

SOLID CLASSIC SEAGOING SAILINGYACHT 17M OAK ON OAK



Year 2001 (rebuild finished 2014)

Condition: good

Model: Baltic Sea Sailboat staysail 2 mast S shape longkeel

Length x Width 17.00 m x 5.10 m

Depth 2.20 m

Displacement 43 tons

Material: Wood. Oak on oak, teak

Wheelsteering (mechanic)

Keeltype: longkeel

1,400 kg ballast

12 persons daytrips

200 cm Standing height inside

3 cabins

6 berths

1 bathroom

1,500 l water tank

Engine:

Inboard motor with shaft (D-Drive). Intercooling

DAF 1160 engine

1 x 168 PS / 124 kW power

Diesel fuel

2,000 l Fuel tank

2,500 h Engine hours

Electricity

Shorepower

Converter 5000 W

Battery charger 70 AMP

Batteries 650 + 230 + 230 AH

220 V mainsystem + 24,12 V

Domestic systems

Central heating : diesel with radiators.

Hydrophore

Boiler 40l

Cooking: induction

Extra cooking decksaloon: 2 burner gas.

Fridge: 40 l

Freezer: 20 L

Additional systems

Fishfinder

2 x GPS

Compass

Rudderindicator

VHF: Standard Horizon Eclipse

Clipanchor 50 m chain

Manual anchorwinch

3 x bilgepump

Rigging sails. Staysail schooner rigging

Mast, booms : Wood

Mainsail: 24m²

Topsail 12m²

Mizzen 24m². Small.17m²

Jib: 2 x 24m²

Fore-Jib: 2 x 34m²

Storm Jib: 2 x 6m²

Flyer: 9m²

Yankee: 5m²

REGINA was originally built in Damgarten (DDR Germany) in 1949 as a fishing cutter.

She was used as fishing cutter of the fishing trawl fleet in Uekermunde (between Rostock and Stettin) called UEK65 (NEURUPPIN).

The ship operated as a 56ft Oostsee fishing cutter until 1978.

These cutters were very famous for their seaworthiness.

Despite the heavy construction, they glide smoothly over waters. This is because of the shape of the underwater ship that has not changed since the 19th century. Long used for sailing ships with long keel S-shaped carvel construction.

REGINA is built with 2.4inch oak planks on oak ribs of 4-8 inches.

In 1990, the current owner bought the ship and named her REGINA. The original SKL engine was replaced by a DAF 1160 engine and new fuel tanks were installed.

Only after 2001 the complete restoration and renovation started, which resulted in the conversion to this magnificent classic sailing yacht.

Thirteen years of hard work was spent removing corroded and rusted heavy steel, installing all the new woodwork. Quality Burmese teak came from an old demolished wooden minesweeper.

The underwater ship and corridors have been repaired and replaced at the famous Bultjerwerft in Ditzum Germany. Also new are the heavy oak bulwarks and bollards. In 2006 the new mast foundation was installed at Bultjer shipyard and mast and bowsprit were installed. Then the reconstruction of the superstructure began. In 2014 this resulted in this beautiful classic two-masted sailing cutter.









