



960 - 1969

<https://www.yachtadvert.com/2184-maaskotter-960.html>

5 000 EUR incl vat



General

Builder : Maaskotter
Length : 31.50 Ft
Draft : 4.59 Ft
Life Raft : Yes
Leasing in progress : No

Subtype : Pleasure
Year : 1969
Beam : 10.17 Ft
Hull : Monohull
Area : , Netherlands

Engines

Model : Indenor
Power Unit. (HP) : 55

Engine Brand : Peugeot
Engine(s) : 1
Tank : 400 L

Facilities

Flybridge : No

Helm : No

Electronics

Autopilot : No
Sounder : No
Chartplotter : No
Converter 12/220 : No

Radar : No
Pilot details : <p>true</p>
GPS : No
VHF : Yes
Watermaker : No

Bridge equipment

Hydrolic Gangway : No
Bath platform : No
Winter cover : No
Sprayhood : No
Teak cockpit : No
Furling mainsail : No
Mast : 1

Gangway : No
Davits : No
Electric windlass : No
Cockpit awning : No
Teak deck : Yes
Furling genoa : No
Spinnaker : No

Main equipment

Stern thruster : No
AC : No
Black Water : No
Tender : No

Bow Thruster : Yes
Marine Generator : No
Hot water : No
Flaps : No
Tender Engine : No

Household appliances

Freezer : Yes	IceMaker : No
Microwaves : No	Oven : No
Electric stove : No	Gas stove : No
Washing machine : No	Heater : No
TV antenna : No	Dishwasher : No
SAT-TV : No	TV : No

Various

Maaskotter 960 now in the online auction. everyone can bid until 15 December 2025.

Maaskotter 960 €#147; Seaworthy Motorsailer with Character and History

General Overview of the Maaskotter 960

The Maaskotter 960 is a steel motorsailer from 1969, built by Maasdam & Dekker in Nieuw Lekkerland. This ship is unique in its kind, with construction number 1, and was designed by Mr. Maasdam at the request of the first owner. The hull is executed in an S-shaped form, which contributes to the stability and seaworthiness of the ship. With a length of 9.60 meters, a width of 3.10 meters, and a draft of 1.40 meters, the ship is suitable for both inland and coastal waters. The clearance height is 10 meters, allowing it to pass under most high bridges.

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Construction and Technical Specifications

The Maaskotter is entirely built of steel and features a watertight steel bulkhead with a toggle closure, contributing to onboard safety. The ship is registered with the Dutch Cadastre under brand mark 6850bg and registration number 50068/36. The VAT has been demonstrably paid, and extensive documentation is available, including an inspection report from Vries Lentsch from 1994, a hull report from 2019, and various technical manuals.

The propulsion consists of a Peugeot Indenor diesel engine with a power of 55 hp, four cylinders, and electric start. The engine was overhauled in 2000 and has remained functional since. The cruising speed is around 10 km/h, with a maximum speed of approximately 14 km/h. The fuel tank has a capacity of 400 liters, providing a large range. The electrical installation includes a battery charger, alternator, inverter, shore power connection, solar panel, and three batteries. The bow thruster is electric and was installed in 2023 at Drinkwaard in Sliedrecht.

Interior and Accommodation

Inside, the Maaskotter offers a headroom of 1.85 meters and space for four berths, two fixed and two additional. The layout is practical and focused on comfort during longer stays on board. The accommodation consists of a dinette with storage space, a kitchen with a three-burner stove, refrigerator, freezer, sink with hot and cold water, and a manual toilet. The onboard heating is based on hot air, providing a pleasant indoor climate during colder days.

The wheelhouse is equipped with a second steering position and provides access to the aft cabin with a double bed. Under the wheelhouse is the engine room. The navigation equipment includes an autopilot (yet to be connected), compass, and VHF radio. The available instruments include a fuel tank gauge, oil pressure gauge, temperature gauge, and tachometer.

Sailing Equipment and Deck Equipment

The Maaskotter is equipped with two aluminum masts: one of 8 meters for sailing use and one of 4 meters for use as a motor yacht. Both masts are equipped with a boom and rigging. The sail plan consists of a genoa, mainsail, and storm jib, with a furling system for the foresail. The condition of the sails has been checked by Insail Made. The anchoring equipment consists of a manual windlass and an anchor with chain.

On the deck, there are davits, a swim ladder, a swim platform, fenders and lines, a guardrail, and a teak deck. The teak deck is partially removed and prepared for painting, offering opportunities for further finishing according to personal preference. The cockpit is self-draining, and there is a liferaft for eight people available.

Maintenance and Particulars

The ship was out of the water for maintenance in 2023, during which antifouling was also applied. During this yard period, the underwater hull was fully inspected, and the bow thruster was installed. The hull thickness report confirms the condition of the underwater hull. The electrical systems are functional and equipped with a Victron management system.

A special feature of this ship is the ability to use it both as a motor yacht and a sailing ship. The presence of two masts allows the ship to be adapted to the desired sailing style. The construction and equipment make the ship suitable for longer trips and stays on board.

History and Use

The Maaskotter 960 was originally built for a private owner and has since been

used on inland waters, lakes, ponds, and rivers. The current owner has used the ship for day trips, vacations, and weekend stays. The combination of robust construction, practical layout, and versatile sailing characteristics makes this ship suitable for a wide range of sailing conditions.

Conclusion

The Maaskotter 960 is a characterful ship with a rich history and a solid foundation for further personalization. With its seaworthy design, dual steering, spacious accommodation, and extensive documentation, the ship offers opportunities for both recreational and more adventurous water sports enthusiasts. The current state of the deck requires attention but simultaneously offers room for personal input and finishing. A ship with potential for the enthusiast looking for a unique and functional vessel.

