line layout, davit deflection) had to be reworked.

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Strengths and documented weaknesses of the model

Strengths

Seakeeping and structure

- Seakeeping solid: fixed keels, sail area to displacement ratio 23,1, displacement-length ratio 128.
- According to an owner's report: the owners of "Voila" (built 2020) sailed across the Atlantic and Pacific to New Zealand, Fiji and Indonesia over five years. As their first positive point they cite her behaviour in bad weather and heavy seas.
- According to SAIL, the chainplates (the attachment points of the shrouds to the hull) are integrated into the hull structure and are so strong that the whole boat can be lifted by them. Torn-out chainplates are a classic cause of rig loss. (Source: SAIL)
- CE category A (offshore), but only evidenced via a database.
- According to reports from owners in a sailing forum: an owner who previously had a Helia 44 clearly rates the Saba ahead for sailing and for space in the engine compartments. He cites separate fuel systems per hull as a safety advantage.

Payload, tanks and self-sufficiency

- Permissible payload 3.995 kg according to the owner's manual, 940 l diesel and 700 l water. One owner noticed no difference in handling with around 2,5 t payload.
- According to reports from owners in a sailing forum: with one engine about 6,2 l/h at 7 kn – long range under power.

Living at anchor

- High liveaboard value: galley up with a view into the saloon and cockpit, open saloon, flybridge and foredeck as outdoor areas.

Verdict of the specialist press (Multihulls World)

- In the 2015 test (issue 139) the boat sailed well under gennaker even in 5–6 kn of wind. Tacking and gybing were reliable, the rudder light and direct. (Source: Multihulls World)
- The test cites very spacious living with three outdoor areas, lounge deck and 2,25 m headroom, plus a better finish than the Salina 48. (Source: Multihulls World)

Weak points

Steering and rudder

- According to owner reports in a sailing forum: on a 2020 boat both rudders had to be replaced, the reason is not stated. On a 2015 boat the bearings of the rudder crossbar rattle.

Rig and deck equipment

- According to an owner's report: rope clutches were missing ex works, and reefs 2 and 3 were operated at the mast. For two people on passage at night this is a safety issue; the conversion was involved.
- According to an owner's report: stern-heavy, water stands on the flybridge and foredeck. The owners extended the bathing steps.

Systems and series defects

- According to owner reports in a sailing forum: no engine temperature gauges from the factory, only a buzzer alarm. The port engine room gets up to around 44 °C hot in the tropics, inverters shut down.
- According to one owner, surveys regularly turn up damp chainplate bolts, blisters, delamination and corroded thru-hulls.
- Goiot escape hatch recall: the construction period falls within the affected hatch window 08/2014 to 12/2018. The pane can come loose and leave a hole near the waterline. The Saba 50 is not named.

Serviceability far from the yard

- According to owner reports in a sailing forum: light switches are radio switches with receivers that cannot be repaired.

Living as a couple

- Even the owner's version has at least four cabins and four heads, according to the owners of "Voila" without a genuine owner's hull. A Helia owner considers the boat hard to handle for a couple in the harbour.

Findings from Multihulls World (issue 139, 2015)

- At 15,7 t the boat is, according to the test, too heavy for great performance in light winds under Solent. The course upwind with a keel instead of a daggerboard is only fair. (Source: Multihulls World)
- The stern bimini with the solar panels is not rigid enough. Check the bimini frame and mountings for play and cracks. (Source: Multihulls World)
- On the lounge deck above the bimini the boom hangs low and is in the way when tacking and gybing. (Source: Multihulls World)
- The second and third reefs are operated at the mast and are only optionally led to the cockpit. This confirms the forum criticism of the line handling for two people. (Source: Multihulls World)

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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.
8. **Trademarks and sources.** We name shipyard, model and portal names only to identify boats and sources. They are trademarks of their owners; there is no connection to them. Image credits are shown with the respective image.
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