Strooker 900 - 1995

https://www.yachtadvert.com/3327-van-de-stadt-strooker-900.html

3 000 EUR incl vat

General

Year : 1995
Builder : Van de Stadt
Beam : 10.33 Ft
Length : 30.35 Ft
Life Raft : No
Hull : Monohull
Leasing in progress : No
Area : , Netherlands

Engines

Model : 2GM20
Engine Brand : Yanmar
Power Unit. (HP) : 18
Engine(s) : 1
Tank : 80 L

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Facilities

Flybridge : No

Helm : No

Electronics

Autopilot : No

GPS : No

VHF : No

Watermaker : No

Radar : No

Sounder : Yes

Chartplotter : No

Converter 12/220 : No

Bridge equipment

Hydrolic Gangway : No

Bath platform : No

Winter cover : No

Sprayhood : Yes

Teak cockpit : No

Furling mainsail : No

Mast : 1

Gangway : No

Davits : No

Electric windlass : No

Cockpit awning : No

Teak deck : No

Furling genoa : Yes

Spinnaker : No

Main equipment

Stern thruster : No

AC : No

Black Water : No

Tender : No

Bow Thruster : No

Marine Generator : No

Hot water : No

Flaps : No

Tender Engine : No

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Household appliances

Freezer : No
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

Van de Stadt Strooker 900 now in the online auction. everyone can bid until 16 November 2026.
<h2>Van der Stadt Strooker 900 Vita 30</h2> The Van der Stadt Strooker 900 Vita 30, named My Fair Lady, is a classic cabin sailing yacht from 1995. She was built by Vreugdenhil Jachtbouw in Alphen aan den Rijn to a design by E.G. van der Stadt. With a length of 9.25 metres, a beam of 3.15 metres and a draught of 1.50 metres, she is suitable for trips on inland waterways, lakes, ponds, rivers and coastal waters. The current owner has used the boat for day trips, holidays and weekends since 2014. The hull is made of wood with a glass-fibre-reinforced epoxy construction and has a round-bilged shape. The fixed lead keel contributes to her stable characteristics. On deck, features include the teak side decks, lifelines, pulpit and pushpit, and self-draining cockpit. Steering is from the exterior using a tiller. A removable cockpit table is fitted in the cockpit. The boat also comes with a swimming platform, boarding ladder, sprayhood, winter cover, fenders and lines. <h3>How much space does this boat offer?</h3> Inside, My Fair Lady offers four permanent berths and two additional berths. There is sleeping accommodation for two people in the forward cabin. The aft cabin also provides space for two people. The settees along the sides of the saloon can be used as two additional berths. The interior headroom is approximately 1.85 metres. The interior is finished in mahogany and oak and has the warm appearance characteristic of a classic Dutch sailing yacht. The saloon features two settees and a cabin table. For day-to-day use, the boat is equipped with a manual toilet, a 100-litre water tank, mattresses and cooking facilities. The two-burner Eno gas cooker has an oven. There is also a compressor refrigerator and a Wallas Marin paraffin heater listed. The gas installation has not been inspected or certified and therefore requires particular attention before the boat is used intensively again. <h3>Which engine and technical equipment are present?</h3> Propulsion is provided by a 1995 Yanmar 2GM20 diesel engine. This two-cylinder inboard engine has a stated output of 18 hp and is electrically started. The fuel tank has a capacity of 80 litres. The stated fuel consumption is approximately 2 litres per hour. According to the available information, the engine is operational. However, the number of engine hours is unknown. Two batteries, an alternator, a battery charger and an electric bilge pump are present on board. The batteries have not been tested with diagnostic equipment, so their remaining service life cannot be determined. The installation operates on 12 volts and 220 volts. The shore-power installation does not have a residual-current device. This is an important point of attention for the buyer and for the safe use of shore power. The available instruments include an oil-pressure gauge and a rev counter. Navigation equipment includes, among other items, a depth sounder and a log or speedometer. The wind instrument and VHF radio are currently not working. The compass contains an air bubble. The anchor light and masthead light also do not operate from the switch panel. These points require inspection and possibly repair. <h3>Which sailing equipment is included?</h3> The aluminium mast carries a rig with four sails. The sail plan consists of a mainsail, jib, genoa and staysail. A reefing system is fitted for the genoa. According to the information provided, the sails are in reasonable condition. The age of the mainsail is unknown. Five manual Lewmar winches are listed on deck. The combination of her hull shape, fixed keel and traditional tiller gives this Van der Stadt a classic sailing character. The boat was built as a one-off wood-epoxy yacht and will particularly appeal to enthusiasts who value craftsmanship, a warm interior and distinctive character. The stated cruising speed is approximately 10 kilometres per hour, with a maximum speed of approximately 12 kilometres per hour. Actual performance depends on the wind, load, maintenance and conditions. <h3>What are the important points of attention?</h3> The condition of the boat is described as reasonable. The hull coating and anchor locker require attention. The last known maintenance carried out out of the

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water took place in 2025. The antifouling was also applied in that year. The available documentation consists of a valuation report by Blonk Jachtexpertise. In addition to the technical points, there are several safety considerations. The gas installation has not been inspected or certified, the shore-power installation has no residual-current device, and the fire extinguishers are past their expiry dates. The navigation equipment is not fully operational. The batteries have not been tested using diagnostic equipment, and no information is available about the number of engine hours. These matters make an independent technical assessment after purchase important. <h3>Who is this boat suitable for?</h3> My Fair Lady is suitable for you if you are looking for a classic cabin sailing yacht with a wooden interior, traditional appearance and several sleeping options. She can accommodate longer weekends and holidays for four people, while the two additional berths provide flexibility for shorter trips. The cockpit is arranged for outdoor living on board, and the sprayhood can provide shelter. Anyone searching online for a boat to buy will find in this Van der Stadt a characterful used sailing boat with points of attention that should be carefully assessed beforehand. If you are considering buying a second-hand boat, it is advisable to look not only at the model, year of construction and layout, but also at the technical condition of the systems, sails, batteries and engine. The most important boat-buying tips for this example are therefore: study the valuation report, inspect the electrical and gas installations, and take the listed defects into account when making your bid. <h3>When can you view her?</h3> The boat can be viewed during an organised viewing day. During this occasion, you can assess her interior, hull, deck, rigging, engine compartment and available equipment. It is not possible to take her out for a sail yourself. During the viewing day, take the time to inspect the finish, the wooden construction, the technical installations and the condition of the sails carefully. This will give you a clear picture of what this Van der Stadt Strooker 900 Vita 30 can offer you and which works may be required after purchase.

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