

CLASSIC MOTOR YACHT

DE VALK
YACHT BROKERS

BROKERAGE | CHARTER | BERTHS | FINANCE | INSURANCE | YACHT MANAGEMENT

CLASSIC MOTOR YACHT

BROKER'S COMMENTS

Built in Javanese teak over a steel webframe, this gentleman's motor yacht has had several lives. She was delivered in 1939 by the German Havigshorst Yard in Bremen. In 1992 purchased by a Dutch gentleman, at the time still a motor sailor. He had her fully refitted from 1998 to 2000 by 4 craftsmen at the Th. Kok Shipyard. A thorough update was carried out in 2022. Please contact us for a visit in our sales marina or for additional information.

Harald Padberg

SPECIFICATIONS

Dimensions	17.00 x 4.00 x 1.80 (m)	**Builder**	Havigshorst, Bremen
Built	1939	**Cabins**	4
Material	Wood	**Berths**	7
Engine(s)	1 x Deutz SF6M diesel	**Hp/Kw**	140.00 (hp), 103.04 (kw)
Asking price	sold (VAT)	**Lying**	at sales office

CONTACT

Sales office	De Valk Monnickendam B.V.	**Telephone**	+31 (0)299 65 63 50
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	NL		

DISCLAIMER

These particulars are given in good faith as supplied but cannot be guaranteed.

GENERAL

Model	CLASSIC MOTOR YACHT
Type	motor yacht
LOA (m)	17,00
Beam (m)	4,00
Draft (m)	1,80
Air draft min (m)	4,25
Headroom (m)	2,00
Year built	1939
Launched	Aug. 2000 & Sept. 2022
Builder	Havigshorst, Bremen
Country	Germany
Designer	Karrenberg en Co.
Displacement (t)	35
Ballast (tonnes)	lead 8
CE norm	NA
Hull material	wood
Hull colour	blue
Hull thickness (mm)	Steel webframe base with carvel built Javanese teak planking of 4,5 cm
Hull shape	round-bilged
Superstructure material	teak
Rubbing strake	Teak / Bronze
Deck material	teak
Deck finish	teak
Superstructure deck finish	teak
Cockpit deck finish	teak
Antifouling (year)	2022
Dorades	& airvents; bronze - 18 X
Window frame	Bronze / Brons
Window material	tempered glass
Deckhatch	2 X

Portholes	Bronze / Brons
Mast can be lowered	manual
Steadying sail with mast	yes
Fuel tank (litre)	3.000 L.
Level indicator (fuel tank)	VDO Classic
Freshwater tank (litre)	1.200 L.
Level indicator (freshwater)	VDO Classic
Blackwater tank (litre)	yes
Wheel steering	hydraulic
Emergency tiller	yes
More info on paintwork	Hull and superstructure completely new painted by a yacht painter in 2022
Extra info	Detailed ship's logbook of the comprehensive restoration started in 1998 and completed in 2000
Extra info	Survey report before refit / update in 2022 is present

ACCOMMODATION

Cabins	4
Berths	7
Crew cabin	with berth in forepeak
Layout	A total of 4 cabins for 7 people. The cabin in the forepeak has its own wash basin, further on in the bow a bathroom with toilet and shower and another cabin with bunk beds on the port side. Behind it to starboard is the longitudinal galley, centrally the saloon and in the stern to port another cabin with bunk beds. Opposite this cabin in two separate rooms are the shower and toilet and at the very aft the spacious owner's cabin which has its own wash basin.
Aft deck	yes
Pilot house/deck saloon	yes
Headroom saloon (m)	2,00 M.
Heating	Kabola B-17 TAP
Chart table	yes

Sliding door to cockpit	Starboard & Portside
Sliding door to aft deck	Mid-ship aft in Pilothouse
Galley	yes
Countertop	wood
Sink	Corian
Cooker	ceramic
Microwave/oven combi	Bosch
Fridge	Dometic, new in 2022
Freezer	below aft deck
Hot water system	on central heating
Water pressure system	electrical
Hot water tap	yes
Owners cabin	double bed
Bed length (m)	Length 2,20 M - Width 1,50 M
Wardrobe	hanging/drawers/shelves
Bathroom	separate
Toilet	separate
Toilet system	electric
Wash basin	in the cabin
Shower	separate
Guest cabin 1	bunk bed
Bed length (m)	Length 2,05 M - Width 0,85 M
Wardrobe	hanging and shelves
Bathroom	separate
Toilet	separate
Guest cabin 2	bunk bed
Bed length (m)	Length 2,05 M - Width 0,85 M
Wardrobe	hanging and shelves
Bathroom	en suite
Toilet	en suite
Toilet system	electric
Wash basin	in the bathroom

Shower	en suite
Washing machine	Candy Aquamatic 8T

MACHINERY

No of engines	1
Make	Deutz
Type	SF6M
HP	140
kW	103.04
Fuel	diesel
Maximum speed (kn)	Ca. 10 kn
Cruising speed (kn)	6,5
Consumption (l/hr)	8
Engine hours	2785
Engine cooling system	closed keelcooling
Drive	shaft
Engine controls	bowden cable
Gearbox	hydraulic ZF BW50G
Bowthruster	hydraulic Exalto
Propeller type	fixed
Electric bilge pump	2 X
Electrical installation	12V / 24V / 230V
Generator	Lister Marine
Running hours generator	250
Service battery	8 X 12V / 230 Ah / 1200A
Generator battery	12V / 75 Ah
Battery charger	Victron Skylla-TG 24V/100A
Inverter	Mastervolt Mass 25/6000
Shorepower	with cable
Extra info	New hydraulic pump installed in 2023
Extra info	Steadying sail ca. 16m2 + Pine mast and boom

NAVIGATION

Compass	C. Plath classic
Depth sounder/log	Raymarine ST60
Log	Raymarine ST60
Windset	Raymarine ST60
VHF	VESPER CORTEX-H1 & HP1 - New 2022
VHF handheld	Cobra Marine HH600 + ICom-M940
Autopilot	Raython ST8002 Smart Pilot
Rudder angle indicator	Raymarine ST60
Radar	Raymarine - new 2022
Radar/GPS/plotter	Raymarine AXIOM 16 Hybridtouch - new 2022
Navtex	Nav-4 NavtexPlus
Wifi antenna	+ network system, new 2022
Electronic chart(s)	new 2022
AIS receiver	yes
AIS transponder	yes
Navigation lights	yes
Searchlight	yes
Extra info	yes

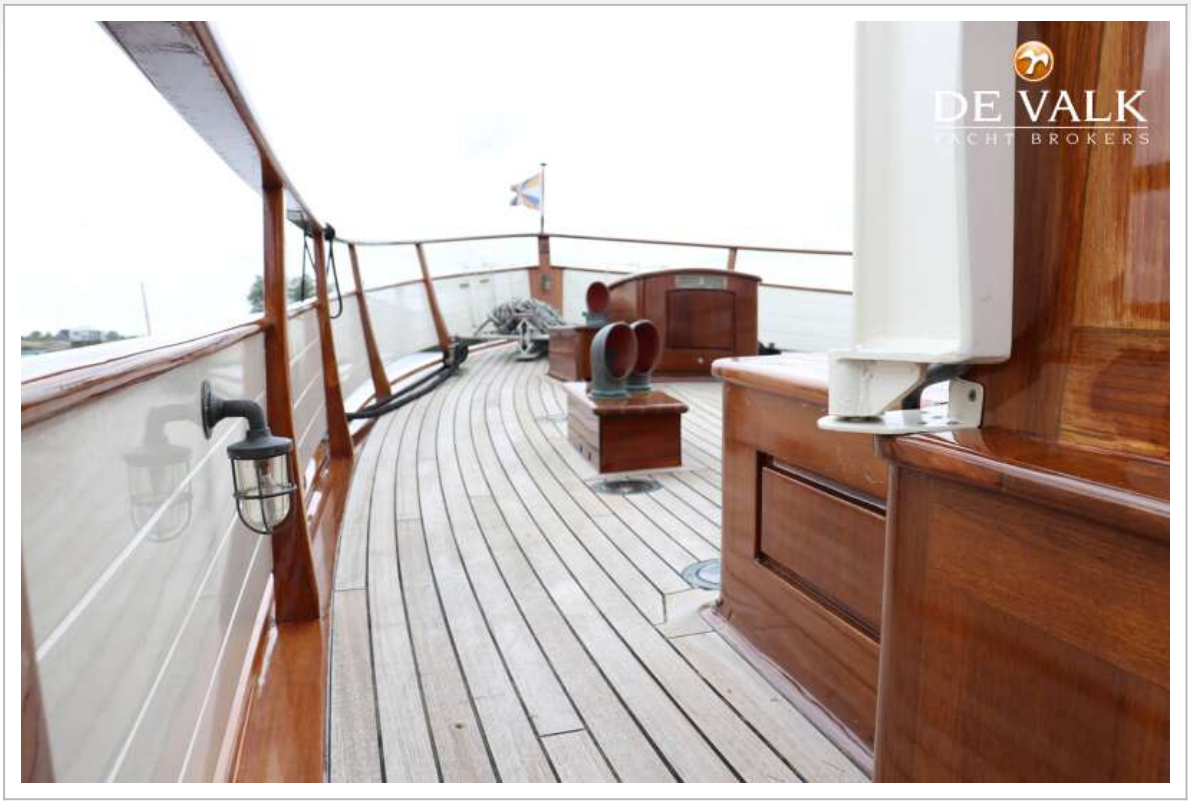
EQUIPMENT

Cockpit cushions	Alcantara
Cockpit table	teak - folding
Boarding ladder	2 X
Anchor	Pool
Anchor chain	90 meter
Anchor 2	Fortress
Anchor chain	yes
Windlass	hydraulic Exalto
Deck wash	yes
Deck crane	manual

Sea railing	teak
Railing side opening gates	2 X
Life raft	BFA Pacific
Life raft (pers)	8
Last life raft survey	valid thru 03-2025
Lifebuoy	2 X
Wiper	1 X
Clearview window	2 X
Horn	air pressure
Radar reflector	yes
Fenders	new 2022
Mooring lines	new 2022
Radio-cd player	Clarion
Speakers in salon	Clarion
Clock - barometer	there are several true classics for decoration throughout the vessel. Some are up-to-date and in good working order
Fire extinguisher	yes
Extinguisher in engine room	yes
Extra info	Some history; The Scharhörn - named after a German island near Cuxhaven - was built in 1939 as a motorsailor commissioned by a German "harbor baron" in Bremen. Right after WWII, Scharhörn was confiscated by the Allies and then served as an officer's ship for the French Navy. The first owner recovered the ship some years later and sailed it until 1954 after which the ship came into Dutch hands. This owner and his family sailed the ship with great pleasure and love until she was sold to her 3rd owner in 1992. He had her fully refitted from 1998 to 2000 by 4 craftsmen at the renowed Dutch shipyard Th. Kok in Vinkeveen. In 2017 she was sold to a Swiss gentleman who again sold her in 2021 because of the purchase of a larger vessel. After the purchade, the new owner took her to a renowed shipyard for a thorough update and paintjob. Circumstances forces him and his family to hand Scharhörn over to a new owner who will ove sailing her and secure this gem for the future.


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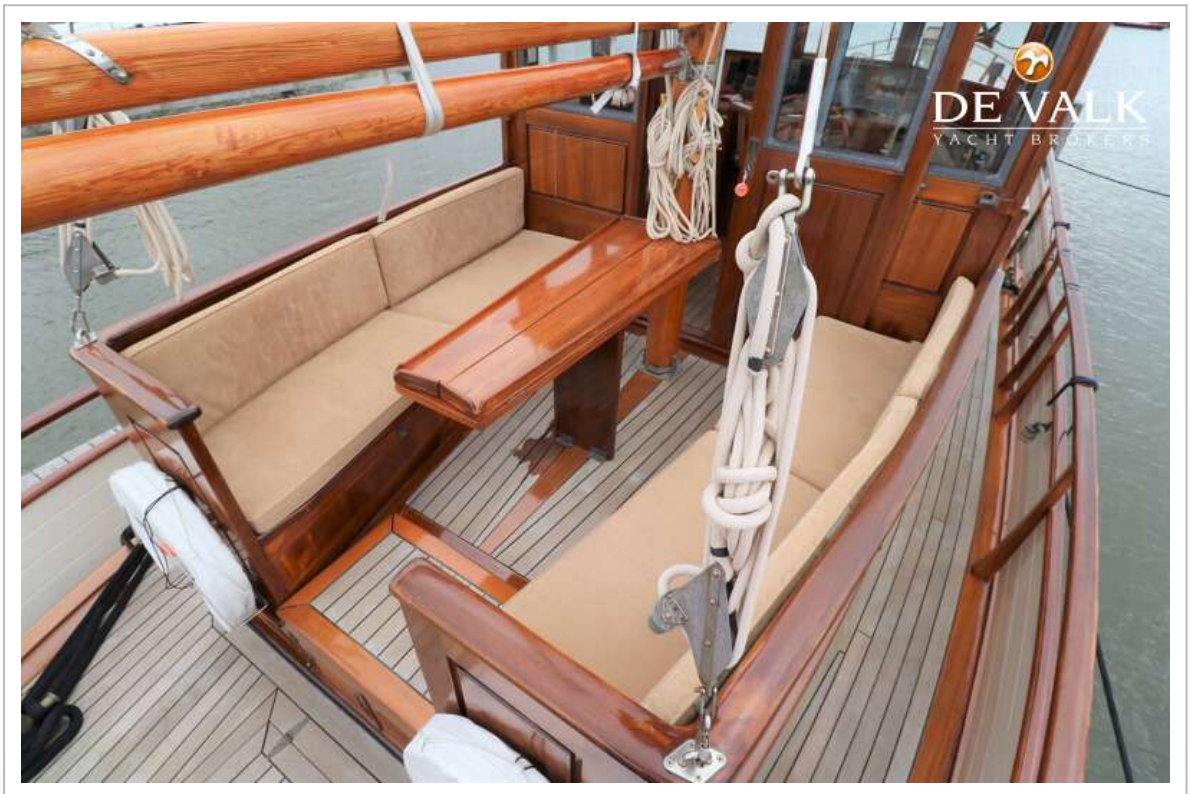

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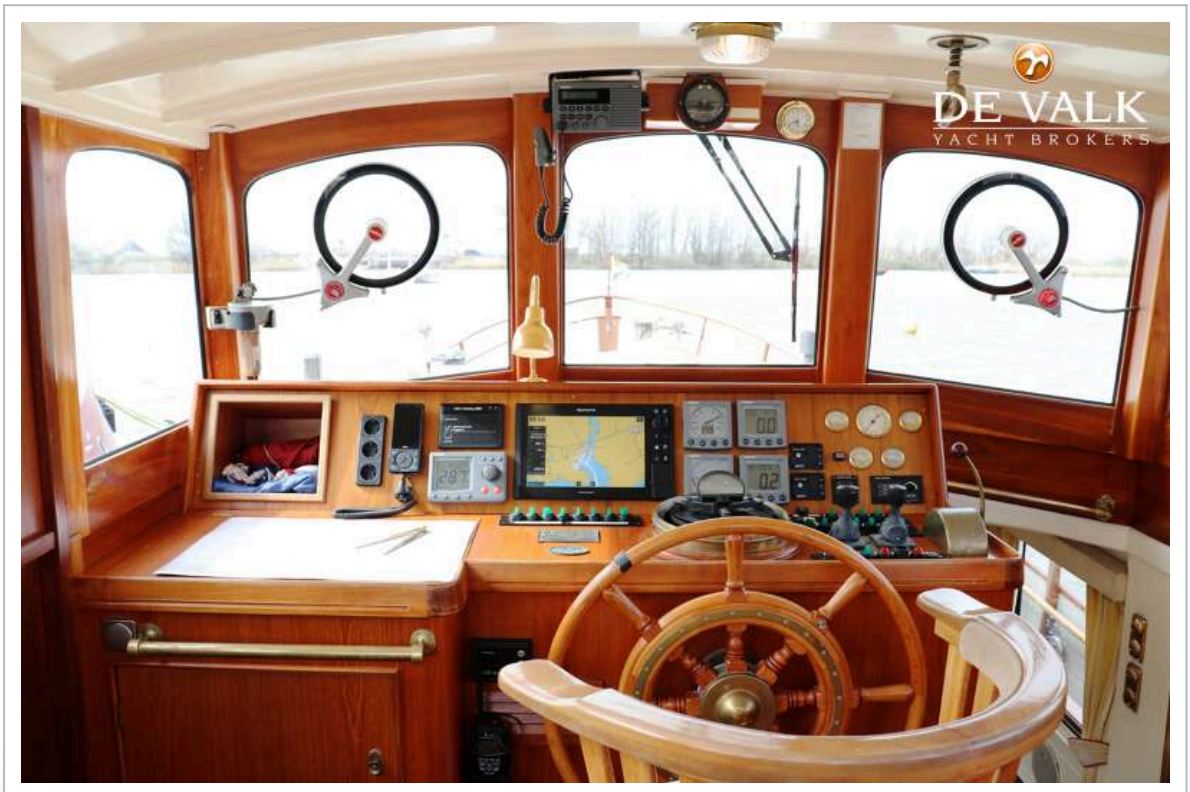

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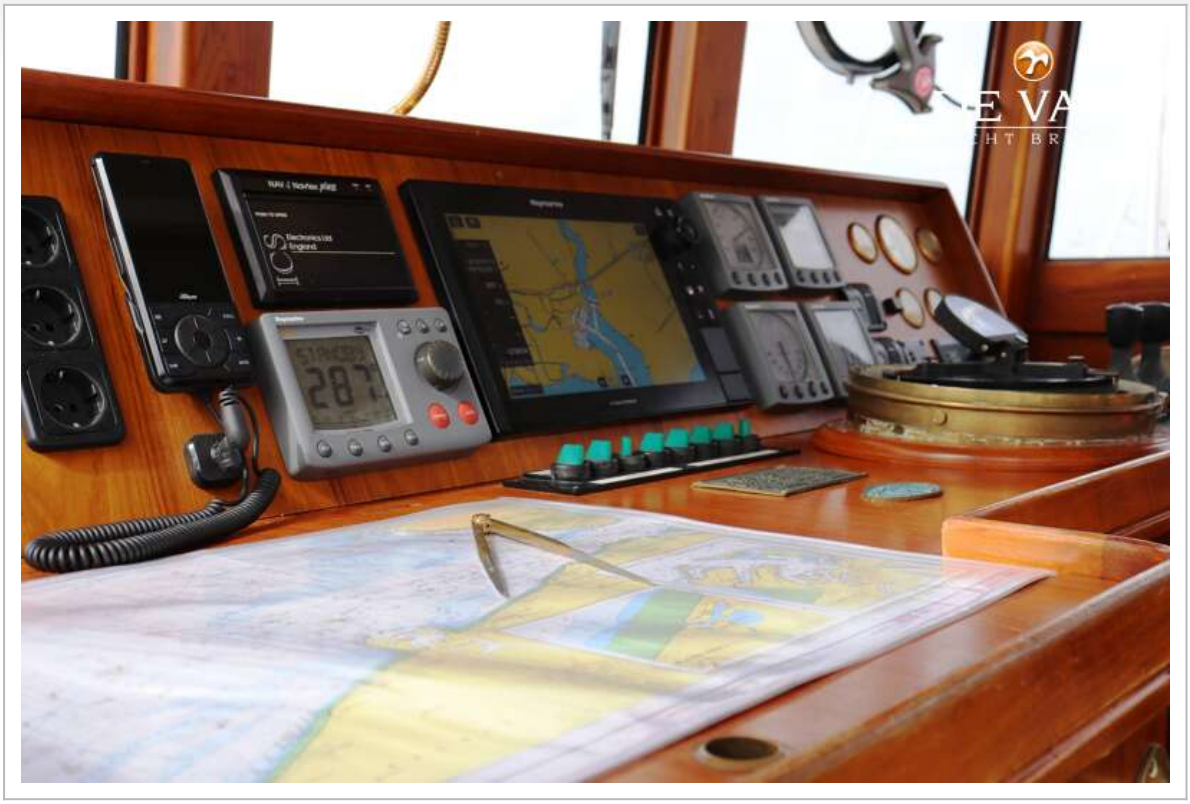




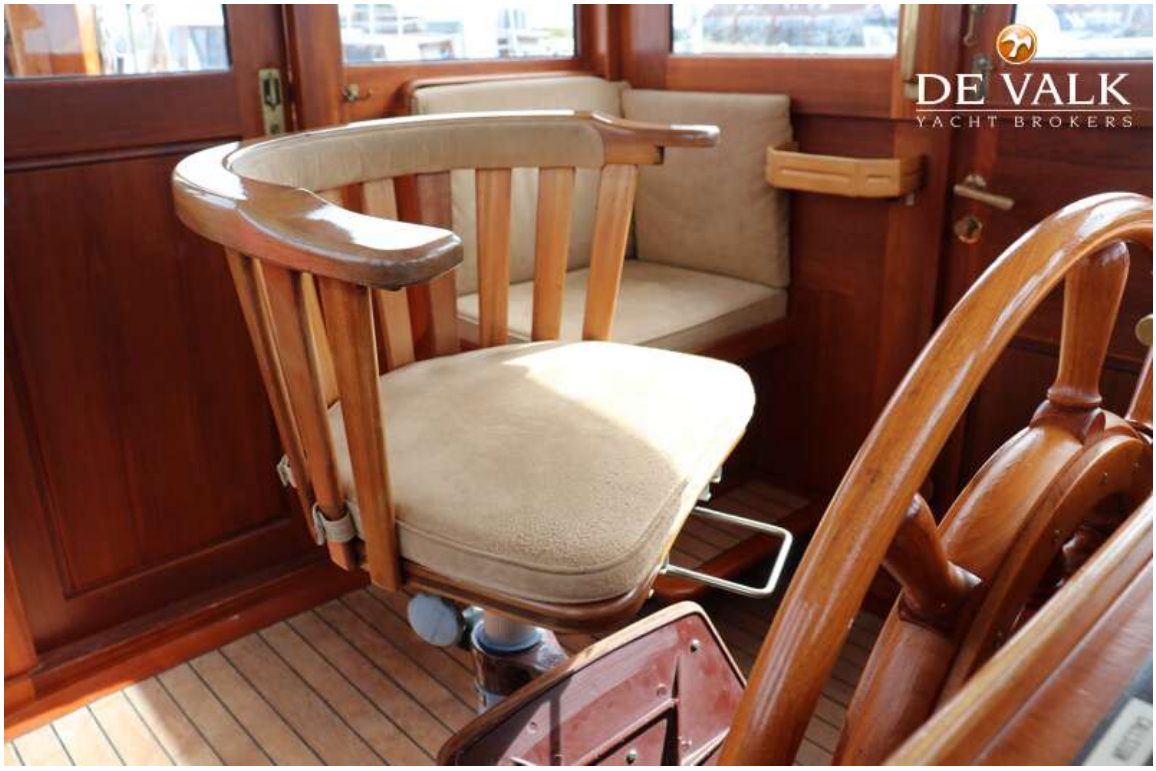

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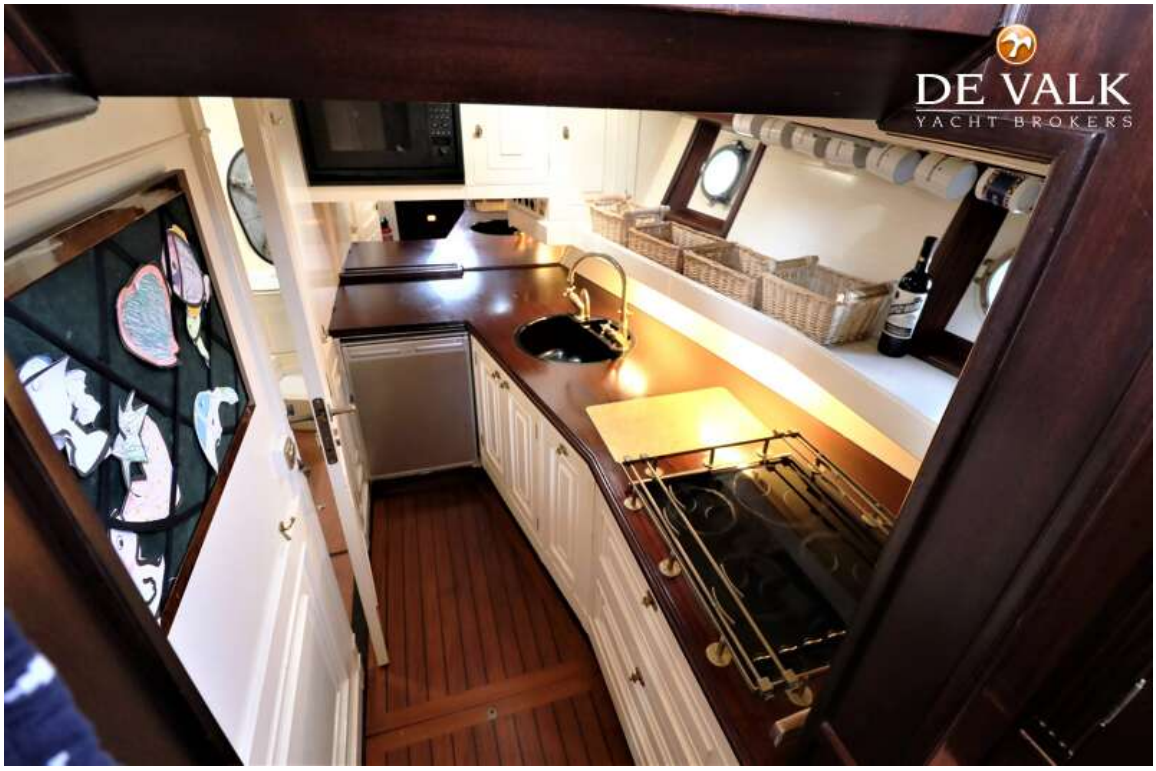

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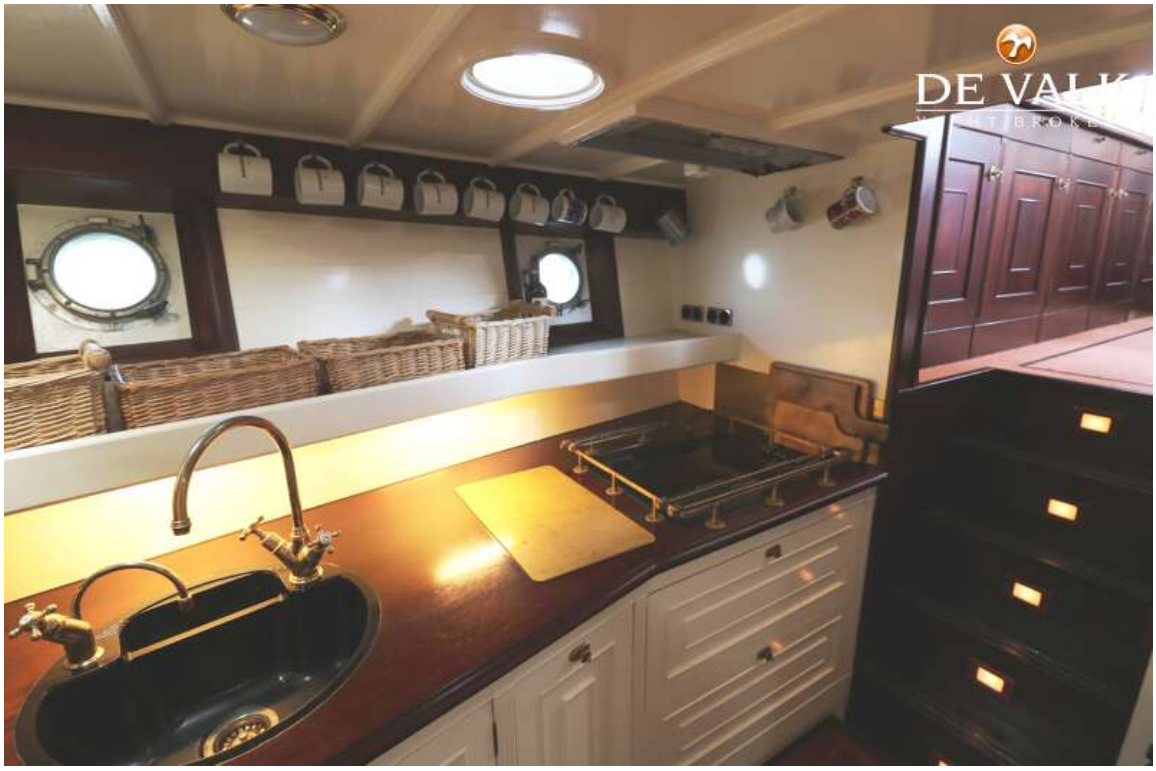

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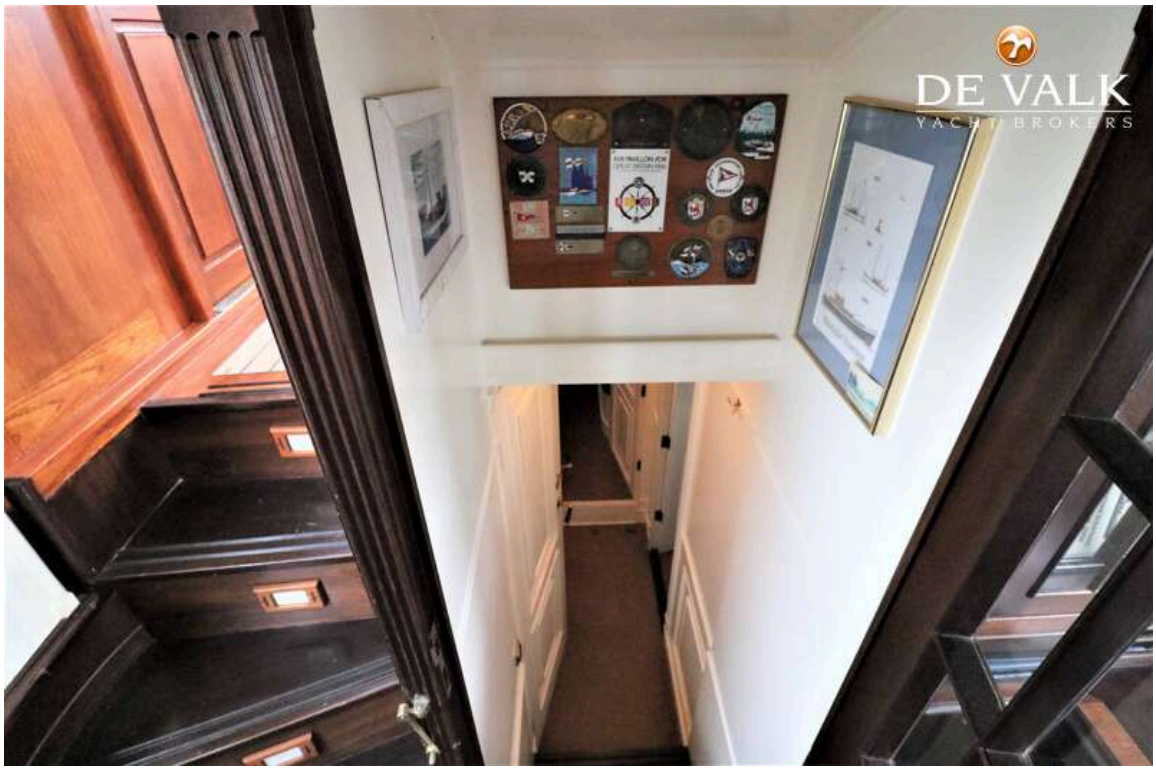

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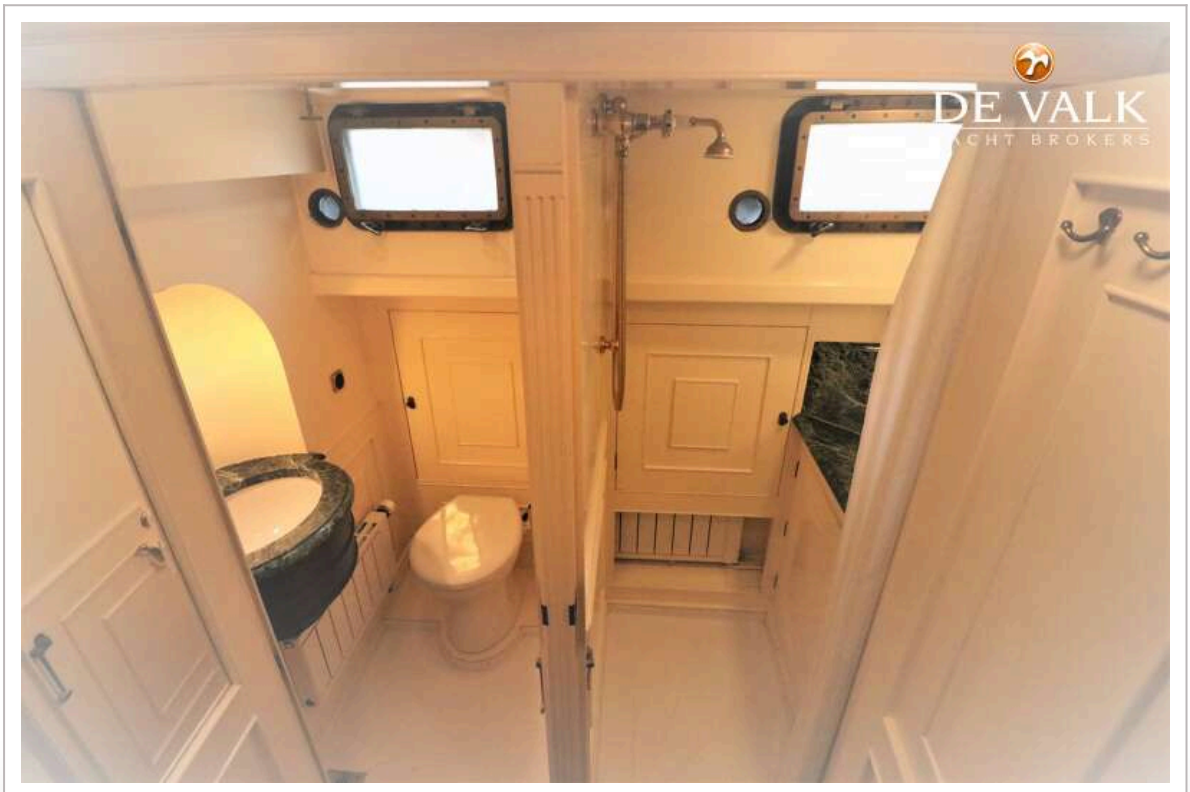

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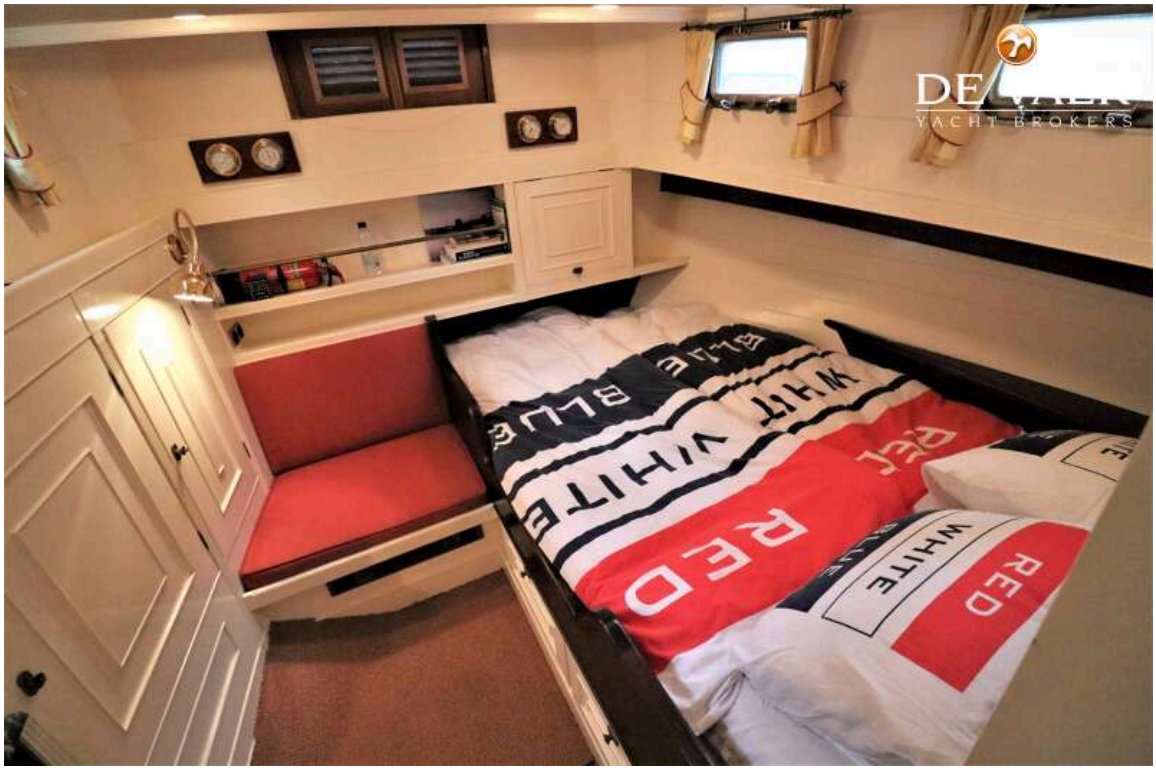

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