Choosing the Right Yacht Size

From Entry-Level Workhorse to Floating Private Resort

Once the decision has been made to choose a catamaran, the next question is:

How large should it be?

Conventional yacht-buying logic normally answers this by looking at the available budget and buying as much length as possible.

That misses several of the most important variables.

The better questions are:

How much usable space do we actually need?

How many weeks do we want?

How many people normally sleep aboard?

How many people do we want to entertain?

How important are charter economics?

How much expedition equipment should the yacht carry?

How much privacy do we want from the crew?

And what level of interior quality and service do we expect?

This paper is a companion to **"Two Hulls, More Sea."**

That paper demonstrated why the same budget buys considerably more usable lifestyle surface when allocated to a catamaran rather than a conventional monohull.

Using Sanlorenzo as a benchmark—not because it is weak, but because it represents one of the strongest monohull propositions in the category—we showed that the approximately 25-metre Lagoon EIGHTY 2 and EIGHTY 3 offer lifestyle surface that compares more naturally with much larger conventional yachts.

As a practical lifestyle rule, we use a conservative **1.3–1.4× multiplier** when comparing the usable-space experience of a large catamaran with a monohull.

It is not a regulatory formula.

It is simply a useful way of asking:

How large would a conventional monohull need to become to provide a broadly comparable amount of guest living space?

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1. Length Is a Poor Guide to How Large a Catamaran Feels

Two hulls create enormous beam.

That allows living space to expand horizontally rather than principally through additional decks.

The result is:

Catamaran	Approx. physical length	Approx. monohull lifestyle equivalent
Lagoon 51	~15.6 m	**~20–22 m**
Lagoon 55	~17–18 m class	**~22–25 m**
Lagoon SIXTY 5	20.55 m	**~27–29 m**
Lagoon SIXTY 7	~20.5 m	**~27–29 m**
Lagoon EIGHTY 2 / 3	~24.5–25 m	**~32–35 m**

This is why a 55-foot catamaran can already participate credibly in a yacht market that would normally associate similar usable guest space with yachts around the traditional 24-metre boundary.

And it is why an EIGHTY should not be compared with a conventional 80-foot monohull.

The relevant comparison moves much farther upward.

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2. The Lagoon 55 and the Superyacht World

The term "superyacht" is not defined universally.

Twenty-four metres remains an important traditional industry reference, and a Lagoon 55 obviously does not physically measure 24 metres.

But the commercial yacht industry already recognizes that catamarans require different size thresholds.

YACHTFOLIO accepts professionally crewed multihulls above **17 metres**, compared with a higher threshold for monohulls. (Lagoon)

The Lagoon 55 therefore fits comfortably into the professional yacht-charter distribution environment.

Whether somebody wants to call an approximately 17–18 metre catamaran a "superyacht" remains debatable.

Practically, however, the question matters less.

A properly configured Lagoon 55 can have:

professional crew;

international charter distribution;

a €30,000-plus high-season weekly rate;

major outdoor living areas;

and usable space approaching that of a roughly 24-metre-class monohull.

So while the terminology can be debated, **participation in the superyacht charter ecosystem is entirely practicable**.

That is the commercially relevant point.

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3. Charter Price Is the Second Threshold

A yacht only becomes interesting to the professional distribution network if the transaction itself is economically meaningful.

A Lagoon 55 at more than approximately **€30,000 per week in high season** crosses an important threshold.

At that level:

broker commission becomes relevant;

central-agency representation makes economic sense;

international sales effort becomes worthwhile;

and the yacht begins to separate itself commercially from conventional bareboat inventory.

That makes the L55 the first real workhorse in the range.

But before considering individual yacht sizes, there is a much bigger factor affecting what an owner can afford.

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4. Shared Ownership Is the Main Capital Multiplier

The most powerful part of the model is not financing.

It is **shared ownership**.

If an owner buys an entire yacht, every euro of yacht equity has to come from that owner.

At 50% ownership, the same personal capital controls twice as much yacht equity.

At 25%, it controls four times as much.

Ownership	Asset-equity access per €1 allocated
100%	**1×**
50%	**2×**
25%	**4×**

This is already transformative before a bank becomes involved.

A buyer who wants to allocate €1 million to yachting does not necessarily need to buy a €1 million boat.

With 25% ownership, the same capital allocation can participate in roughly €4 million of yacht equity.

The owner receives fewer weeks than a sole owner—but potentially a dramatically better yacht.

That trade is often highly rational because very few private owners use a yacht anywhere close to 52 weeks per year.

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5. Financing Then Multiplies the Shared-Ownership Effect Again

Financing is the second multiplier.

If the yacht/SPV can be financed approximately 50%, the capital multiplier doubles again.

Ownership model	Shared-ownership multiplier	With ~50% yacht financing
100%	1×	**~2×**
50%	**2×**	**~4×**
25%	**4×**	**~8×**

This does not represent an investment return.

It represents **gross yacht value accessible for a given amount of personally allocated equity**.

At 25% participation:

€1 of personal capital can correspond to approximately €8 of gross yacht value when combined with 50% financing.

At 50% participation:

the equivalent is approximately **4×**.

This is why a buyer with a yacht budget that would traditionally point toward a comparatively modest private yacht can instead consider a share of a Lagoon EIGHTY.

Morii handles the financing process and the agreed bank-facing guarantee structure with the leasing institutions, subject to the final transaction and bank approval.

But the critical point remains:

shared ownership creates the first and largest multiplier. Financing comes second.

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6. Charter Creates the Third Economic Layer

The third element is charter.

Approximately half of the usable weeks can be reserved for owners, while approximately half are released commercially.

But we do not view all weeks as economically equal.

The dual-season concept allows us to focus commercial inventory primarily on periods of high demand:

Mediterranean summer high season;

and

Red Sea winter high season.

Owner usage can then be concentrated around these commercial peaks.

The objective is not to maximize the number of paid weeks at any rate.

It is to maximize **profitable charter weeks**.

That is an important distinction.

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7. High-Season Charter Economics Matter Most

The relevant planning picture therefore looks more like this:

Yacht	Lower-season rate	High-season rate	Main commercial role
Lagoon 51	~€20–25k	~€25–30k	Entry / selective
Lagoon 55	~€25k	**€30k+**	Workhorse
Lagoon SIXTY 5	~€40–45k	**€55k**	Sweet spot
Lagoon EIGHTY 2 / 3	~€60–70k	**€85k**	Flagship

Rates are indicative charter-planning levels before VAT and APA.

Because of the dual-season strategy, the portfolio should be weighted disproportionately toward the right-hand column.

This has a major effect on the economics.

A yacht with slightly lower total utilization but a greater concentration of €55,000 or €85,000 weeks can be more attractive than a yacht filled through aggressive low-season discounting.

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8. A Used Shared-Ownership Yacht Can Be an Excellent Choice

The shared-ownership model creates another opportunity that does not exist as naturally in conventional yacht buying:

buying an existing share in a proven yacht.

The principal benefit is simple.

It lowers the capital allocation.

There is no assumption that a one-year-old program yacht suddenly falls to 85% or 90% of its initial value.

Under the program's depreciation schedule:

after year one, the reference value is **95%**;

then depreciation continues at approximately **5% annually**.

A buyer entering later simply begins from that lower contractual capital basis.

There is no need to invent a distressed resale discount.

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9. Liquidity Shield™ Protects the Exit Side

The lower capital requirement becomes considerably more attractive when combined with **Liquidity Shield™**.

Liquidity Shield™ is designed to provide the contractual buyback protection behind the agreed depreciation path.

Instead of relying solely on finding another yacht buyer in the open market at the moment an owner wants to exit, the structure provides an asset-backed liquidity mechanism.

The supporting reserve is backed by a **highly liquid ETF-based investment fund**.

The underlying principle is therefore:

lower starting capital allocation;
approximately 5% annual contractual depreciation;
and an asset-backed liquidity mechanism supporting the exit.

The applicable legal documentation defines the exact buyback terms, timing and protections.

From an owner's perspective, however, this transforms the decision.

The used share is not attractive because somebody suffered an enormous first-year loss.

It is attractive because the owner can buy the same class of yacht with **less capital allocated**, while the downside path remains structured.

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10. A Two- or Three-Year-Old Yacht Has Another Advantage: Evidence

A new yacht begins its commercial life from zero.

Even an excellent yacht needs time to establish itself in the charter market.

During the first season:

brokers need to learn the product;

professional photography enters circulation;

guest reviews begin to appear;

the right pricing becomes clearer;

the crew develops routines;

repeat clients do not yet exist;

and the yacht's strongest destinations are still being identified.

A two- or three-year-old yacht is different.

There is data.

The owner can examine:

actual charter weeks;

achieved pricing;

high- versus low-season demand;

repeat-booking levels;

operating costs;

maintenance history;

broker feedback;

guest reviews;

and crew performance.

The yacht has an established brand rather than merely a forecast.

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11. The Crew Can Be Evaluated Before Buying

This is particularly important in shared ownership because the crew matters as much as the yacht.

On an established boat, a prospective buyer can meet:

the captain;

chef;

hostess;

and other crew.

They can judge whether the service culture fits.

Is the captain formal or informal?

Is the chef genuinely excellent?

Does the crew work well with children?

Do they understand watersports?

Is the boat maintained properly?

Do they create the atmosphere the owner wants?

This is impossible to know with certainty when buying a yacht that has not yet entered operation.

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12. The Ultimate Test: Charter It First

A used yacht also exists immediately.

There is no build period.

No commissioning uncertainty.

No renderings.

No theoretical layout.

A prospective owner can potentially **charter the exact yacht for one week before acquiring a share**.

That week can answer more questions than a hundred pages of specifications.

Does the family like the layout?

Does the owner's cabin feel right?

Is there enough privacy?

Is the tender sufficient?

Do the children use the toys?

Is the chef suitable?

Does the crew chemistry work?

Does the yacht feel too large—or too small?

Would the owner genuinely want to spend four, six or eight weeks per year there?

This makes a proven used fractional yacht unusually easy to diligence.

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13. The Capital Model at a Glance

Mechanism	Effect
50% shared ownership	**2× yacht-equity access**

Mechanism	Effect
25% shared ownership	**4× yacht-equity access**
~50% financing	Doubles gross asset access again
Commercial charter	Contributes to carrying economics
Dual season	Concentrates charter on valuable weeks
Used participation	Lowers initial capital allocation
Liquidity Shield™	Supports predefined liquidity/downside path
Established yacht	Provides actual charter and crew history

Taken together, these elements fundamentally change the question of what size an owner should consider.

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14. The Most Important Size Comparison

	L51	L55	L65 / L67	L82 / L83
Role	Entry	**Workhorse**	**Sweet spot**	**Flagship**
Monohull lifestyle equivalent	~20–22 m	~22–25 m	**~27–29 m**	**~32–35 m**
High-season charter	~€25–30k	**€30k+**	**€55k**	**€85k**
Lower-season charter	~€20–25k	~€25k	~€40–45k	~€60–70k
Preferred overnight guests	~8–10	**~8–10**	**~8**	**~8**
Guests at anchor	**12**	**12**	**20**	**20**
Guests in port	**12**	**12**	**20**	**40**
Expedition capability	**Medium**	Good	**Excellent**	**Exceptional**

	L51	L55	L65 / L67	L82 / L83
Charter utilization	Moderate	**Potentially highest**	**High**	Slightly lower
Interior character	Production/ bareboat quality	Production/ bareboat quality	**Luxury yacht quality**	**Flagship luxury**
Owner-skippering potential	**Yes***	**Yes***	Professional crew preferred	Professional crew
Overall proposition	Minimum entry	Workhorse	**Best balance**	Private resort

*Subject to flag, insurance, certification and owner qualification.

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15. There Is a Major Product-Quality Break at the SIXTY 5

This is one of the most important distinctions in the entire range.

The difference between a Lagoon 55 and a SIXTY 5 is not simply another ten feet.

It is a different level of yacht.

Based on our direct shipyard experience, the 51 and 55 sit firmly within Lagoon's high-volume production-cruising world.

We describe that internally as **bareboat quality**.

That does not mean poor quality.

It means a product conceived around:

series production;

robustness;

practicality;

large-volume cruising;

and a market in which charter and owner operation play major roles.

The Lagoon 60 also remains closer to this production philosophy for our purposes.

The qualitative step happens at approximately **65 feet**.

Lagoon itself identifies the SIXTY 5, SIXTY 7, EIGHTY 2 and EIGHTY 3 as its “large units,” starting at 65 feet. ([Lagoon])

From the SIXTY 5 upward, the product feels materially different.

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16. The Difference Is Visible and Tactile

The distinction is not primarily about layout choices.

And for shared ownership, we deliberately do **not** want four owners collectively designing a yacht.

Quite the opposite.

A shared yacht should have a professionally determined, standardized specification designed around:

charter appeal;

owner utility;

durability;

resale;

service;

crew workflow;

and proven guest preferences.

The meaningful difference starting at the SIXTY 5 is the underlying quality level.

Based on our factory visits and operating experience, this includes a step upward in:

interior materials;

cabinetry and joinery;

furniture construction;

hardware;

bathroom fittings;

lighting;

soft furnishings;

supplier quality;

detail execution;

sound environment;

and overall tactile impression.

The yacht simply feels more expensive.

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17. The SIXTY 5 Is the Beginning of Lagoon's Large-Yacht World

This production distinction aligns with Lagoon's own segmentation.

The company explicitly groups the **SIXTY 5, SIXTY 7, EIGHTY 2 and EIGHTY 3** together as its large-yacht range starting at 65 feet. (Lagoon)

Lagoon's newer Signature positioning similarly treats this upper range as a distinct expression of the brand. (Lagoon)

For our ownership program, however, the important point is not customization.

It is that the **underlying yacht quality is different**.

We therefore standardize our shared-ownership yachts rather than encouraging individual owner design decisions.

The owners buy into a proven specification.

They do not have to agree on which wood, leather, lighting package or decorative theme they personally prefer.

That is a feature, not a limitation.

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18. Why Standardization Is Better for Shared Ownership

With four owners, customization quickly becomes counterproductive.

One owner wants light wood.

Another prefers dark.

One wants an office.

Another wants another cabin.

One wants formal interiors.

Another has small children.

This creates unnecessary complexity before the yacht even launches.

A professional shared-ownership program should instead say:

This is the yacht.
This is the configuration.
This is the equipment.
This is why it works.

The specification should be optimized around the collective use case rather than individual taste.

That makes:

purchase easier;

charter marketing easier;

crew training easier;

maintenance easier;

resale easier;

and future share transfers easier.

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19. Lagoon 51: The Entry-Level Outlier

The Lagoon 51 serves a very specific role.

It is the minimum-investment route into the full shared-ownership experience.

It still provides:

professional crew;

a fast tender;

water toys;

comfortable accommodation;

sailing;

and commercial charter participation.

But it occupies a difficult competitive space.

Similar-sized catamarans are abundant in bareboat charter.

Those alternatives may have:

no permanent captain;

no chef;

few toys;

less service;

and little expedition equipment.

But their headline prices are materially lower.

The L51 therefore needs to sell the service and equipment proposition, not merely the yacht itself.

For this reason, we regard it as an **entry-level outlier rather than a fleet segment we intend to expand materially**.

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20. The L51 Has Only Medium Expedition Capability

The L51 is perfectly capable of coastal cruising and exploration.

But it has clear physical limitations compared with the larger boats.

Storage is limited.

Large toy inventories become difficult.

Food provisioning occupies significant space.

Freezer capacity limits long autonomous periods.

Full diving inventories create compromises.

This means its expedition capability is best classified as:

medium.

It works very well in areas such as Croatia, where:

distances are short;

islands are frequent;

provisioning is easy;

and infrastructure is nearby.

It can also work well around Amaala and resort-supported Red Sea operations.

It is not our preferred platform for long independent expeditions.

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21. The L51 Is Not a Balearic Core Product

The 51 is deliberately intended for:

Croatia + Amaala.

We do not regard it as the right fleet platform for the Balearics.

Ibiza and Mallorca reward:

larger entertainment spaces;

stronger luxury perception;

larger tenders;

more water toys;

greater privacy;

and higher weekly pricing.

The L55 is the more realistic entry point.

The L65 is the natural premium proposition.

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22. Lagoon 55: The Workhorse

The Lagoon 55 is the first boat in the range where the professional charter proposition fully works.

It meets YACHTFOLIO's multihull size requirement.

It reaches €30,000-plus high-season charter pricing.

It can accommodate a substantial group.

And it offers enormous lifestyle space relative to its nominal length.

Its broad customer pool can produce very high utilization.

This makes it the **workhorse**.

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23. The L55 Can Be the Highest-Utilization Yacht

The L55 appeals to:

large families;

groups of friends;

multigenerational parties;

active sailors;

younger clients;

first-time crewed-charter guests;

and customers upgrading from bareboat.

It is comparatively affordable while still being large enough to feel special.

That combination can create the highest utilization in the range.

But there is a structural economic limitation.

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24. Crew Cost Does Not Scale Down Fast Enough

A professionally operated L55 still needs roughly two crew.

An EIGHTY operates around four core crew.

Therefore the 55 uses approximately:

50% of the EIGHTY's core crew headcount.

Yet high-season charter pricing is:

€30k+ versus €85k.

That is only around 35% of flagship charter revenue.

	L55	**EIGHTY**
Core crew	~2	~4
Relative crew count	**50%**	100%
High-season charter	**€30k+**	**€85k**
Relative charter rate	~35%	100%

Other costs also do not decline proportionately.

Management.

Technical supervision.

Crew travel.

Turnarounds.

Insurance administration.

The L55 therefore has excellent utilization but less attractive cost scaling.

That is why it is the **workhorse**, not the sweet spot.

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25. The L51 and L55 Feel Like Large Charter Boats

There is also a clear emotional distinction.

The 51 and 55 feel like **large, very well-equipped charter boats with crew**.

The experience is personable.

Guests spend considerable time with the captain and crew.

The operation is visible.

Children can become involved in sailing.

Meals are informal.

Everybody knows everybody.

For many owners, this is extremely attractive.

The yacht can sleep up to around ten guests comfortably in the intended high-capacity setup, with higher numbers only by exceptional agreement and subject to certification.

The focus is:

capacity, sociability and fun.

Not maximum prestige.

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26. This Makes the L55 an Excellent Children's or Guest Yacht

In a flotilla structure, the production-quality character of the 55 can actually be an advantage.

Children and guests may not care whether the joinery has the same feel as the owner's flagship.

They care about:

friends;

toys;

music;

sailing;

jumping into the water;

and freedom.

The L55 is easier to live on informally.

It is therefore an ideal sister ship for:

children;

children's friends;

additional family;

other guests;

and potentially staff.

The owners can retain the more refined environment of the 65 or EIGHTY.

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27. Owner-Skippering Is Another L51/ L55 Advantage

Subject to the applicable certification, flag, insurance and owner qualifications, the smaller yachts can also support an owner-skippered operating concept.

The owner can actively sail and operate the yacht.

The regular captain can then take more of a support/deckhand role where permitted.

For an owner who enjoys sailing, this can be more engaging than simply owning a larger yacht.

It is a very different experience from the EIGHTY, where professional crew operations naturally dominate.

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28. Lagoon SIXTY 5: The Sweet Spot

The SIXTY 5 is where the major curves intersect.

It offers:

premium yacht quality;

strong charter rates;

high utilization;

excellent expedition capability;

manageable acquisition cost;

good operating economics;

and genuine luxury for eight guests.

At approximately 20.55 metres long and 10 metres wide, it offers lifestyle space more comparable to a **27–29 metre monohull**.

But the more important difference from the L55 is qualitative.

The SIXTY 5 is the point at which the yacht begins to **feel like a large luxury yacht rather than a production charter catamaran**.

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29. The 65 Has the Best Charter-Economic Balance

	L55	L65	EIGHTY

	L55	L65	EIGHTY
High-season charter	**€30k+**	**€55k**	**€85k**
Utilization	Potentially highest	**High**	Slightly lower
Customer pool	Very broad	**Broad premium**	Narrower
Product quality	Production	**Luxury yacht**	Flagship
Expedition capability	Good	**Excellent**	Exceptional
Operating economics	Moderate	**Best balance**	Higher absolute cost
Overall role	Workhorse	**SWEET SPOT**	Flagship

At approximately €55,000 in high season, a commercial week generates materially more contribution than on the L55.

Yet the yacht remains within a broad charter market.

This is exactly where charter rate, cost structure and utilization balance best.

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30. The SIXTY 7 Is the Motor-Catamaran Alternative

Owners who like the 65-class proposition but do not want sails can choose the **SIXTY 7**.

It is approximately 20.5 metres long with the same remarkable 10-metre beam.

The underlying lifestyle proposition is very similar.

	SIXTY 5	SIXTY 7
Type	Sailing cat	**Motor cat**
Approx. length	20.55 m	~20.5 m
Beam	**10 m**	**10 m**
Quality class	**Luxury yacht**	**Luxury yacht**
Expedition capability	**Excellent**	**Excellent**
Sailing	**Yes**	No
Normal operation without wind	Yes	**Yes**
Best for	Sailing + exploration	Motor simplicity + exploration

The rest of the proposition remains largely unchanged.

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31. The 65-Class Works Everywhere We Need It

The 65 is available across our key operating regions.

Croatia

Excellent for:

islands;

nature;

diving;

long anchor periods;

and exploration.

Balearics

Excellent for:

Ibiza;

Formentera;

Mallorca;

large social groups;

premium charter;

and luxury hospitality.

Red Sea

Excellent for:

diving;

expeditions;

remote cruising;

watersports;

and long periods away from urban infrastructure.

This geographical versatility is another reason it is the fleet sweet spot.

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32. Four Guest Cabins Are Deliberate

Unlike the L55, the preferred L65 configuration should not maximize bed count.

The focus is:

four proper guest cabins.

That gives eight guests enormous comfort.

Four couples can travel together.

Each party has genuine privacy.

Storage remains available.

Bathrooms are more substantial.

The boat remains calm.

This represents an important shift.

The L55 asks:

How many people can we comfortably fit?

The L65 asks:

How much luxury can we give to eight people?

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33. The 65 Is a Genuine Expedition Platform

A properly equipped SIXTY 5 can carry:

a dive compressor;

full dive equipment;

Seabobs;

eFoils;

paddleboards;

snorkelling gear;

fishing equipment;

beach setup;

and substantial provisions.

It also has space for a meaningful fast tender.

That tender can:

explore shores;

reach beaches;

operate up suitable rivers and inlets;

move divers;

and allow different guest groups to separate temporarily from the mother ship.

Unlike the L51, the 65 has the storage and provisioning capacity to support serious expedition use.

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34. Event Capacity Is an Important Size Divider

Overnight capacity tells only part of the story.

For owners who entertain, daytime/event capacity matters at least as much.

Within the intended operating and certification structure:

Yacht	Comfortable overnight philosophy	Guests at anchor	Guests in port
L51	~8–10	**12**	**12**
L55	~8–10	**12**	**12**
L65 / L67	~8	**20**	**20**
L82 / L83	~8	**20**	**40**

Actual operation always depends on registration, flag, certification and local rules.

But the physical distinction is very important.

The L65 already becomes a genuine hospitality platform.

The EIGHTY then takes this another step.

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35. EIGHTY 2 and EIGHTY 3: The Flagships

The EIGHTY platform is not simply a larger 65.

It performs another role.

The emphasis shifts toward:

prestige;
extreme space;
owner privacy;
large-scale hospitality;
crew specialization;
events;
and expedition capability.

With approximately eight overnight guests, the yacht can almost feel excessively large.

That is part of the luxury.

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36. Eight Guests Almost Get Lost

Two guests may be on the foredeck.

Someone else may be swimming.

Another couple may be upstairs.

Someone works in the salon.

The owner may be in the private suite.

Nobody is forced into the same social area.

The yacht never feels full.

This is very different from a boat designed primarily around maximizing cabin count.

True luxury includes **space nobody needs to use**.

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37. The Owner's Cabin Becomes a Residence

The owner's area is one of the flagship's defining attractions.

The high-end arrangement provides:

a full king-size bed;

large bathroom;

major wardrobe and walk-in storage;

and the signature extendable private balcony/terrace.

It no longer feels like a master cabin.

It feels like a private apartment aboard the yacht.

For an owner spending substantial time aboard, this is a meaningful reason to move from the 65 to the EIGHTY.

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38. The EIGHTY Also Separates the Crew From the Guests

This is another major luxury threshold.

The EIGHTY allows a dedicated crew compartment and separate access arrangements.

When the owner wants informal interaction, the crew can naturally participate in the social environment.

When discretion is required, service operations can remain substantially separate.

The crew can:

move;

prepare;

clean;

serve;

and operate the yacht

without continuously crossing the principal guest environment.

The difference becomes especially important during:

private dinners;

corporate entertaining;

large receptions;

and longer owner stays.

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39. Four Crew Enables Specialist Service

The EIGHTY's four-person core crew is not simply twice the headcount of a two-person L55 team.

It enables specialization.

That dramatically changes service quality.

Captain

The captain can focus properly on:

safety;

navigation;

weather;

anchorages;

route planning;

local relationships;

and the overall guest experience.

The captain does not need to perform every minor operational task personally.

Full-Time Private Chef

A trained private chef can focus completely on:

menus;

fine dining;

guest preferences;

dietary requirements;

provisioning;

local ingredients;

and special events.

This is a professional chef—not simply a crew member who also cooks.

Hostess / Butler

A dedicated hostess with appropriate butler-level training can concentrate on:

service;

cabins;

table settings;

drinks;

laundry;

guest preferences;

and event hospitality.

Deckhand / Watersports Instructor / Tender Chauffeur

The fourth crew member can become a genuine specialist:

deck operations;

water toys;

instruction;

guest safety;

beach setup;

and driving the high-speed tender.

This changes what the yacht can actually deliver.

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40. Larger Crew Means More Capability, Not Just More Service

This matters particularly during expedition use.

If guests want to dive while others waterski and another group wants to visit the shore, a two-person crew immediately becomes stretched.

On an EIGHTY:

the captain can remain focused on the yacht;

the chef prepares lunch;

the hostess manages guests aboard;

the deckhand operates the tender and toys.

Activities can happen simultaneously.

That is the real advantage of a specialist crew.

The yacht becomes much more capable.

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41. Twenty at Anchor, Forty in Port

The EIGHTY's greatest difference from the smaller yachts may therefore be hospitality rather than accommodation.

For overnight use, eight guests already have exceptional space.

But for daytime use:

20 people at anchor can be accommodated comfortably within the intended operating setup.

And in port:

40 guests can be hosted under the applicable certification and local event permissions.

The yacht has enough physical space that these numbers are genuinely useful rather than theoretical maximums.

That makes it ideal for:

receptions;

hotel partnerships;

family gatherings;

business events;

expedition groups;

and sister-ship hospitality.

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42. Loose Furniture Makes the EIGHTY Transformable

The flagship's loose-furniture concept reinforces this role.

The flybridge can begin the afternoon as a sun lounge.

At sunset it becomes a cocktail venue.

Then a dining space.

Later, furniture moves again.

It becomes a dance floor or DJ environment.

The salon can be transformed in parallel.

The boat can therefore change from private family yacht to event space without feeling improvised.

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43. The Tender Becomes Almost a Second Yacht

The approximately **220 hp tender**, capable of speeds around **75 km/h**, dramatically increases the operational radius.

It can operate independently for:

shore exploration;

restaurant transfers;

diving;

watersports;

beach access;

and separate guest excursions.

The EIGHTY can remain peacefully anchored while the tender handles movement.

For expedition use, this is an enormous benefit.

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44. Why EIGHTY Utilization Will Usually Be Slightly Lower

The EIGHTY addresses a narrower market.

There are simply more customers willing to charter at €30,000 or €55,000 than at €85,000.

We therefore expect somewhat lower percentage utilization than for the 55 or 65.

	L55	**L65**	**EIGHTY**
High-season rate	**€30k+**	**€55k**	**€85k**
Customer pool	**Very broad**	**Broad premium**	Narrower
Utilization	**Potentially highest**	**High**	Slightly lower
Revenue per week	Lower	Strong	**Highest**
Hospitality value	Moderate	**High**	**Exceptiona l**
Owner luxury	Good	**Excellent**	**Flagship**

This is acceptable because the EIGHTY is not being bought purely as a charter workhorse.

Its owner utility is materially higher.

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45. The Flotilla Model Can Be Better Than One Huge Yacht

For families regularly travelling with more than eight guests, a single larger yacht may not be the best answer.

Consider:

L55 + EIGHTY.

The owner and principal family stay aboard the EIGHTY.

The L55 accommodates:

children;

friends;

additional family;

or staff.

During the day, the groups can separate.

One group sails.

Another stays at the beach.

Others dive.

The boats can move independently.

Then everyone comes together aboard the EIGHTY for the important moments.

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46. The EIGHTY Becomes the Social Headquarters

The combination works particularly well because the EIGHTY comfortably absorbs all guests for:

breakfast;

lunch;

dinner;

cocktails;

receptions;

and parties.

Meanwhile, everybody still has their own overnight environment.

Flotilla role	Yacht
Owner / principal family	**EIGHTY**
Children / friends / guests	**L55**
Main meals	**EIGHTY**
Events	**EIGHTY**
Active sailing	Both
Informal children's environment	**L55**
Luxury/private environment	**EIGHTY**
Daytime independence	**Excellent**

This creates a private fleet rather than an oversized single hotel.

47. Why the L55 Is Particularly Good for the Flotilla Role

The different quality level actually helps.

The L55 is robust and informal.

Children and younger guests do not have to behave as if they are staying in an immaculate floating penthouse.

They can:

use the toys;

come aboard wet;

invite friends;

participate in sailing;

and live more freely.

The EIGHTY remains the prestigious owner environment.

The distinction between the boats is therefore purposeful rather than a compromise.

48. Which Yacht for Which Capital Allocation?

Approximate personal capital allocation	Typical strategy
€250–300k	Entry participation in L51/L55
~€500k	Significant L65 participation
~€1m	Approx. 25% EIGHTY participation
~€1m	Larger L65 share for more weeks
Similar budget, lower allocation desired	**Used share**
Regular groups >8	**Two complementary shares**

Exact ownership percentages depend on actual vessel value, financing, reserves and SPV capitalization.

49. Around €1 Million: EIGHTY or More L65?

Choose the EIGHTY if you want:

□ maximum space;
□ flagship prestige;
□ private owner's terrace;
□ residential master suite;
□ separate crew circulation;
□ specialist four-person crew;
□ full-time professional chef;
□ butler-qualified hostess;
□ watersports-specialist deckhand;
□ 20-person anchor hospitality;
□ 40-person port events;
□ maximum expedition capability;
□ a large, very fast tender.

Choose more L65 ownership if you want:

□ more weeks;
□ greater calendar flexibility;
□ premium yacht quality;
□ outstanding comfort for eight;
□ excellent expedition capability;
□ strong charter economics;
□ broader charter demand;
□ Croatia + Balearics + Red Sea.

The decision is:

more yacht versus more access.

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50. Around €500,000: The 65 Is the Natural Sweet Spot

For many owners, the SIXTY 5 provides the most rational overall package.

It offers:

□ premium interior quality;
□ four luxurious guest cabins;
□ space for four couples;
□ high-season charter around €55k;
□ strong utilization potential;
□ large toy inventory;
□ diving equipment;
□ dive compressor;
□ meaningful freezer/provisioning autonomy;
□ fast tender;
□ Croatia;
□ Balearics;
□ Red Sea.

If sailing is not desired, the SIXTY 7 provides the corresponding motor-catamaran concept.

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51. Around €250–300k: Buy the Complete Experience in a Smaller Package

At the entry level, the objective is not to reproduce EIGHTY-level luxury finishes.

It is to retain the important yacht experience:

☐ professional crew;
☐ sailing;
☐ fast tender;
☐ water toys;
☐ beach setup;
☐ comfortable accommodation;
☐ shared ownership;
☐ charter participation;
☐ professional management.

The L51 and L55 deliver that.

The difference is the yacht itself feels more like a large premium charter boat than a luxury superyacht.

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52. Used-Share Checklist

A proven used share becomes particularly attractive when:

☐ you want lower initial capital allocation;
☐ the yacht is already two or three seasons old;
☐ the 5% depreciation path is contractually defined;
☐ Liquidity Shield™ applies;
☐ the ETF-backed liquidity structure is documented;
☐ charter utilization is known;
☐ achieved pricing is known;
☐ operating costs are known;
☐ broker feedback exists;
☐ the crew is established;
☐ the crew can be personally evaluated;
☐ the yacht is immediately available;
☐ you can charter the exact boat before purchasing.

For many rational buyers, these are substantial advantages over ordering a new yacht.

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53. Expedition Capability

Capability	L51	L55	L65 / L67	EIGHTY
Coastal exploration	★★★★★	★★★ ★★	★★★★★	★★★★★
Storage	★★	★★★	★★★★★	★★★★★
Provisioning/freezer autonomy	★★	★★★	★★★★– ★★★★★	★★★★★
Large toy inventory	★★	★★★	★★★★★	★★★★★
Full dive equipment	Limited by storage	Good	**Excellent**	**Excellent**
Fast exploration tender	Moderate	Good	**Very good**	**Exception al**
Remote expedition	**Medium**	Good	**Excellent**	**Exception al**
Specialist activity crew	Limited	Limited	Good	**Exception al**

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54. Hospitality and Event Capacity

	L51	L55	L65 / L67	L82 / L83
Preferred overnight group	~8–10	~8–10	**8**	**8**
Anchor event capacity	**12**	**12**	**20**	**20**
Port event capacity	**12**	**12**	**20**	**40**
Crew specialization	Low	Low	Medium/ high	**Very high**
Dedicated private chef	Combined role more likely	Combined role more likely	Practical	**Ideal**
Butler-level hostess	Limited	Limited	Possible	**Ideal**
Watersports-specialist deckhand	Limited	Limited	Possible	**Ideal**
Separate crew circulation	Limited	Limited	Improved	**Excellent**

	L51	L55	L65 / L67	L82 / L83
Reception capability	Limited	Moderate	**Strong**	**Exceptional**

Event capacities remain subject to the yacht's actual registration, flag, certification and local operating rules.

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55. Product-Quality Comparison

	L51	L55	L65 / L67	L82 / L83
Product character	Production/ bareboat	Production/ bareboat	**Luxury yacht**	**Flagship yacht**
Interior feel	Practical	Practical/upscale	**High-end**	**Very high-end**
Materials	Production-oriented	Production-oriented	**Higher-grade**	**Flagship-grade**
Supplier level	Production-volume	Production-volume	**Higher-end yacht suppliers**	**Top-end**
Crew/guest separation	Limited	Limited	Better	**Excellent**
Best role	Entry	Workhorse / kids / guests	**Primary owner yacht**	**Flagship**
Flotilla role	Secondary	**Excellent secondary yacht**	Primary	**Flagship headquarters**

The “bareboat” description here refers to the product's production and interior-quality positioning, not to how the yacht is operated. In the Morii model, these boats remain professionally crewed and substantially equipped.

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56. Final Decision Matrix

Priority	Best fit
Lowest entry allocation	**L51**
Professional charter entry	**L55**
Highest utilization potential	**L55**
Best children/guest sister ship	**L55**
Best overall economics	**L65**

Priority	Best fit
Best quality/economics balance	**L65**
Best four-couple yacht	**L65/L67**
Motor-cat version	**L67**
Best expedition value	**L65/L67**
Maximum expedition capability	**EIGHTY**
Maximum privacy	**EIGHTY**
Maximum specialist service	**EIGHTY**
Best owner's suite	**EIGHTY**
20-person hospitality	**L65+**
40-person port events	**EIGHTY**
Owner-skippering	**L51/L55**
Biggest capital multiplier	**25% share + financing**
Lowest capital allocation for same yacht class	**Used share**
Most evidence before purchase	**Established used yacht**
Large family/group	**Two-yacht flotilla**

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57. The Right Yacht Is the One That Fits the Job

The Lagoon 51 is the entry point.

It provides the complete professionally crewed ownership experience at the lowest capital allocation, but limited storage and freezer autonomy constrain serious expedition use. It also competes visually with a large bareboat market.

The Lagoon 55 is the workhorse.

It fits the professional charter ecosystem, can command more than €30,000 in high season, accommodates large groups efficiently and may achieve the highest utilization.

It retains a production/bareboat-quality interior character, which makes it less prestigious than the larger yachts but can actually make it ideal for active families, children and guests.

The Lagoon SIXTY 5 is the sweet spot.

This is where the underlying yacht quality changes materially.

It belongs to Lagoon's large-yacht range starting at 65 feet. ([Lagoon])

The yacht feels more substantial, more refined and more expensive.

Four principal guest cabins provide true luxury for eight people.

Storage, freezer autonomy, toys, dive equipment and tender capability make it a genuine expedition platform.

At approximately €55,000 per week in high season, it also offers perhaps the strongest balance between charter rate, operating cost and utilization.

The SIXTY 7 offers the corresponding motor-catamaran alternative.

The EIGHTY 2 and EIGHTY 3 are the flagships.

They do not principally exist because eight people need more beds.

They exist because eight people may want vastly more space.

Because the owner may want a private apartment rather than a cabin.

Because the crew can operate separately.

Because four professional crew can become genuine specialists.

Because twenty people can join at anchor.

Because forty can be hosted in port under the appropriate approvals.

Because a large fast tender can operate as a second exploration boat.

And because the yacht can become the social headquarters for an entire flotilla.

Yet the most important factor in selecting any of them is not yacht length.

It is **capital allocation**.

At 50% ownership, shared ownership alone creates approximately **2× asset-equity access**.

At 25%, it creates approximately **4×**.

Combined with approximately 50% financing, these become roughly:

4× at 50% ownership;

and

8× at 25% ownership.

That is what allows an owner to select the yacht that actually fits the lifestyle rather than the yacht that fits a traditional one-owner budget.

A used share can reduce the capital allocation further without changing the fundamental depreciation logic.

The contractual value simply continues at approximately 5% depreciation per year.

Liquidity Shield™ supports the agreed exit mechanism with an asset-backed structure based on a highly liquid ETF fund.

And a two- or three-year-old yacht can actually be easier to buy intelligently:

its charter performance is known;

the brand is established;

the crew can be tested;

the operating costs are known;

the yacht is immediately available;

and the prospective owner can potentially spend a week aboard before making the decision.

So the correct question is not:

“What is the largest yacht I can afford?”

It is:

“What size gives me the right quality, guest capacity, charter economics, service level and number of weeks for the capital I actually want to allocate?”

For maximum utilization, that may be the L55.

For the best overall balance, it is very often the SIXTY 5.

For ultimate space, service and hospitality, it is the EIGHTY.

And for a large family, the smartest answer may not be one enormous yacht at all.

It may be two.