Disclaimer
These particulars have been prepared from information provided by the vendors and are intended as a general guide to the yacht, their accuracy cannot be guaranteed by us. The purchaser should confirm details of concern to them by survey or engineer’s inspection. The purchaser should also ensure that the purchase contract properly reflects their concerns and specifies details on which they may wish to rely.
Brokers Comments:

ALBATROS is a charming contemporary classic, beautifully built for a very experienced yachtsman who has also enjoyed a long career in the project management of the build of large sailing and motor yachts. Using this experience, a charming and characterful yacht has been created that is always the prettiest in any harbour. She is set up to be easy to sail and comfortable to spend time aboard. Every so often we come across a unique and special yacht which we know will provide her new owner with enormous pleasure and pride of ownership.

Sales Video: https://www.youtube.com/watch?v=JDmP9xUjFGY

Owners Comments:

From the start I have been very critical on detailing. I have tried to stick as much as possible to detailing common round the 1930’s for yachts. This has led to the yacht what ALBATROS is today. Sticking to common solutions from the 1930’s was not always convenient as it was sometimes difficult to find parts fitting the desired style. Wherever possible and not hampering her classic appearance I used materials and techniques from nowadays. I think that ALBATROS proves that a modern classic deserves a place in the sailing community which is so strongly dominated by the all-white production yachts without any form of soul of itself. I can ensure you that taking care of and sailing ALBATROS is very rewarding and “when coming in port she always heads for the boys”.

Background:

Before I started thinking to build a new classic style yacht I had been looking for at least 3 years to purchase a classic yacht. I visited many events where classic yachts gathered but besides the beauty of these classics I saw also a lot of work. I simply could not ignore the related maintenance and restoration requirements which comes with the purchase of an older classic yacht. There was little chance that I could do a restoration myself, time wise and money wise, a side my job and family requirements. When it became clear that my good friend and composite expert Johan Vels would withdraw pretty soon from his yacht building business I decided that it would be THE time for making a decision.

On advice from Johan I contacted Cees v Tongeren from v/d Stadt Design to discuss the options. We finally came to the conclusion that a classic with now a day’s materials and building methods would suit my plan best. I was inspired by the story of the Bristol Channel pilot cutters but also the yachts designed by William Atkin and John Alden from the 1930’s.

The design brief was to design a classic yacht rather than a classic workboat, in way of style placed in the 1920-30’s. Above the waterline as classic as possible but underwater a more modern hull with fin keel. Low maintenance was another important requirement because I do not hate working on a boat but I prefer sailing a boat. I therefore decided for a composite boat, epoxy and glass fibre inner and outer skin and red cedar core for the hull and foam core for the decks.

After a while there was a, to me, acceptable lines plan of which I built a block model so that I could get a good idea of the shape. In the months following I adjusted the shape to my desire and went with the results back to Cees. With this input Cees could finalise the design and in cooperation with Johan the construction plan. The hull was built by the team of Johan Vels which had at that time more than 30 years’ experience in building yachts in composite.

In the following 5 years I completed the boat to what she is now, a classic looking gaff cutter with teak exterior details. The interior is simple but functional, taste fully painted in light colours in combination with varnished mahogany joinery.

I paid a lot of attention to the mounting and sealing of the bronze through hull fittings and screw on items. You will not find one place on board ALBATROS where at fittings the core material is not replaced by epoxy inserts and sealed with Sikaflex rubber compound.

Disclaimer

These particulars have been prepared from information provided by the vendors and are intended as a general guide to the yacht, their accuracy cannot be guaranteed by us. The purchaser should confirm details of concern to them by survey or engineer’s inspection. The purchaser should also ensure that the purchase contract properly reflects their concerns and specifies details on which they may wish to rely.
The spars are hollow Oregon made by Brasker. The rig is simple with strops around the mast and kept as light as possible by using partly modern materials as Dyneema and a carbon fibre gaff. Due to this set-up, in combination with a 11,9 mtr waterline length, 10,5 ton displacement and a base sail set of 107m², in other words 10m²/ton, it is no surprise that she sails very well.

During the preparation and study time before the build of ALBATROS started I came across a few sentences about beauty written in the book “Elements of Yacht Design” by the famous Norman L. Skene. He wrote in the early 1900s “Beauty is a valuable quality in a yacht, a never ending source of satisfaction to the owner and a tangible asset when he desires to sell. The external appearance must be in accord with the particular class of service for which the yacht was designed, and no matter how severe the conditions which she must meet, it is never necessary to design an ugly boat.” These words have been always in the back of my mind during the build of ALBATROS, I hope you appreciate the result!

JS

Construction:

RCD Status: The yacht is exempt for the safety requirements of Directive 94/25EC or RCDII (2013/53/EU as appropriate (Recreational Craft Directive.) However it should be little to no problem to fulfil the requirements for category A – “Ocean” (or Cat B – whichever is appropriate).

Hull, Deck & Superstructure Construction:
- The hull has a core of 32mm thick Red Cedar.
- Diagonally (+ and - 70°) to the grain of the Red Cedar this core is over laminated with U.D. E-glass and epoxy of approximately 3 mm (3000 gr/m²) for the outer skin, 2 mm (2000 gr/m²) for the inner skin and 4 mm (4000 gr/m²) for the underwater surface.
- This is more than the construction plan of the architect prescribed.
- Floors and engine beds are mahogany over laminated with bi-ax E-glass.
- At the chain plate area the core is recessed and filled with ca 10 mm Bi-ax E-glass laminate to ensure a perfect load carrying surface for the bolt on chain plates.
- Construction bulkheads (every 2.1 mtr) are of marine plywood.
- The deck is foam cored with inserts at deck hardware positions.
- ALL through deck/hull fittings are executed with compression plugs or back filled with epoxy.
- Before fittings were finally placed, a thick bead of Sika flex was applied to ensure perfect sealing.
- Through hull fittings are bronze and fasteners are stainless steel (A4 / 316).
- All N.D. checking and inspections are allowed, no problem whatsoever.

Keel & Rudder:
- The keel is built-up in two parts, the lead ballast part and the steel spacer.
- The thought behind this was to have choice in draft.
- By leaving the spacer out, the draft is reduced to 1,46 mtr, and when the spacer is in place the draft goes up to 1,95 mtr.
- Cast lead ballast keel 4200Kg. Keel spacer 300Kg.
- Keel bolts 7 x M36 Duplex 14462, SF ≥ 5.

Paint System:
- At the basis of the paint-system lays the epoxy composite construction.
- After a first primer, there has been an epoxy based filler applied.
- Underwater the filler is sealed with an epoxy roll-on coating from the IJsel Coatings followed by a primer and finished with Trilux antifouling from International.
• Above water the filler layer was sealed-off with two coats of primer followed by two coats of Sikkens polyurethane high-gloss topcoat.
• On deck the DD topcoat from the IJsel Coatings has been used and where needed anti-slip powder added.
• For the varnish work the Epifanes systems were used. First build-up with Epifanes PP coating followed by the Epifanes traditional varnish with added UV filter.

Note: As part of the overall plan to keep maintenance work under control, all vertical teak parts are placed on a so called raised seam, to prevent it from standing in direct contact with moisture and water from the deck. What also helps a lot are the various fibre glass moulded patches added to vulnerable places to prevent damage.

Machinery:

Engine & Gearbox:
• Four cylinder Nanni based on Kubota 50 HP.
• Type 4220 HE, series nr 216681/30914, yearly serviced.
• Built year 2002, 1100 running hours @ August 2018.
• Gearbox Hurth/ZF HBW 250-3 R, ratio 2,75 : 1 series nr 947.50.000.1822250 J.

Maintenance & Performance:
• Consumption average 2,5 ltr/hour.
• Yearly maintained, prop shaft inspected 2018.

Propulsion & Steering:
• Transom hung spade rudder with tiller steering.
• Wind-pilot self-steering fully functioning and Autohelm tiller pilot not installed.
• During longer trips the owner installs the Wind-pilot. On normal trips in the home waters there is a simple system of fixing the helm in any desired position which helps with single hand sailing/manoeuvring.
• Driveshaft 35mm Stainless steel, Profi-seal ceramic shaft seal.
• Maxprop 21” propeller.
• A spare bronze fixed propeller has been used for a year using her as motor yacht.

Electrical Systems:

Starter Battery:
• 12 Volts Optima redtop charged by engine’s standard alternator.

Disclaimer
These particulars have been prepared from information provided by the vendors and are intended as a general guide to the yacht, their accuracy cannot be guaranteed by us. The purchaser should confirm details of concern to them by survey or engineer’s inspection. The purchaser should also ensure that the purchase contract properly reflects their concerns and specifies details on which they may wish to rely.
Battery Service Bank:
- 24 Volts electric system consisting of 4 x 12 Volts 120 amp/h gel batteries.

Battery Chargers:
- Victron 25 Amps battery charger.

Alternators:
- Separate dedicated 24 volts Bosch 120 Amps alternator on diesel engine for charging battery pack.

Shore Power:
- Shore connection for charger and socket-outlets interior.

Other Electrical:
- Victron 650 watt inverter.
- 4 x USB chargers.

Plumbing Systems:

Fresh Water:
- One double acting foot pump Whale and one single acting foot pump Damade.

Bilge Pumps:
- One portable 24 Volts Rule 3700 @ 10M³/hour.
- One Whale Gusher 30 approximate 5M³/hour not installed.

Tankage:

Fuel:
- Tank stainless steel 70 ltr under cockpit sole, filler cap direct above in cockpit sole.
- Racor switchable dual filter set with water drain.
- Copper piping with SOS valve operable from aft peak hatch in cockpit.

Fresh water:
- Two integrated freshwater tanks of 165 ltr each.
- One single acting foot pump and one double acting foot pump leading to a tap above a double sink.

Greywater:
- Grey water from galley direct overboard (without the need of opening/closing seacocks).

Blackwater:
- Blackwater from toilet either direct overboard or in holding tank of 80 litres with suction on deck.

Gas:
- Propane gas installation.
- Ventilated gas locker in aft peak for 2x8kg gas bottles. Copper piping.

Navigation Equipment:

- Tac-Tic MN 100-2 wireless cockpit read-out for depth, speed and course.
- VHF Matrix series GX2000E Standard Horizon with AIS.
- Cassens & Plath (removable) Beta spherical steering compass with decent 6” card.

Disclaimer
These particulars have been prepared from information provided by the vendors and are intended as a general guide to the yacht, their accuracy cannot be guaranteed by us. The purchaser should confirm details of concern to them by survey or engineer’s inspection. The purchaser should also ensure that the purchase contract properly reflects their concerns and specifies details on which they may wish to rely.
• Traditional yacht binnacle from Bergen Nautik for classic yacht gatherings or shows.

**Domestic Equipment:**

**Galley:**
• Standard home four burner hob make Lincar.
• Hob housed in adjustable (+/- 25°) tray with pan holders.
• Coolmatic CB 40 ltr compressor driven fridge executed with additional insulation for energy saving.

**Heads:**
• Lavac vacuum toilet disposing overboard or in 80 ltr waste tank with deck suction.

**Heating & Ventilation:**
• Heating by wood burning stove.

**Entertainment:**
• Only books and magazines.

**Lighting:**
• Led Cabin lights throughout.
• Lopo led navigation lights, and Aqua signal steaming light.

**Accommodation:**

**Internal Layout:**

---

**Disclaimer**

These particulars have been prepared from information provided by the vendors and are intended as a general guide to the yacht, their accuracy cannot be guaranteed by us. The purchaser should confirm details of concern to them by survey or engineer’s inspection. The purchaser should also ensure that the purchase contract properly reflects their concerns and specifies details on which they may wish to rely.
Description of layout from forwards:
- Double berth forward.
- Sofa seats and book-shelves.
- Saloon table and seats at centre and pilot berths at port and starboard.
- Galley with angle adjustable hob on port-side.
- Chart table and nav. seat on starboard.
- Heads and stowage at starboard.
- Quarter bunk on portside.
Disclaimer
These particulars have been prepared from information provided by the vendors and are intended as a general guide to the yacht, their accuracy cannot be guaranteed by us. The purchaser should confirm details of concern to them by survey or engineer’s inspection. The purchaser should also ensure that the purchase contract properly reflects their concerns and specifies details on which they may wish to rely.

Deck Equipment:

Rig:
The desired gaff rig set-up caused lots of questions and answers hard to find until the owner stepped aboard Marilee, a Herreshoff designed and built NY40 class. The original 1926 design drawings of the spars were on board and answered a lot of questions. Calculating wall thickness, length of unsupported mast panels in relation to the expected forces with modern computer modelling showed that the old “wizard of Bristol” was spot on. Also Herreshoff used mast-strops instead of steel mast-bands with shackles for weight saving aloft. The owner discovered, in an old textbook for master mariners from the 1920’s, also the principle and set-up of mast-strops.

They executed various tests to determine the vertical loads on the wedges to hold the shrouds up.

Cees v Tongeren calculated the required glue surface of the wedges and all is proven to work very well and standing up to the job.

The owner covered the mast-top with a layer of fibre-glass in Epoxy to prevent water ingress and “hardening” of the load-carrying surface.

Especially this surface treatment in combination with the Dyneema strops have shown the ideal marriage between low maintenance, strength and weight saving aloft.
Further the owner discovered the existence of a nice tapered set of moulds of which Celiot built the gaff. The carbon gaff safes obviously a lot of weight aloft but the biggest improvement is the behaviour of the main in a swell and light airs.

The bowsprit can easily be topped up, Dutch style, to limit harbour and manoeuvring space.

- Mast: Keel stepped hollow Oregon built by Brasker, length incl fibreglass top 17.1 mtr, weight 192kg.
- Boom: Hollow Oregon built by Brasker, length 8.4 mtr, diameter 175mm, weight 56 kg.
- Gaff: Tapered Carbonfibre built by Celiot, length 5.7 mtr, diameter 110mm, weight 9 Kg.
- Mast saddle for gaff from GRP with protective (door)math on the inside.
- Bowsprit: Solid Oregon built by Brasker, length 4.6 mtr.
- Staysail boom: Solid Oregon built by Brasker, length 4.5 mtr.
- Standing rigging: Lower shrouds SST with Blue-Wave chromed bronze bottle screws; Upper shrouds and runners Dyneema HS with Blue-Wave chromed bronze bottle screws.
- Running rigging: Poly-propylene 14 - 16 mm; Blocks traditional wood with SST core made by UBS; Hardware custom bronze made by GD-boote.

Winches:
- Four non self-tailing Herreshoff style bronze Meisner winches at the cockpit sides.

Sails:
- Mainsail: 67 m², 360 gr/ m² Polyant AP medium finish, 3 reefs, 55 m², 44 m² or 30 m².
- Staysail: 18 m², 360 gr/ m² Polyant AP medium finish.
- Big jib: 22 m², 240 gr/ m² Polyant AP medium finish.
- Roller jib: 12 m², 240 gr/ m² Polyant AP medium finish.
- Furler: Traditional bronze Wickham-Martin on traveller of bowsprit.
- Gennaker in dowser approximately 75 m².

Anchoring & Mooring Equipment:
- Bronze capstan with rope-chain gipsy Muir VRC 3000, max pull 3000 Lbs 24 volts, RF controlled.
- 60Lbs CQR anchor with 10mtr anchor chain of 10mm and 30 mtr polypropylene rope of 22mm.
- Spare (stock foldable) fisherman’s anchor of 30 Kg.
- Spare Dyneema cored anchor/towing line of approximate 60mtr.

Covers
- Sail covers for mainsail and staysail

Canvas
- One multipurpose cockpit bimini/decktent.

Cushions:
- Two Comfortseats for cockpit.

Safety Equipment:
- One life buoy.
- Three inflatable life jackets 275Kn.
- One MOB ladder.

Fire-fighting equipment:
- One Fire blanket near galley.
- One 2 Ltr foam fire extinguisher.

Disclaimer
These particulars have been prepared from information provided by the vendors and are intended as a general guide to the yacht, their accuracy cannot be guaranteed by us. The purchaser should confirm details of concern to them by survey or engineer’s inspection. The purchaser should also ensure that the purchase contract properly reflects their concerns and specifies details on which they may wish to rely.
• One 2 Kg CO² fire extinguisher for engine space.
Disclaimer
These particulars have been prepared from information provided by the vendors and are intended as a general guide to the yacht, their accuracy cannot be guaranteed by us. The purchaser should confirm details of concern to them by survey or engineer’s inspection. The purchaser should also ensure that the purchase contract properly reflects their concerns and specifies details on which they may wish to rely.
Disclaimer
These particulars have been prepared from information provided by the vendors and are intended as a general guide to the yacht, their accuracy cannot be guaranteed by us. The purchaser should confirm details of concern to them by survey or engineer’s inspection. The purchaser should also ensure that the purchase contract properly reflects their concerns and specifies details on which they may wish to rely.
Disclaimer
These particulars have been prepared from information provided by the vendors and are intended as a general guide to the yacht, their accuracy cannot be guaranteed by us. The purchaser should confirm details of concern to them by survey or engineer’s inspection. The purchaser should also ensure that the purchase contract properly reflects their concerns and specifies details on which they may wish to rely.

Windpilot steering.
Hull shape with shallow keel.

Disclaimer
These particulars have been prepared from information provided by the vendors and are intended as a general guide to the yacht, their accuracy cannot be guaranteed by us. The purchaser should confirm details of concern to them by survey or engineer’s inspection. The purchaser should also ensure that the purchase contract properly reflects their concerns and specifies details on which they may wish to rely.
Disclaimer
These particulars have been prepared from information provided by the vendors and are intended as a general guide to the yacht, their accuracy cannot be guaranteed by us. The purchaser should confirm details of concern to them by survey or engineer’s inspection. The purchaser should also ensure that the purchase contract properly reflects their concerns and specifies details on which they may wish to rely.

Bowsprit set-up with small roller-furling jib on traveler.

Spar with fibreglass protection at reefpoints.

Bronze hardware.

Headsails with small roller-furling jib.

Bowsprit detail with shafe protection for traveler.

“Topped-up” bowsprit.
Disclaimer
These particulars have been prepared from information provided by the vendors and are intended as a general guide to the yacht, their accuracy cannot be guaranteed by us. The purchaser should confirm details of concern to them by survey or engineer’s inspection. The purchaser should also ensure that the purchase contract properly reflects their concerns and specifies details on which they may wish to rely.
Disclaimer
These particulars have been prepared from information provided by the vendors and are intended as a general guide to the yacht, their accuracy cannot be guaranteed by us. The purchaser should confirm details of concern to them by survey or engineer’s inspection. The purchaser should also ensure that the purchase contract properly reflects their concerns and specifies details on which they may wish to rely.
Disclaimer
These particulars have been prepared from information provided by the vendors and are intended as a general guide to the yacht, their accuracy cannot be guaranteed by us. The purchaser should confirm details of concern to them by survey or engineer’s inspection. The purchaser should also ensure that the purchase contract properly reflects their concerns and specifies details on which they may wish to rely.

Keel floors and interior under construction during built.

Pad-eye on composite deck reinforcement.

Stanchion on reinforced composite deck-plate.

Raised teak-deck joint to prevent water ingress.
Disclaimer
These particulars have been prepared from information provided by the vendors and are intended as a general guide to the yacht, their accuracy cannot be guaranteed by us. The purchaser should confirm details of concern to them by survey or engineer’s inspection. The purchaser should also ensure that the purchase contract properly reflects their concerns and specifies details on which they may wish to rely.