

Feltz Skorpion II 38 MS

€30,000 Tax Paid

Lefkas, Greece

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Boat Details

Manufacturer:	Feltz Boote	Model:	Skorpion II Ms
Hull Material:	Monohull	Year:	1980
Length:	38	LWL:	
Beam:	3.22	Draft:	5.74
Engine Type:		Engine Fuel:	Diesel
Price:	€30,000	Location:	Lefkas, Greece

Boat Description

38ft Steel Centre Cockpit cruiser (42ft incl fixed bowsprit for cutter rig) Built in Germany by Karl Feltz Bootwerft, Hamburg, 1980. Designed by Karl Feltz. Complete steel construction with flush decks, traditional full keel, wheel steering + hydrovane steering. A proven powerful cruising yacht, designed for comfort and durability whilst sailing. Still in 1st original German ownership from new, in vgc condition for age. First used in 1985.

Powered by a Bukh 36hp engine (4,200hrs), keel cooled, Cutter rigged with bowsprit, Lee Sails Main & Genoa, excellent range of supporting sails (from/10). Comprehensive power mgmt. systems including solar. Navigation gear most suitable to this style of yacht (incl radar, autopilot etc), full safety equipment.

Accom for 3-4 throughout, large double aft cabin, passage berth, attractive high gloss finish to dark wood interior, spacious U-shaped seating area forward of galley & nav station, single heads with shower & bath aft, Eberspacher heating, Calorifier (hot water), generous tankage for fuel, water and grey/black.

Euros 30,000

Construction

Built in Germany by Karl Feltz Bootwerft, Hamburg, 1980 Designed by Karl Feltz Modified Skorpion II Flush deck version, Full Keel, Ballast space was filled with lead ingots and each layer was poured with liquid lead in order to prevent as few cavities as possible and to shift the weight down as far as possible 3.1 tons. The lead ballast was sealed permanently.

Centre Cockpit Steel Cutter Complete steel construction, hull, decks & structure Insulation inside to below the waterline with 3 cm styrofoam glued on using PU foam. Wheel steering

LOA: 42'6 / 13.0m LOD: 38'3 / 11.7m Beam: 10'7 / 3.25m Draft: 5'9 / 1.8m Displacement: 10 tons Ballast: 3 tons

Machinery

Bukh DV 36ME diesel engine, 36hp Approx 4,200 hrs Shaft drive Keel cooling for engine

Wind vane – Hydrovane steering

Electrics

Shore power Domestic batteries Single engine start battery 60 a/h2 alternators charging by engine 2nd Alternator – Fitted to Shaft so produces electricity even when under sail and shaft turning Inverter – 1 kw 15a/h battery charger 200w solar panel

Power generation: 45 amp alternator on the engine As well as a 16 amp off Prop Shaft Solar cells/panels 250 watts with 2 charging circuit controllers can be switched to any battery Mounted

on equipment rack at the rear While 200 watts charge a discharged battery, the remaining charge can be diverted offering 50 watts on the other. (Max efficiency) or both on one battery for quick charge Both alternators can also be switched to each battery, even with solar power Starter battery is powered by an isolating diode Can also be charged from the solar cells Charger 220V-12 Amp. Hardly used due to solar cells

Tankage

Fuel: 380 ltrs in 1+1 tanks S/S Main diesel tank in the keel with a capacity of approx. 380 ltrs. Separate day tank under the cockpit storage space of approx. 60 ltrs. Water: 560 ltrs in 4 tanks (5th smaller tank is redundant) 3 way valves to transferring water if required Holding: Grey/Waste water tank – Henderson pump out valve.

Fuel and water tanks located in the keel (replaced by plastic tanks in 2015) serving as additional ballast Another 2 water tanks with approx. 260 ltrs above or in front of the ballast space (One is currently out of order because it is leaking) everything amidships below the waterline

Water boiler/calorifier positioned with above tanks.

Rig And Sails

Cutter Rigged S/S spars Fixed bowsprit (1.3m)

Sails (1985) by Lee Sails Main, Genoa, Blister & 2 x storm jibs

Mainsail: Large with 3 reefs. 1 self-tacking jib on rail 2 Yankee (1 smaller than normal with reef) 1 genoa as a light wind sail. S-jib can also be used in half wind. 2 trade sails (The lower ends are fixed with pre-installed lines above the deck) 2 storm foresails (so far only attached as a test as well as 1 Trysail) 1 blister with a hose.

Winches: On the mast: 3 self-tailing halyard winches. 1 simple winch for Sme reef 4 sheet winches in the cockpit self-tailing. 1 furling device for headsail. Just to roll away. Not intended as a reef. All headsails with stay riders so that each sail can be driven on the furling device.

Accommodation

Accom for 3 in main double cabin + single passage berth Generous headroom throughout. Dark solid wood/teak high gloss finished interior Large forward V deck locker, deck access Bulkhead Main saloon forward with large U-shaped seating and central table. Storage around and below seating. Galley to port L-shaped, oven, sink, top loading fridge unit. Navigation station to stbd Large heads/bathroom to stbd incl bath/shower Passage down port side with bunk to aft cabin, access to engine with cushions above access enclosure. Double aft cabin with large full offset bed to stbd side ½ berth/cushion port

Domestic

Eno Gas oven and hob with three burners Ceiling fan as in the bathroom Fridge with storage plate and 8 cm insulation. Contact with the storage disk enables e.g. meat to be frozen Remote gas switch and gas warning device Sony 2001 SSB world receiver For music car radio with CD

drive another aft with a tape drive Eberspächer air heating with 2-stage operation

Deck

Lofrans 1000 watt windlass Control from the cockpit or with the control unit Bow anchor approx. 30 kg. On 10 mm chain. 75 meters Spare anchor screwed in the bilge 30 kg

Sprayhood Winter covers Bimini and complete "cake stand" sides and back wall mounted with zippers. Boat cover over the entire ship for winter storage Cockpit cover for lying in the water. Boarding ladder

Navigation

Garmin GPS Simrad Radar – Simrad digital Sailor VHF Kenwood TS50 radio tuner

Sailor VHF spark, programmable on US channels Kenwood HF Transceiver TS 50 output power 100 watts activated for all frequencies as well as additional narrow band filter. Antenna tuner "Smart tuner" on the backstay Autopilot: Autohelm 3000 with belt drive on the steering wheel Hydrovane wind vane control

Instruments cockpit: Digital log and echo in the cockpit VDO remote Compass subsidiary display. Main unit at the chart table Magnetic. Compass C-Plath Venus on steering column Mechanical. Rudder angle indicator

Tenders

2 small tenders, inflatable & hard Fixed hard dinghy for 2, stored on deck in fixed mounts (this also covers the life raft) Bombard rubber inflatable dinghy for 4. (Stowed in the aft storage space) With the 4 PS Evinrude (2 cylinder 2 stroke)

Safety

4/5 person life raft 2 inflatable vests/life jackets 2 solid vests/life jackets Lifebelts with solid attachment points in the cockpit and 2 stainless steel stretching lines from the masthead to the foredeck Kal 25 distress pistol. Div. expired ammunition Satellite broadcaster Epirb whether still up to date I don't know. No data transmission, only emergency call 2 fire extinguishers

Bilge pumps: 1 Henderson MK5 in the cockpit for the engine bilge 1 Henderson MK5 below deck in the bathroom for the forward bilge Also serves to empty the dirty water tank by means of a 3-way valve 1 automatic bilge pump in the motor bilge currently being dismantled

The condition or level of safety equipment on board is not to be negotiated on following survey. It is likely to be listed by most surveyors but is not structural or an integral working part of the vessel and is not to be used to further negotiate the price down after survey. We strongly suggest that for your own personal safety that when purchasing a yacht you provide new safety equipment rather than relying on second hand gear.

Should you become the new owner of this yacht then the responsibility to re-register or update official bodies for items such as EPIRB, VHF, MMSI or AIS becomes yours.

Comments

An impressively constructed steel yacht, tried and tested. Build for her current German owner.

Owner has prepared a detailed 'knowledge guide' in German as well as English 'google' translation. This can be provide on completion.

Title Documents And Tax

Listed below are the documents/or copies of what we have seen on listing this yacht.

Still in her original German ownership, built and supplied to current owner.

Copy – German Certificate of Registration
Copy – Build VAT invoice 'Feltz Boote' 1980
Exempt of RDC requirements – built 1980

Disclaimer And Travelling To Inspect

The Company offers the details of this vessel in good faith. Whilst every care has been taken in their preparation, the correctness of these particulars is not guaranteed. The particulars are intended only as a guide and they do not constitute a term of any contract. A prospective buyer is strongly advised to check the particulars and where appropriate at his own expense to employ a qualified Marine Surveyor to carry out a survey and/or to have an engine trial conducted which if conducted by us shall not imply any liability for such engine on our part. This vessel is offered subject to prior sale, price change, or withdrawal without notice.

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