



BLOEMSMA STAHL- MOTORSEGLER

Year 1978



DIAMOND

DIAMOND Yachts, Yachtzentrum Baltic Bay
Börn 17 | 24235 Laboe

BLOEMSMA STAHL-MOTORSEGLER



Boat sold.

Main Info

Model	Bloemsma Stahl-Motorsegler
Manufacturer	Jachtwerf Bloemsma (NED)
Designer	Linssen
Category	Motorsailor
Year	1978
Location	Deutsche Ostseeküste
Flag	Germany
VAT status	EU-VAT paid
Material	Steel
Rig	Ketch
Cabins	2
Berths	4

Dimensions & Material

LOA	12.65 m
Beam	3.90 m
Draft	1.40 m
Displacement	15 t
Engine	VOLVO PENTA D5A BTA
Power	160 PS/118 KW
Drive	Shaft drive
Fresh water	1.500 L
Fuel	1.800 L

Key Facts

- VOLVO PENTA 160 hp diesel new 2015.
- Wheelhouse with side exit doors.
- Ketch-rigged motorsailor.
- Bow and stern thruster.
- Diesel heating (warm water system).
- Numerous recent investments.
- Two helm stations.
- Diesel generator.

Description

A sturdy, steel motorsailer built by the Dutch shipyard Jachtwerf Bloemsma. Very strong, traditional construction with overlapping welded steel plates and solid keel. Seaworthy long keel with double bearing rudder blade and shaft drive with protected propeller. Large, open, raised aft deck with outside steering position. Thanks to the high bulwark and the all-round railing in stainless steel tube with teak handrail, movement on deck is safe in all conditions. The yacht has a very well finished teak interior with plenty of solid wood and beautifully crafted details. Four berths in two cabins and an additional berth in the dinette on a lowering table. Protected deckhouse with inner helm station and excellent visibility through large front, side and rear windows and galley three steps lower in front of the deck saloon. The motorsailer has been fully refitted and refurbished at great expense in recent years. In 2014, hull and deck were sandblasted and repainted by Wrede yacht paint. In 2015, the engine was replaced with a new VOLVO PENTA D5A BTA 160 hp inboard diesel. In addition, a lot of woodwork was repaired or touched up and numerous technical components were replaced. The yacht has been in indoor winter storage every year and is in a very well-kept condition. Extensive specification including bow and stern thruster, diesel generator, davits, diesel heating (hot water system) and complete navigation with two plotters, autopilot, radar, AIS-transponder etc.

Rig/Sails

- Genoa furling system Admiral R35
- Deck-stepped, lowering, top-rigged wooden main mast with one set of spreaders
- Deck-stepped, lowering wooden mizzen mast
- Standing rigging new 2021
- Gaff mainsail Dacron light brown
- Lazy jacks and lazy bag for mainsail
- Gaff mizzen Dacron light brown
- Lazy jacks and lazy bag for mizzen
- Furling genoa
- Furling gennaker approx. 55 m² with BARTELS furling system

Deck

- Teak deck on running decks, foredeck, aft deck and forward coachhouse roof
- All-round railing with fixed teak handrail and stainless steel stanchions
- Railing gates to starboard and port
- Solid stainless steel mooring bollards fore and aft and spring cleats amidships
- Electric anchor windlass LOFRANS 24 V/1.000 W
- Mooring gear: Danforth anchor with anchor chain
- Manual stern anchor windlass with Danforth anchor and anchor chain
- Manual SIMPSON davits 2 x 100 kg
- Fender baskets
- Swim ladder
- Bow ladder

Interior/Layout

- Spacious wheelhouse with large front, side and rear windows
- L-shaped sofa at saloon table to starboard aft
- Inner helm station to port forward with swivelling pilot seat
- Chart table to starboard forward
- Sliding doors as side exits to starboard and port
- Large sliding hatch in decksaloon roof
- Mess in front of deckhouse with U-shaped dinette around the dining table to starboard
- L-shaped galley to port
 - Electric cooker (2 burners)
 - Refrigerator
 - Sink
 - Plenty of storage space in cupboards, lockers and drawers
- Forward cabin with V-shaped double berth
- Spacious owner's cabin aft across the entire beam of the boat with double berth, hull windows, lockers and storage compartments
- Heads compartment to starboard aft with sink, electric toilet and shower
- Beautiful teak interior with lots of solid wood and very well finished details

Technical Equipment

- VOLVO PENTA D5A BTA 4-cylinder inboard diesel 160 hp/118 KW (new 2013)
- Engine hours (as of February 2024): 57 h
- Shaft drive with 3-blade fixed propeller
- Large engine compartment below wheelhouse floor with access through hatches in saloon floor and from the aft cabin
- Hydraulic steering system with two steering positions
- Bow thruster (new 2015)
- Stern thruster (jet thruster) with separate battery and charger
- 230 V shore power connection with charging cable
- Fischer Panda diesel generator with separate starter battery
- 24 V domestic power supply
- Battery charger VICTRON Centaur 24 V/40 A
- Inverter 24 V/230 V
- Isolation transformer MASTERVOLT
- 4 x AGM service battery 12 V/200 Ah (total capacity 24 V/400 Ah)
- Diesel heating (hot water system) WEBASTO DBW 2010
- Hot water boiler ISOTHERM 24 l

Navigation/Electronics

- Autopilot SIMRAD AP20 with remote control AP21
- 2 x instrument display SIMRAD IS15
- Wind display Clipper Wind
- 9" chart plotter SIMRAD NX40 (new 2008) at outside helm station
- 12" chart plotter FURUNO NavNet TZT 12F at inner helm station
- GPS-antenna SIMRAD GS-10 (new 2008)
- AIS-transponder Vespermarine Watch Mate Vision
- VHF-radio SIMRAD RS87
- Radar antenna FURUNO DRS4D-NXT
- Compass
- Clock
- Radio/CD-player ALPINE

Safety

- Life raft
- Fire extinguisher
- Automatic fire extinguishing system in engine compartment
- Manual and electric bilge pumps
- Electric signal horn MARCO
- Remote-controlled searchlight on deckhouse roof

Accessories

- Fenders
- Mooring lines
- Canvas covers for hatches, anchor winches and helm station

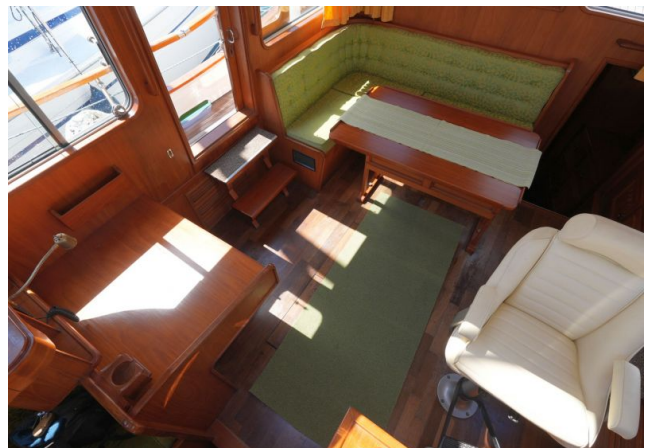
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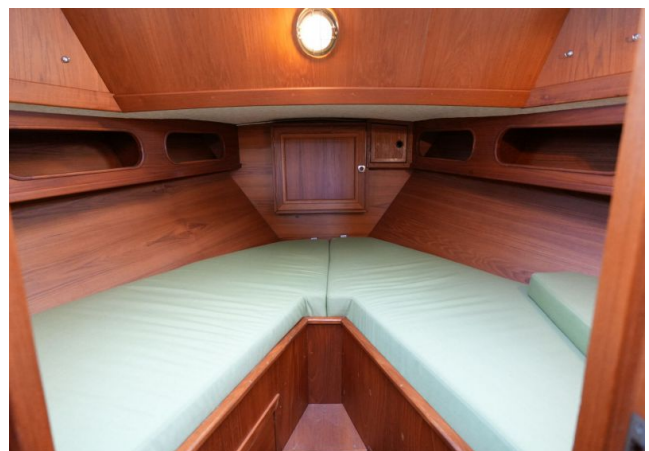
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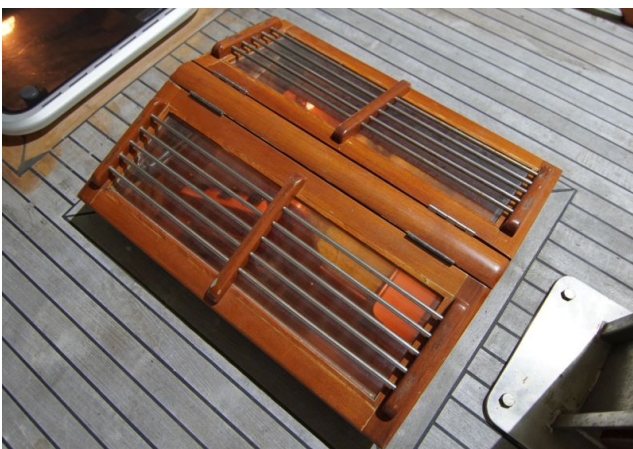
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