

Koopmans 42 Ketch Aluminium (1976) comfortabel v oceaan (40.000 EUR)



Locatie

Flevoland, Lelystad<https://www.advertentieX.nl/x-1670668-z>

Intro

This fast and comfortable sailing yacht is suitable for long distance sailing and is ready for her next owner.

KOOPMANS 42

Afmetingen

12,65 x 3,60 x 1,90 (m)

Materiaal

Aluminium

Bouwjaar

1976

Motor(en)

1 x Solé Mini 48 Diesel

PK/Kw

48 (pk), 35,28 (kw)

Ligplaats

668-Z

Algemeen - KOOPMANS 42
Aluminium sailing yacht Koopmans 42 built in 1976, designed by Jaap Tromp in Amsterdam, designed by Hindeloopen - The Netherlands, afgetimmerd op scheepswerf Jaap Tromp in Amsteldam, designed by Dick Koopmans - The Netherlands, teak deck, teak superstructure, round-bilged hull, fin keel, displacement approx. 11.800 kg, ballast approx. 4.000 kg, fuel capacity approx. 350 ltrs, water capacity approx. 2.200 ltrs, wheel steering.

668-Z

Accommodatie

Teak interior, 2 cabins + saloon, 4 (+3) berths, headroom approx. 1.95 m, toilet, (and possibility to shower), Heatpol heating, waterpressure system, galley, refrigerator, 3 burner gast stove with oven, crockery.

Motor(en)

Solé 48 hp diesel engine, type mini 48, 4 cylinder, low line, building year 2000, semi-hydraulic techno drive gearbox, intercooling system, consumptions approx. 4 ltr./h., speeds approx. 7 knots, 3-bladed folding propellor (max prop), stainless steel propellorshaft, 2 x manual bilge pump, 1 x electric bilge pump, 12/220V electric circuit, 2 x batteries each 105 Ah (AGM), 1 x 80 Ah engine battery (AGM), shore power, battery charger.

Navigatie

Magnetic compass, Seafarer echosounder with repeater, VDO log, windset, Furuno VHF, HF-150, Shipmate RS 5700 GPS, Radar JRC 1000, weatherfax NASA.

Uitrusting

2 x life jackets, 1 x fire extinguishers, electric Lewmar windlass, 2 anchors, fenderladder, sea reeling, fenders, spare parts

Tuigage

Ketch-rigged, aluminium grey anodised Proctor mast, Furlex furling system, Van Vliet main sail, mizzen, furling genoa, sailcover, Talie boomvang, 2 x 2-speed Rondal winches, 2 x Lewmar halyard winches, 1 x Lewmar winch, 2 x Barient + 2 x Lewmar backstay winch, spinnakerboom.

Achtergrond informatie:

Voor zover we hebben kunnen achterhalen zijn wij de zesde eigenaren van deze boot.

Wij hebben deze boot als project gekocht (omstreeks Mei 2022) en hebben er bijna anderhalf jaar aan gewerkt. Het idee was om te gaan cruissen, maar vanwege rug en nekproblemen ivm stahoogte hebben we een andere boot gekocht (met genoeg stahoogte).

Wat is er gedaan?

Romp:

onderwaterschip is grondig aangepakt:

- alle antifouling is weggeschuurd
- alle corrosieplekkken zijn aangepakt*
- opgebouwd met 12 lagen interprotect
- afgewerkt met 2 lagen interspeed extra
- bovenwaterschip is gelakt met 4 lagen DD 2 componenten lak

Propellor:

-nieuwe anodes op de propellor (maxprop)

Roer:

-roerhak vervangen (een nieuwe laten lassen)
-lager vervangen (nieuwe laten draaien)

Teak: Toerail

-stuk teak vervangen op het toerail

Teak: Dek

-ongeveer 33% van de proppen in het teak dek zijn vervangen
-aantal naden opnieuw gekit (sikaflex)

Schilderwerk

-kajuit buiten geschilderd (DD lak 2 componenten)
-binnen (international 2 componenten primer en 2 componenten verf)

Lakwerk

-buiten: Epifanes 2 componenten (9 lagen)
-binnen: Epifanes 1 component (3 lagen)

Elektra:

-een vier tot 6 220v kabels (drie maal geïsoleerd) aangelegd (isolatie om koper, isolatie om isolatie, en flexibuis isolatie)
-2 nieuwe VARTA AGM 105ah accus; 1 nieuwe Exide 80ah (alle Aug-Sept 2023)

Brandstof- en Water-slangen:

-vuilwaterslang vervangen
-Hederson MK V gerepareerd

Voorkajuit:

-hout achter latjes vervangen door geimpregneerd hout
-isolatie verbeterd (omdat nu ook de aluminium "ribben" zijn geïsoleerd)
-latjes gelakt
-nieuwe matrassen en ventilerende ondermatrassen uitgesneden

er was geen problematische corrosie. Twee puntjes van put corrosie, maar niet problematisch genoeg voor laswerk; de tweede eigenaar terug (2007-2018) vertelde me dat toen hij het liet doormeten, de

aluminium romp 9mm dik was.

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Wat we van plan zijn nog te gaan doen?

- salon en voordek uit afschilderen
 - rubbers van ramen vervangen
 - prisma lekvrij maken
 - al aanwezige scheidingstransformator installeren
 - 2 extra accu's plaatsen
 - scheepstoilet aansluiten
- Brandstof- en Water-slangen:
- drinkwaterslang vervangen
 - Brandstofslang vervangen
- =====

Wat moet er nog worden gedaan?

Elektra:

- het elektra werkt, maar vervanging is wenselijk
- connecties naar masten opnieuw aansluiten
- de elektronica op zich kan ook een upgrade gebruiken

Gas:

- gasleiding moet nagelopen worden

Motor:

- Motor moet even worden nagelopen om er zeker van te zijn dat er geen problemen zijn ivm elektra (massavrij) (dit kan je bijv. in Andijk laten doen)

Brandstoffank:

- Deze is nog niet schoongemaakt. Zou ik wel doen. Naar mijn schatting is deze al 5 jaar niet gebruikt (nu wordt de dagtank gebruikt)

Lekkages in achterkajuit

- De achterkajuit lekt aan beide kanten op iig 1 plaats
- Het schot tussen de kombuis en achterkajuit lekt (vanuit het railsje van het toegangssluis tot de boot)

Er mist een deurtje in de kombuis van onder het aanrecht

Aandachtspuntjes:

- Ik vind de verstaging prima, maar omdat ik niet weet wanneer deze het laatst onder handen is genomen is een dubbelcheck wellicht handig
- Het dek heeft boven de voordek uit gelekt. Bakboordzijde lijkt een van de planken onder het teak iets los te zitten

-Bakboordzijde is het hout van een van de luikjes in de cockpit los. Dit moet weer vastgezet worden.
-Aan de bakboordzijde zit een van de plankjes op het dek was losjes.

Disclaimer

Hoewel er uiterste zorg besteed is aan de correctheid, volledigheid en actualiteit van onze informatie kunnen hieraan geen rechten worden ontleend.

meer fotos: [dropbox.com/scl/fo/gncq4v24jaqjz65jixucp/h?rlkey=l8eag57lmb0sxjeg3dw4zj5hr&dl=0](https://www.dropbox.com/scl/fo/gncq4v24jaqjz65jixucp/h?rlkey=l8eag57lmb0sxjeg3dw4zj5hr&dl=0)

Engelse versie/English version

Intro:

Experience the thrill of long-distance sailing with this fast and comfortable yacht, ready for its next owner.
KOOPMANS 42

Dimensions: 12.65 x 3.60 x 1.90 (m) Material: Aluminum Year: 1976 Engine: 1 x Solé Mini 48 Diesel Power: 48 hp (35.28 kw) Location: Lelystad, Netherlands

General - KOOPMANS 42 Aluminum sailing yacht Koopmans 42 ft, built in 1976, dimensions: 12.65 x 3.60 x 1.90 m, built by Aluboot Hindeloopen - The Netherlands, finished at shipyard Jaap Tromp in Amsterdam, designed by Dick Koopmans - The Netherlands, teak deck, teak superstructure, round-bilged hull, fin keel, displacement approx. 11,800 kg, ballast approx. 4,000 kg, fuel capacity approx. 350 liters, water capacity approx. 2 x 200 liters, wheel steering.

Accommodation Teak interior, 2 cabins + saloon, 4 (+3) berths, headroom approx. 1.95 m, toilet (and possibility to shower), Heatpol heating, water pressure system, galley, refrigerator, 3 burner gas stove with oven, crockery.

Engine(s) Solé 48 hp diesel engine, type mini 48, 4 cylinder, low line, built in 2000, semi-hydraulic techno drive gearbox, intercooling system, consumption approx. 4 liters/hour, speed approx. 7 knots, 3-bladed folding propeller (max prop), stainless steel propeller shaft, 2 x manual bilge pump, 1 x electric bilge pump, 12/220V electric circuit, 2 x batteries each 105 Ah (AGM), 1 x 80 Ah engine battery (AGM), shore power, battery charger.

Navigation Magnetic compass, Seafarer echosounder with repeater, VDO log, wind set, Furuno VHF, HF-150, Shipmate RS 5700 GPS, Radar JRC 1000, weather fax NASA.

Equipment 2 x life jackets, 1 x fire extinguisher, electric Lewmar windlass, 2 anchors, fender ladder, sea railing, fenders, spare parts.

Rigging Ketch-rigged, aluminum gray anodized Proctor mast, Furlex furling system, Van Vliet main sail,

mizzen, furling genoa, sail cover, Talie boom vang, 2 x 2-speed Rondal winches, 2 x Lewmar halyard winches, 1 x Lewmar winch, 2 x Bariant + 2 x Lewmar backstay winch, spinnaker boom.

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Background Information As far as we can tell, we are the sixth owners of this boat. We bought this boat as a project (around May 2022) and worked on it for almost a year and a half. The idea was to go cruising, but due to back and neck problems related to headroom, we bought another boat (with sufficient headroom). It is important for a potential buyer to realize that whereas the boat has some great features, such as its lines, its designer, its hull material, etc... it is despite the 1.5 years of work, still a boat in the "project" category. Much closer to finishing, but work still needs to be done. To give you a better picture, please see the following:

What has been done?

Hull:

The underwater ship has been thoroughly addressed: All antifouling has been sanded off. All corrosion spots have been addressed. Built up with 12 layers of interprotect. Finished with 2 layers of interspeed extra. Above water ship has been varnished with 4 layers of DD 2 component varnish.

Propeller:

New anodes on the propeller (maxprop)

Rudder:

Rudder heel replaced (had a new one welded). Bearing replaced (had a new one turned).

Teak: Toerail

Piece of teak replaced on the toerail

Teak: Deck

About 33% of the plugs in the teak deck have been replaced. Some seams re-sealed (sikaflex)

Paintwork:

Cabin exterior painted (DD varnish 2 components). Inside (international 2 component primer and 2 component paint)

Varnish:

Outside: Epifanes 2 components (9 layers). Inside: Epifanes 1 component (3 layers)

Electrics:

Laid four to six 220v cables (three times insulated) (insulation around copper, insulation around insulation, and flexible tube insulation). 2 new VARTA AGM 105ah batteries; 1 new Exide 80ah (all Aug-Sept 2023)

Fuel and Water hoses:

Waste water hose replaced. Henderson MK V repaired

Front cabin:

Wood behind slats replaced with impregnated wood. Improved insulation (because the aluminum "ribs" are now also insulated). Slats varnished. New mattresses and ventilating under mattresses cut out. There was no

problematic corrosion. Two points of pitting corrosion, but not problematic enough for welding; the second owner back (2007-2018) told me that when he had it measured, the aluminum hull was 9mm thick.
What are we planning to do?

Paint the saloon and front cabin
Replace window rubbers
Make the prism leak-proof
Install the existing isolation transformer
Place 2 extra batteries
Connect the ship's toilet
Fuel and Water hoses:
Replace drinking water hose
Replace fuel hose

What still needs to be done?

Electrics:

The electrics work, but replacement is desirable
Reconnect to masts
The electronics themselves could also use an upgrade

Gas:

Gas line needs to be checked

Engine:

The engine should be checked to ensure there are no problems related to electrics (ground-free) (you can, for example, have this done in Andijk)

Fuel tank:

This has not yet been cleaned. I would do that. I estimate it hasn't been used for 5 years (now the day tank is used)

Leaks in the rear cabin:

The rear cabin leaks on both sides in at least 1 place
The bulkhead between the galley and rear cabin leaks (from the rail of the access hatch to the boat)

There is a door missing in the galley under the counter.

Points of attention:

I find the rigging fine, but since I don't know when it was last serviced, a double check might be handy
The deck above the front cabin leaked. On the port side, one of the boards under the teak seems to be a bit loose
On the port side, the wood of one of the hatches in the cockpit is loose. This needs to be reattached.
On the port side, one of the planks on the deck was a bit loose.

Disclaimer Although utmost care has been taken to ensure the accuracy, completeness, and timeliness of our information, no rights can be derived from it.

more pics: [dropbox.com/scl/fo/gncq4v24jaqiz65jixucp/h?rlkey=l8eag57lmb0sxjeg3dw4zj5hr&dl=1](https://www.dropbox.com/scl/fo/gncq4v24jaqiz65jixucp/h?rlkey=l8eag57lmb0sxjeg3dw4zj5hr&dl=1)