

**2019 Lagoon 380 S2 –
Esperanza**



\$349,998 USD
Location: Rockport, Texas

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VESSEL NAME:	Esperanza
MAKE AND MODEL:	Lagoon 380 S2
TYPE:	Sailing Catamaran
GREAT LOOP CAPABLE:	Yes – with demasting
LOCATION:	Wharton, Texas
STATEROOM LAYOUT:	4 staterooms
HEAD LAYOUT:	2 Heads
MODEL YEAR:	2019
HULL NUMBER:	
HULL COLOR:	White
REGISTRY:	USA
DESIGNER:	Marc Van Peteghem & Vincent Lauriot Prevost (VPLP)
BUILDER:	Lagoon Catamarans, Bordeaux, France
HULL MATERIAL:	Fiberglass
DECK:	FRP/fiberglass deck with molded non-skid catamaran deck structure
MAIN ENGINE 1:	Yanmar 3YM30AE, 29 HP, port serial E14934
MAIN GEAR 1:	Yanmar SD25 saildrive, port serial 005418
MAIN ENGINE 2:	Yanmar 3YM30AE, 29 HP, starboard serial E14927
MAIN GEAR 2:	Yanmar SD25 saildrive, starboard serial 004318
SAIL RIGGING:	Z-Spar aluminum mast and boom; fully battened mainsail with lazy bag/stack pack, furling jib/genoa, screecher/code sail, spinnaker; electric helm winch plus manual winches
EXHAUST:	Wet
GET HOME DRIVE:	NA
THRUSTERS:	NA
STABILIZATION:	NA
ELECTRICAL:	110V and 220V shore power, SmartPlug 30A, Blue Sea AC main distribution panels, solar charging system 12V DC
GENERATOR:	NA
INVERTER/CHARGING:	~1700W total Solar (5 panels) 120A Hitachi alternators 2500W Victron inverter/charger start batteries charged via DC-to-DC converter; Alpha 3 voltage regulators installed
BATTERIES:	House bank is 4 x 300Ah Rebel Lifep04 batteries 2 AGM engine start batteries
INTERIOR LIGHTING:	Interior and navigation lights converted to LED; multi-color LED lighting at nav station and cockpit
STEERING:	Hydraulic

2019 Lagoon 380 S2 – Esperanza

CLIMATE CONTROL:	(2) Mabru 7,000 BTU ea. DC-powered A/C heat pumps
LAUNDRY:	NA
GALLEY:	Galley-up layout with Eno 3-burner propane stove and oven, dual sinks, foot pumps for fresh and salt water, single-burner induction cooktop, Engel freezer
DISPLACEMENT:	16,006 lb 7.26 MT
BALLAST:	NA
SPEED:	6.5kts under power
RANGE:	Unlimited under sail
LOA:	38' 11.55 M
LWL:	36'1" 11.0 M
DRAFT:	4'1" 1.24 M
BEAM:	21.42 ft 6.53 M
AIR DRAFT:	56.8 ft 17.32 M
INTERIOR MATERIALS:	FRP, LVP, Alpi
INTERIOR FLOORING:	LVP wood
COUNTER TOP MATERIAL:	Corian
INTERIOR UPHOLSTERY:	Cloth
GROUND TACKLE:	Primary 55 lb Delta anchor, secondary 16 kg Brittany anchor
MAST/CRANE/DAVIT:	Z-Spar aluminum mast and boom; reinforced davits (150 kg / 330 lb max per davit)
WINDLASS:	Quick Hector 1000W 12V windlass
MACHINERY EQUIPMENT:	Seawater Pro 40 GPH watermaker, water heater, Jabsco freshwater pump and accumulator
SAFETY:	Ocean Signal EPIRB1 Pro, 10-man Plastimo Transocean life raft, life jackets, horseshoe buoy, ditch bag, flares, foghorn, first-aid kit, high-level bilge alarms
NAV/COM BRANDS:	Raymarine, B&G, ICOM, Pepwave/Peplink, Starlink, Plastimo
ENTERTAINMENT:	Fusion MS-RA70N stereo with internal/external speakers
BILGE PUMPS:	2 electric Whale Gulper 320 pumps and 2 manual Henderson double-action pumps; high-level alarms
TANK CAPACITIES: (approximate)	
DIESEL FUEL:	53 G 200 L
HOLDING BLACK:	44 G 166 L
FRESH WATER:	160 G 605 L
ADDITIONAL EQUIPMENT:	Solar arch/tower, rigid bimini, isinglass cockpit enclosure/dodger, custom helm seat, cockpit table/cushions, hatch covers, rod holders, jerry cans, extensive spares/tools/offshore inventory
TENDER AND OUTBOARD:	Whaly 310 tender with Suzuki DF20A 20 HP outboard

2019 Lagoon 380 S2 – Esperanza

INTRODUCTION:

Esperanza was chosen for a purpose. When the Manns selected this 2019 Lagoon 380 S2, they were not simply buying a catamaran for casual cruising—they were choosing a boat they believed could carry them far beyond the coast and eventually around the world. Before that larger voyage began, Esperanza had already built her rhythm in the Bahamas and the Yucatán, serving as both home and platform for the kind of steady preparation that turns plans into passages. By the time she departed in October 2023 for a global adventure, Esperanza had already become far more than a recently purchased boat; she had become a boat being trusted for the biggest journey of her life.

From there, Esperanza’s story widened dramatically. She went on to join the World ARC 2024–25, a rally route spanning roughly 30,000 nautical miles through the Panama Canal, across the Pacific, on to Australia, through the Indian Ocean, around South Africa, and back across the Atlantic to the Caribbean. Along the way she reached the kinds of landfalls that define a true bluewater résumé, including French Polynesia, where her place in the rally route reflected the kind of offshore use most boats in this class never experience. When the fleet completed its circumnavigation, published coverage noted that Esperanza was the smallest boat in the rally—not as a novelty, but as a reminder of how much capability can be found in a well-prepared and genuinely proven platform.

What makes that story so compelling is that Esperanza carried it out aboard one of the most respected production cruising catamarans ever built. The Lagoon 380 earned its reputation by offering something many larger boats never quite achieve: true manageability. Its concept is simple in the best possible way—comfortable living spaces, efficient twin-engine handling, stable catamaran form, and systems that remain accessible to real owner-operators rather than demanding a professional crew. That balance is a major reason the 380 became such a lasting success in the cruising world, and it explains why a boat of this size could credibly be selected for an around-the-world campaign in the first place.

Esperanza’s story ultimately reflects the design philosophy of the Lagoon 380 S2 at its best. She is not remarkable because she is oversized, extreme, or built to impress only at the dock. She is remarkable because she embodies a version of cruising that is practical, proven, and deeply believable—a catamaran with enough comfort to live aboard, enough simplicity to manage well, and enough real-world capability to cross oceans and keep going. In Esperanza, the Lagoon 380 S2 is not just a successful design on paper; it is a design whose promise was carried into the wider world and brought back with a genuine voyage behind it.

INTERIOR ACCOMMODATIONS & LAYOUT:

MAIN SALOON:

Esperanza’s main salon delivers one of the defining advantages of the Lagoon 380 S2: a bright, open living space that feels notably larger than her 38-foot length suggests. Elevated sightlines, expansive salon windows, and the galley-up configuration combine to create a central gathering area that remains connected to both the cockpit and the helm activity outside. It is a space designed not only for comfort at anchor, but

2019 Lagoon 380 S2 – Esperanza

for the realities of long-term cruising, where visibility, airflow, usable seating, and easy movement through the boat matter every day.

The salon's layout makes excellent use of the catamaran platform, offering a natural division between lounging, dining, and the functional rhythm of life aboard. Natural light pours in from all sides, reinforcing the airy feel that has made the Lagoon 380 such an enduring favorite among liveaboard and passagemaking sailors alike. Whether used for a quiet evening aboard, passage planning at the nav station, or sharing a meal after a long day underway, the main salon feels practical, welcoming, and purpose-built for extended time on the water.

- Bright and open salon with panoramic windows
- Galley-up layout integrated with the main living space
- Excellent natural light and visibility
- Comfortable dining and lounge area
- Easy flow between salon and cockpit
- Elevated interior volume for a 38-foot catamaran
- Practical liveaboard-friendly layout
- Dedicated nav station area

GALLEY (ATTACHED TO SALOON):

Esperanza's galley is positioned exactly where many cruising sailors want it: up in the main living space, connected to the salon and only a few steps from the cockpit. This arrangement keeps the cook engaged with the rest of the boat while also making day-to-day life aboard feel more social and efficient. Rather than being tucked away below, the galley becomes part of the flow of the vessel, making it well suited for everything from quick meals underway to more relaxed evenings at anchor.

The layout is practical, seamanlike, and designed with extended use in mind. A three-burner Eno propane stove with oven provides proper cooking capability for life aboard, while dual sinks, foot pumps for both fresh and salt water, and well-placed refrigeration support the kind of self-sufficient cruising this boat was built to do. Like the rest of Esperanza, the galley reflects the larger theme of the Lagoon 380 S2: efficient use of space, strong functionality, and a layout that works in the real world rather than just looking good at the dock.

- Galley-up configuration integrated with the salon
- Eno 3-burner propane stove with oven
- Dual sinks
- Freshwater and saltwater foot pumps
- Practical storage for extended cruising
- Easy serving access to salon and cockpit
- Strong liveaboard and passagemaking functionality
- Efficient, owner-friendly layout

2019 Lagoon 380 S2 – Esperanza

PORT AFT STATEROOM:

Located in the port aft hull, this stateroom is one of four cabins in Esperanza's 4-cabin layout, a configuration prized for its flexibility and practical use of space. The Lagoon 380 S2 is known for delivering surprising interior volume for a 38-foot catamaran, and the aft cabins benefit from some of the best proportions in the boat, with published Lagoon 380 S2 aft-cabin dimensions showing approximately 6'2" of maximum headroom, a berth length of about 6'7", and berth width around 5'2". That helps this cabin feel genuinely usable for extended cruising rather than simply serving as overflow accommodation.

- Double berth
- Approx. 6'7" berth length
- Approx. 5'2" berth width
- Approx. 6'2" maximum headroom
- Natural light and ventilation

PORT SIDE HEAD:

The port side head is configured as a wet head and is fitted with a Jabsco toilet. This compartment combines the head and shower space into a single, compact arrangement that makes efficient use of the hull while still providing the functionality needed for daily use aboard. The layout is straightforward, space-efficient, and easy to maintain, consistent with the practical cruising design of the Lagoon 380 S2.

- Jabsco electric toilet
- LED lighting
- Mirror
- Sink basin

PORT SPONSON FORWARD STATEROOM:

Located forward in the port hull, this stateroom is a private double cabin that makes efficient use of the Lagoon 380 S2's forward interior space. The cabin is arranged with a comfortable berth, natural light, ventilation, and practical storage, creating a clean and functional accommodation area for extended use aboard. Like the rest of Esperanza, the space reflects the boat's emphasis on simplicity, usable volume, and straightforward cruising comfort.

- Private double stateroom
- Forward port hull location
- Comfortable berth
- Natural light
- Opening ventilation

2019 Lagoon 380 S2 – Esperanza

- Practical storage
- Efficient use of space
- Functional cruising accommodations

STATEROOM (STARBOARD SPONSON FORWARD):

Located forward in the starboard hull, this stateroom is arranged as a private double cabin with a practical layout that makes efficient use of the available space. Natural light, ventilation, and useful storage help the cabin feel comfortable and functional for extended time aboard, while the overall arrangement reflects the Lagoon 380 S2's reputation for delivering straightforward cruising accommodations without unnecessary complication.

- Private double stateroom
- Natural light
- Opening ventilation
- Practical storage

EXTERIOR AREAS:

SUGARSCOOPS AND TRANSOM:

Esperanza's sugarscoops and transom areas provide easy water access, straightforward dinghy boarding, and a practical working space at the stern. This area is further enhanced by the integrated davit system and solar arch, which support both the tender setup and the vessel's offshore cruising capability. The Whaly 310 dinghy and Suzuki 20HP outboard are carried aft, keeping launch and retrieval manageable while preserving the clean, functional flow between the cockpit, transom, and water. Altogether, the stern arrangement is well suited to the daily demands of anchoring, swimming, shore access, and long-term cruising.

- Twin sugarscoops
- Easy water access
- Convenient dinghy boarding
- Integrated davit system
- Solar arch
- Whaly 310 dinghy
- Suzuki 20HP outboard
- Practical stern working area
- Direct access to cockpit
- Well suited for cruising use
- Access to engine rooms

2019 Lagoon 380 S2 – Esperanza

COCKPIT/HELM:

Esperanza's cockpit and helm arrangement are designed for practical offshore use, with an elevated starboard helm that provides strong visibility for sail handling, docking, and anchoring while keeping the operator connected to the cockpit and sail controls. Her helm is equipped with B&G autopilot with hydraulic ram on the port rudder, a backup autopilot system for added redundancy offshore, B&G multi-function displays for depth, boat speed, and wind, Raymarine GPS/chartplotter with Navionics, Raymarine AIS 700 Class B transceiver, Raymarine radar, dual VHF radios, an ICOM SSB radio, and a Plastimo compass, giving the operator a well-rounded navigation and communication package for coastal and offshore passagemaking. From an operating standpoint, the setup is well suited to short-handed or even single-handed sailing, with helm access to key sail controls and an electric Harken ST46 two-speed self-tailing winch paired with additional manual winches, allowing sail trim and handling to remain manageable from the helm area. Storage and utility are also well considered, with cockpit seating, access to aft working areas, and nearby stern utility space that supports cruising gear, line handling, and day-to-day liveboard use.

- B&G autopilot backup autopilot for redundancy
- B&G displays for depth, speed, and wind
- Raymarine GPS/chartplotter with Navionics
- Raymarine AIS 700 Class B transceiver
- Raymarine radar
- ICOM VHF
- Plastimo compass
- Harken ST46 two-speed electric self-tailing winch
- Additional manual winches
- Strong visibility for docking and anchoring
- Well suited for short-handed or single-handed operation
- Practical cockpit storage and working space
- Easy flow between helm, cockpit, and transom
- ICOM Single Side Band Radio

BOW:

Esperanza's bow arrangement is laid out for practical anchoring, sail handling, and movement forward, with the wide foredeck and catamaran platform providing secure working space underway and useful lounging space at anchor. As expected on the Lagoon 380 S2, the forward sections give direct access to the trampolines and anchor handling area, creating a functional setup for day-to-day cruising while also adding to the open-air appeal that makes this model so popular for life aboard.

Ground tackle is centered around a 55 lb Delta primary anchor and 35 lb Brittany secondary anchor, supported by a Quick Hector 1000W 12V windlass with handheld controls. The forward area also supports headsail and off-wind sail handling, including the furling jib and screecher/code sail setup, making the bow an active and important part of Esperanza's overall sailing and anchoring systems.

2019 Lagoon 380 S2 – Esperanza

- Wide foredeck working area
- Forward trampolines
- Practical anchor handling setup
- 55 lb Delta primary anchor
- 35 lb Brittany secondary anchor
- Quick Hector 1000W 12V windlass
- Handheld windlass controls
- Easy access for headsail handling
- Supports screecher / code sail setup
- Functional cruising-oriented bow layout

MACHINERY AND EQUIPMENT:

ELECTRICAL SYSTEM:

Esperanza's electrical system is configured to support extended off-grid cruising with a lithium house bank, substantial solar capacity, dual-engine charging, and both 110V and 220V shore power capability. The house bank consists of 4 x 300Ah Rebel lithium batteries, providing ample onboard battery capacity, including enough reserve to run the air conditioning overnight while at anchor. That capacity is supported by approximately 1,700 watts of solar across 5 panels, with each individual solar panel fed through its own dedicated Victron charge controller for efficient, independent charging management. The system also includes a Victron 2500W charger/inverter, adding practical onboard power conversion and charging capability for life away from the dock. Additional charging sources include the engine alternators and shore power. The system is arranged so solar, alternators, shore power, and the Victron charger/inverter support the house bank directly, while the start batteries are maintained through DC-to-DC conversion from the house bank. Shore power is handled through both 110V and 220V service, including a SmartPlug 30A connection and Blue Sea Systems AC main distribution panels, creating a practical setup for marina use as well as independent cruising. The engines are fitted with Hitachi 120A alternators, and Alpha 3 voltage regulators, with documented regulator settings noted in the onboard specifications.

- 4 x 300Ah Rebel lithium house batteries
- Dual engine start batteries
- Approx. 1,700W solar array between 5 panels
- Victron charge controllers on each panel
- Shore power charges house bank
- DC-to-DC charging for start batteries
- 110V shore power
- 220V shore power
- SmartPlug 30 amp connection
- Blue Sea Systems AC distribution panels

2019 Lagoon 380 S2 – Esperanza

- Alpha 3 voltage regulators
- Dual Hitachi 120A alternators
- Victron 2500W inverter/charger

PLUMBING:

Esperanza's fresh water and plumbing systems are configured for practical extended cruising, with 2 x 80-gallon freshwater tanks for an approximate total capacity of 160 gallons and a Seawater Pro 110V two-membrane watermaker rated at approximately 40 gallons per hour. Domestic water pressure is supplied by a Jabsco Par-Max 3.5 GPM freshwater pump supported by a Jabsco accumulator tank, while the galley also benefits from both freshwater and saltwater foot pumps for efficient water management underway and at anchor. Plumbing service points include showers in each head plus an additional cockpit shower at the port stern, giving Esperanza a well-rounded system for liveboard use and offshore independence.

- 2 x 80-gallon freshwater tanks
- Approx. 160-gallon total freshwater capacity
- Seawater Pro 110V watermaker
- Approx. 40 GPH watermaker output
- Jabsco Par-Max 3.5 GPM freshwater pump
- Jabsco accumulator tank
- Freshwater foot pump at galley
- Saltwater foot pump at galley
- Showers in each head
- Cockpit shower at port stern

MECHANICAL:

Esperanza's mechanical package is centered around 2 x Yanmar 3YM30AE 29HP diesel engines paired with Yanmar SD25 saildrives, a proven twin-engine setup that gives the boat strong maneuverability, efficient low-speed handling, and the close-quarters control benefits expected from a catamaran of this size. The arrangement is straightforward, well proven, and consistent with the Lagoon 380 S2's reputation for practical, owner-manageable cruising systems.

- 2 x Yanmar 3YM30AE 29HP diesel engines
- 2 x Yanmar SD25 saildrives
- Twin-engine configuration
- Strong maneuverability
- Efficient low-speed handling
- Owner-manageable mechanical layout

2019 Lagoon 380 S2 – Esperanza

SUMMARY:

Esperanza represents a rare chance to acquire one of the most proven cruising catamaran designs ever built, paired with a story and level of preparation that give her unusual credibility in today's market. She is not simply a well-known production model; she is a Lagoon 380 S2 with genuine bluewater experience, a practical four-cabin layout, lithium and solar upgrades, watermaker capability, and an overall equipment profile that supports real-world cruising. For buyers looking for a manageable, highly usable catamaran with a strong balance of livability, capability, and value, Esperanza stands out for what she is as much as for what she offers.

What makes Esperanza especially compelling is the way her design, equipment, and voyage history come together in a package that feels both attainable and proven. She offers the kind of straightforward ownership, efficient operation, and cruising flexibility that have made the Lagoon 380 so enduring, while also bringing the added distinction of having already done the kind of travel many boats only aspire to. For the buyer seeking a catamaran with authentic offshore character and practical long-range potential, Esperanza deserves serious consideration.

DISCLAIMER

The Company offers the details of this vessel in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. All information regarding the vessel's specifications, equipment, systems, and condition is believed to be accurate but is provided by the owner and other sources and has not been independently verified by the broker.

This vessel is offered subject to prior sale, price change, or withdrawal without notice. Prospective buyers are encouraged to conduct their own due diligence and should instruct their agents or surveyors to investigate such details as the buyer desires validated. Any purchase of the vessel should be contingent upon the buyer's satisfaction with a professional marine survey and sea trial.

Equipment lists and onboard systems may change during active ownership or cruising.

The vessel is offered "as is, where is."

Location Notice: The vessel is actively cruising and its location may change. The listing location reflects the broker's home port for search purposes. Please contact the listing broker to confirm the vessel's current location and availability for showings.

2019 Lagoon 380 S2 – Esperanza

