Kufra Werft ketch - 1982

https://www.yachtadvert.com/fr/2766-custom-built-kufra-werft-ketch.html

110 000 EUR ttc



Général

Année : 1982
Largeur : 4,88 m
Radeau : Non
Leasing en cours : Non

Constructeur : Custom Built
Longueur : 18,90 m
Quille : Quille Relevable
Région : Izola, Slovénie

Moteurs

Nombre : 2

Marque moteur : Mercedes
Puiss. Unit. (CV) : 60

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Aménagements

Flybridge : Non

Timonerie : Non

électronique

Pilote auto : Non
GPS : Non
VHF : Non
Déssalinisateur : Non

Radar : Non
Sondeur : Non
Traceur de carte : Non
Convertisseur 12/220 : Non

équipement de pont

Hydraulique : Non
Plateforme AR : Non
Taud d'hivernage : Non
Capote de roof : Non
Cockpit en teck : Non
Grand voile sur enrouleur : Non

Passerelle : Non
Bossoirs : Non
Guindeau élèctrique : Non
Taud cockpit : Non
Pont teck : Non
Génois sur enrouleur : Non
Spinnaker : Non

équipements principaux

Propulseur Arrière : Non
Clim. : Non
Eaux noires : Non
Annexe : Non

Propulseur avant : Non
Groupe éléc. : Non
Eau chaude : Non
Flaps : Non
Moteur annexe : Non

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électroménager

Congélateur : Non
Micro-ondes : Non
Réchaud élèctrique : Non
Lave-linge : Non
Antenne TV : Non
TV SAT : Non
Glaçons : Non
Four : Non
Réchaud gaz : Non
Chauffage : Non
Lave-vaisselle : Non
TV : Non

Divers

Remarks :
Who is she? MILEO is not a production boat. She never was. Designed by Kurt A.H. Oehlmann and built in 1982 by Kufra Werft GmbH in Lübeck — a German shipyard still operating today — she was conceived as a custom aluminium ketch for those who take their sailing seriously. Forty years on, she carries that intention in every rivet.   At 18.6 metres on the water, with a lifting keel that drops from 1.25m to 2.45m, she is equally at home threading the shallow anchorages of the Adriatic as she is pointing offshore into open ocean. CE Category A certified and Slovenian registered, she has earned her bluewater credentials.   Under sail The ketch rig divides the canvas intelligently — a fully battened mainsail, furling genoa and a cruising gennaker for reaching miles, with a storm jib standing ready when the weather turns honest. Lazyjacks, lazy bag and genoa cover mean sail handling is manageable short-handed. This is a boat that rewards a capable crew but does not demand one.   Under power Twin Mercedes diesel engines — an OM615 and an OM616 — drive her at a comfortable 7 knots cruise, with redundancy built in from the keel up. A bow thruster handles marina work with confidence. With 5,000 litres of fuel capacity across two tanks, range is a matter of ambition, not anxiety. On board Six cabins below decks — a double, a skipper's cabin and four guest cabins with bunk configurations, one sleeping four — give MILEO genuine versatility across liveaboard, private charter and crewed passage work. Two heads serve guests, with separate crew quarters kept properly separate. The galley is equipped with oven, refrigerator and hot water, while heating throughout makes year-round cruising a realistic proposition. Teak cockpit and teak side decks set the tone on deck — properly finished, properly traditional. The case for MILEO Custom aluminium ketches of this pedigree are not common in the market at any price. MILEO offers a rare combination — proper offshore construction, a versatile rig, twin-engine reliability with fresh service hours, and a layout that works equally well for liveaboard life, charter income or blue water passage making. As a vessel built before 1985 and continuously registered within the EU, VAT is considered paid under European maritime law. She is offered at €110,000, lying Izola, Slovenia, available for immediate inspection.
Accommodation :
Disclaimer
The Company offers the details of this vessel in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel is offered subject to prior sale, price change, or withdrawal without notice.
Inventory :

Mechanical :

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Médias





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