

# KIRCHNER & MARES

International Yacht Brokerage

Hamburg • Kiel

## Stichnoth 46 steel yacht



Year build/1st time afloat: 2004

Asking Euro: 359.000,-

VAT status: paid/incl.

Engine: M90 Perkins 80 hp, shaft drive

Layout: 2 cabins, 3 beds/ 1 head

Engine hours: 1.000 h (09.2023)

Length: 14,20 m | Loa: 14,90 m

Beam: 3,95 m

Draft: 2,00 m (empty boat)

Displacement: ca. 20.000 kg

Fresh water: ca. 350 ltr

Holding tank: ca. 100 ltr

Fuel: ca. 650 ltr

Lying: North Germany

The Stichnoth 46 steel yacht "White Lady" is optically and technically in very good condition. In addition to the good and safe sailing characteristics, the construction quality must be mentioned. The interior design and the processing quality of the yacht is second to none. It was very important for the owner couple that, in addition to the good ergonomics, the extensive space and the quality of the interior is high. For the entire steel yacht, only the finest fittings, woods and fittings have been selected. For lovers of classic hull lines who are looking for an exclusive and qualitatively very well equipped steel yacht, we recommend a viewing. Exclusively for sale at Kirchner & Mares - broker authorized by the German owner.

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## Hull, deck and rigging:

- Design: Horst Stichnoth from Bremen
- All calculations and material dimensions are carried out by Heino Gerdes in Varel, Germany
- Shipbuilding steel 6 and 4 mm
- Keel sole 20 mm
- The hull was sandblasted inside and out and preserved on a 2-component basis
- After filling and sanding work, the underwater hull was provided with 4 coats of tar epoxy
- Engine installation, shaft system and rudder with quadrants were also carried out by the Gerdes company
- Only GL-certified plywood (business) and Canadian pine were used for the deck beams
- The deck received rods approx. 14 mm thick made from original Burma teak (no plantation wood)
- fully glued without screws
- Only the outside timbers were screwed
- After completion in autumn 1996, the ship was transported to Bavaria for interior work
- In 2004 after the completion of the work, the yacht came to the Böbs shipyard in Travemünde for final painting and the manufacture of the pulpit, pushpit and railing
- In the course of the launching in the spring of 2005, the rig was assembled by the Reckmann company
- Always stored indoors for the last 20 years during winter time
- Dimensions for mast, boom and stays calculated by Rondal in Holland, executed by Herot
- Deck rails for jib and jib (50 mm aluminum)
- plus 6x sleds and headsail furling system by Goiot from France
- Stainless steel 2-speed self-tailing sheet winches by Andersen: 2 x 68, 2 x 58, 3 x 46, 4 x 40
- All blocks and pulleys in stainless steel from Antal
- All Antal and Andersen mast equipment and jib boom including equipment
- All sails by Hood Sailmakers
- Mainsail 42 sqm
- Yankee 56 sqm
- Jib 34 sqm
- Stay jib 21 sqm
- Storm jib 11 sqm (new), Try-Offshore 13 sqm (new)
- Material: Hood-Vektron narrow panels, classic 1/2 yard
- All sails in very good condition, winter stored by sailmaker

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## Below deck:

- The hull has 3 partitioned sections, the engine compartment is also partitioned off and is ventilated accordingly
- A fan provides exhaust air for tropical temperatures
- The insulation of the outer skin in the living area is 9 cm thick and without thermal bridges. It extends to approx. 20 cm below the water line and is sealed there. The deck is also insulated
- All furniture and floors are made of solid mahogany - high-quality Switonia from Central America - white surfaces: varnish 4-5 times lacquered All seat and bed cushions are made of spring cores and lie on slatted frames
- For the 3-4 bunks, lee sails are available and can be fitted. Extensive storage options, oilskin cupboard, wardrobe, as well as a large compartment for official nautical charts and a safe are available
  
- Hot and cold service water, shower fittings, also for the deck shower Pure drinking water (70 l) via a Seagull ultra-fine filter in the kitchen and washbasin
- Sea water pump for the sink
- Seawater desalination via Power-Surviver 40 E All water pipes in food quality
- Sink and washbasin with siphon
- Waste water tank approx. 160 l
- Holding tank 100 l - made of 10 mm plastic, both tanks with cleaning opening Babyblake toilet - 2-pump system, with spare parts kit Seacocks mounted insulated on welded stainless steel flanges, so-called sliders specially made for shipping, made of bronze and gunmetal, smooth-running and easy to maintain.
- Edson Bronze manual bilge pumps, 2" x 2", 1" x 1.5".
- 1x Feith electric diaphragm pump 12 volt 1x Feith electric diaphragm pump 24 volt 1x Feith electric pressure water pump 12 volt 1x electric diaphragm pump process water
- 1x electric membrane pump drinking water
- Deck wash pump
- 1x Force-Ten gas stove, 2 burners with oven and grill
- 1x Newport oil stove with heating fan, with "chimney" on deck, inlet through drop tank
- Lights and switches in the forepeak, engine room and bilge lockers from commercial shipping HNA in heavy brass.
- Ceiling lamps, berth lamps and swiveling chart lamp, all from Sørensen (DK) All areas below deck are also equipped with various kerosene lamps, also from Sørensen.
- Extensive night lighting (red light) thermometer, clock, pointer barometer and hygrometer from Barigo fans in saloon/washroom/foredeck radio with 2x Bose speakers, add. mobile outdoor speaker saloon table folds out for utensils

Engine, steering and propulsion:

- M90 Perkins marine engine with approx. 1,000 operating hours
- Speed 2,500 rpm
- 80 hp
  
- Borg-Warner transmissions and marine starters
  
- Attached a refrigeration compressor for the cool box of approx. 100 l and the hydraulic pump for the windlass and diving compressor
  
- Turned shaft
- Diameter 45mm
- Grease lubricated for smooth running and great safety
- Heavily dimensioned thrust bearing with belt pulley for the shaft generator and the hydraulic pump for the autopilot
  
- Diving compressor
- Utilus from Bauer in Munich
- With cutlery for refilling the scuba tanks
  
- Control column Constellation 500 from Whit Lock (cable)
- on a large quadrant, 2 x 45 degrees with stops made of heavy hard rubber stoppers
  
- Roller bearing rudder stock
  
- Main anchor CQR 34 kg, on 80 m chain, 13 mm
- Second anchor CQQ 27 kg, on 8 m chain advance and 90 m Liros cable, 8-plaited, 20 mm on a roll
  
- Warp anchor 14 kg Danforth with short chain fore-end
- 3/4 inch water connection for cleaning the chain
  
- Great attention has been paid to chain jamming to keep the area clean and rust free
  
- Very strong and solid hydraulic windlass from Seaway-Francis of Falmouth
- 2,500 kg pulling power, 5,000 kg breaking load for 2 x chain and 2 x cordage, chain counter, easy-to-use brake lever, can be adjusted if necessary
- The control components are from Bosch hydraulics
  
- Note: thanks to the strong chain, the yacht is particularly calm at anchor. Even in the most adverse conditions, no motor assistance is required for the “anchor up” maneuver

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## Electronics and navigation:

- A total of 6x batteries Exide - Gel, 12 Volt, 120 Ah
- 1x bank 3 x 120 Ah = 360 Ah, 12 volts 1 bank 2 x 120 Ah = 120 Ah, 24 volts
- 1x starter battery 1 x 120 Ah, 12 volts
  
- 3x chargers 15 Ah, 12 volts & 2x chargers 8 Ah, 24 volts
- All chargers up to 68 can be connected to the batteries as required
- 1x Niehoff marine alternator 80 Ah 12 Volt A1-302 series
- 1x Niehoff marine alternator 60 Ah 24 Volt A1-302 series
- 1x marine wave generator 25 Ah 12 volt cable Shielded cables from Siemens were largely installed (the line loss is calculated at approx. 2%)
- In the navigation area, the shielding of the cables has been grounded. All important consumers have a 2-pole fuse
  
- 220 volt and 12 volt sockets in washroom, saloon, chart table and companionway.
- 220 volts also via Atlas converters
  
- Furuno Radar 10 inch, 24 volt, switchable compass (north stabilization)
- Furuno GP 7000 chart plotter, 24 volts, with switchable AIS signals Furuno GP 1670 chart plotter, 12 volts, at the helm
- Furuno DFAX -FAX 208 Mark-2, provides excellent weather charts worldwide
- VHF walkie-talkie from Sailor with external speaker that can be switched on. Sailor short-wave radio with speakers
- Iridium SAT telephone 4000 with stationary antenna and central unit for PC Datamarin
- Depth sounder inside and outside & datamarine log inside
- Datamarin wind indicator inside and outside
- Nasa Sting-Ray diode echo sounder
- Rasmus active radar reflector masthead flashing light
- Customs horn
- 24 volt Plath Delta compass on steering column
- Sestrel compass for autopilot in deckhouse Sestrel hand bearing compass
- 2x VHF mobile phones in holder
- Ameno hand wind gauge
  
- 24 volt portable searchlight, usable at the helm and at the bow
- High quality Wempe marine quartz clock (UTC) in mahogany case
- Friedrichs marine barograph (7 cans)
- Plath drum sextant in precious wood case historical octant as decoration
- The Segatron autopilot was calculated and built using the rudder data. He has two options for driving the linear drive on the rudder quadrants: A) hydraulically or B) electrically.
- The hydraulics work at speeds above approx. 3.5 knots. Electricity is only required for the electronics and the control of the valves.
- Below this speed, the electric motor (12 volts) is switched on automatically, e.g. during manoeuvres. A comprehensive manual is written for each individual Segatron system

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## Additional equipment:

- To be announced: Petroleum anchor lantern (BSH) alternatively LED anchor lantern
- Throw line, anchor ball, buoy hook from Davy
- Hand plumb
- Heavy and light mooring lines as well as various lines, fenders and cushion fenders, effective hand spades for windlass
- Life lines on deck
- Emergency tiller
- Hand lamp 24 volts
- John Buoy lifebuoy & Epirb distress beacon
- Secumar life ring with life light & 2x life belts
- Niro bathing ladder, rope rescue ladder, bow boarding aid
- Carbon monoxide and smoke detector, Gloria - fire extinguisher, 6 kg
  
- All Niro Petersen locker locks and tank caps can be locked
- 2x retractable water hoses from Gardena
- High pulpit and pushpit as well as railing & railing gates on port / starboard
- Rear teak stand with all accessories, can also be used on the side
  
- Teak fender board
- Cockpit table large and small
- Cockpit seat cushions
- Rain and sun protection at the helm station and for the fore hatch & awning from the stern to the mast
- Z-Line eyebolts for the helmsman to prick
- 2x boat hooks in deck mount, 1x extra long boat hook on shroud
- The companionway - 2 doors - made of 50 mm thick teak doors with Abus security lock (6 lock latches) and double-bit key
- Additional teak bulkhead with slats, also lockable from the inside and outside
  
- Heavy towing rope (24 mm) Marlow 8-plaited, approx. 45 m
- Special filter for refueling - filters dirt and water
- Plenty of shore power cable
- Mountable stern anchor device and stern anchor line on stainless steel drum 45 m
- Avon Hypalon inflatable boat with aluminum roller floor, approx. 320 cm
- with hot dishes
- Teak cradle to drive the dinghy with the engine mounted on the foredeck
- Tarpaulin for the dinghy & Yamaha outboard engine, 5 hp
- Niro-David can be used on both sides of the Schanz, including tackle
  
- 2x Nicro solar fans (suction or pressure)
- 3x Dorade - fan, lockable from the inside
- 5x gas cylinders of 3 kg each
- Rotatable vice, tools, extensive spare parts, workshop manuals for the engine and transmission, operating instructions for all devices

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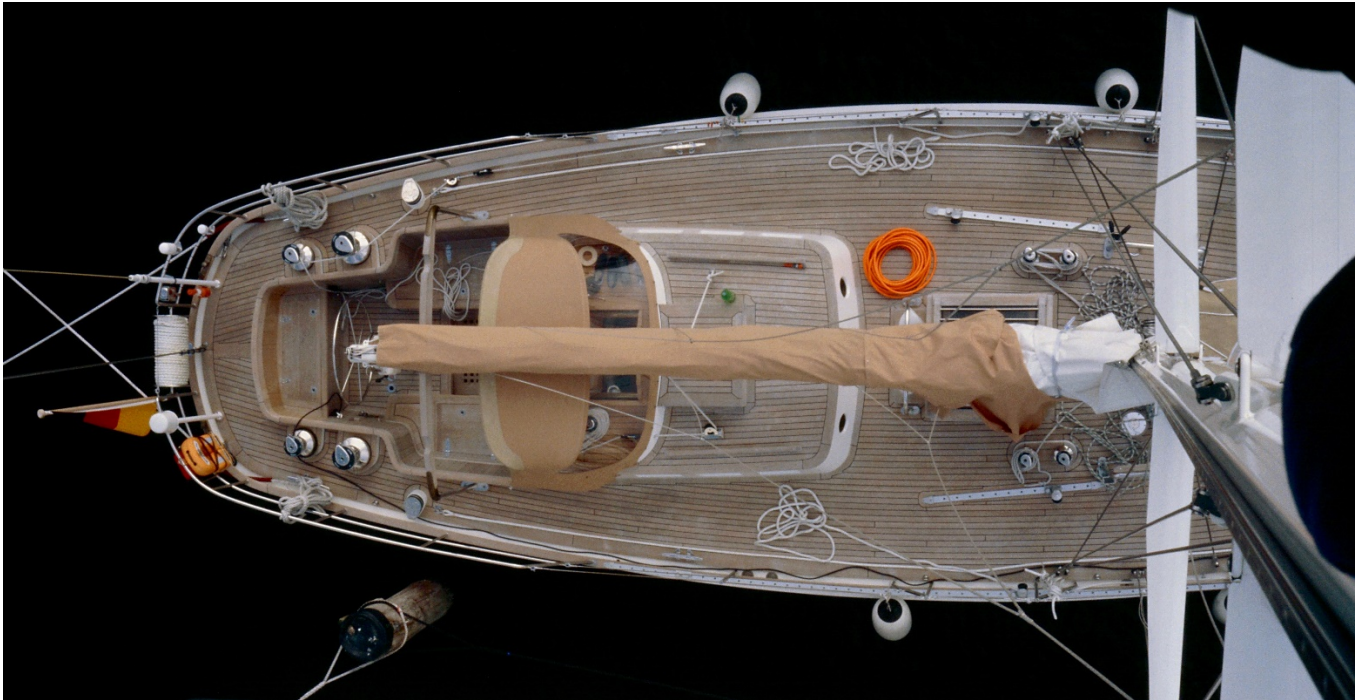
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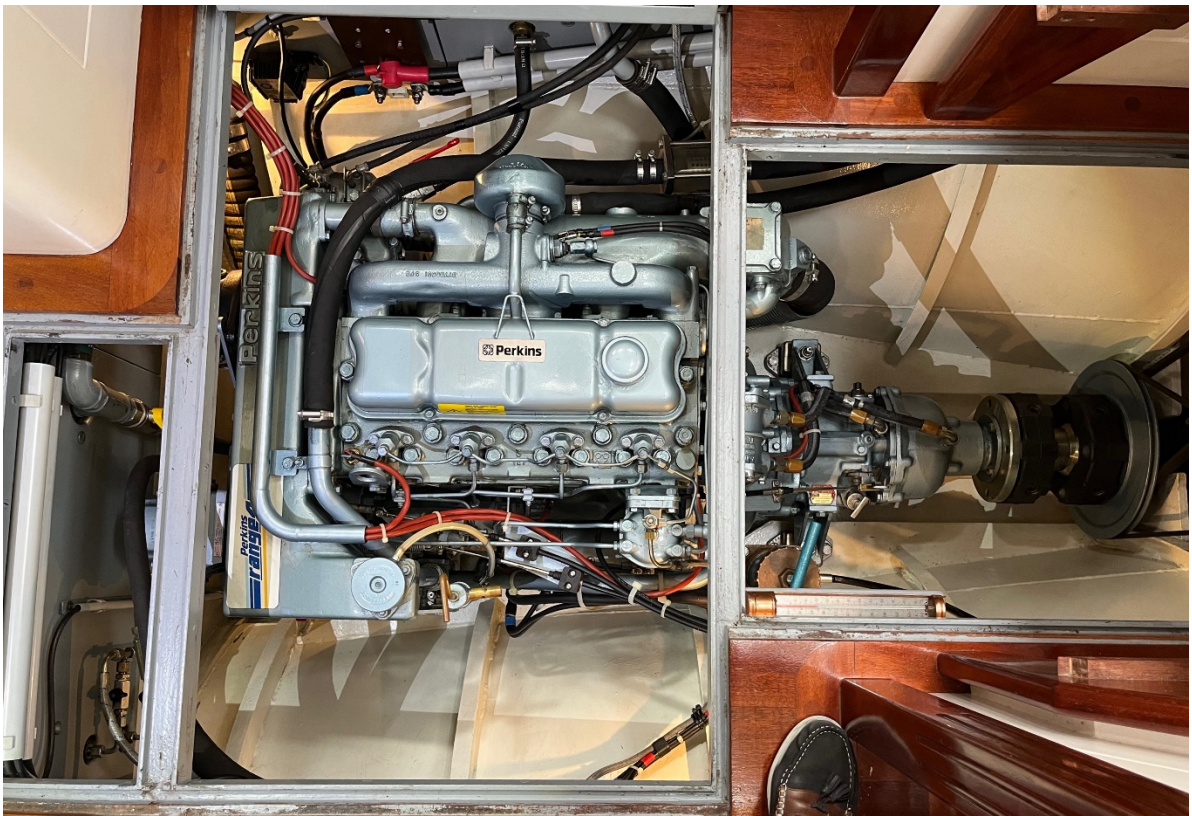
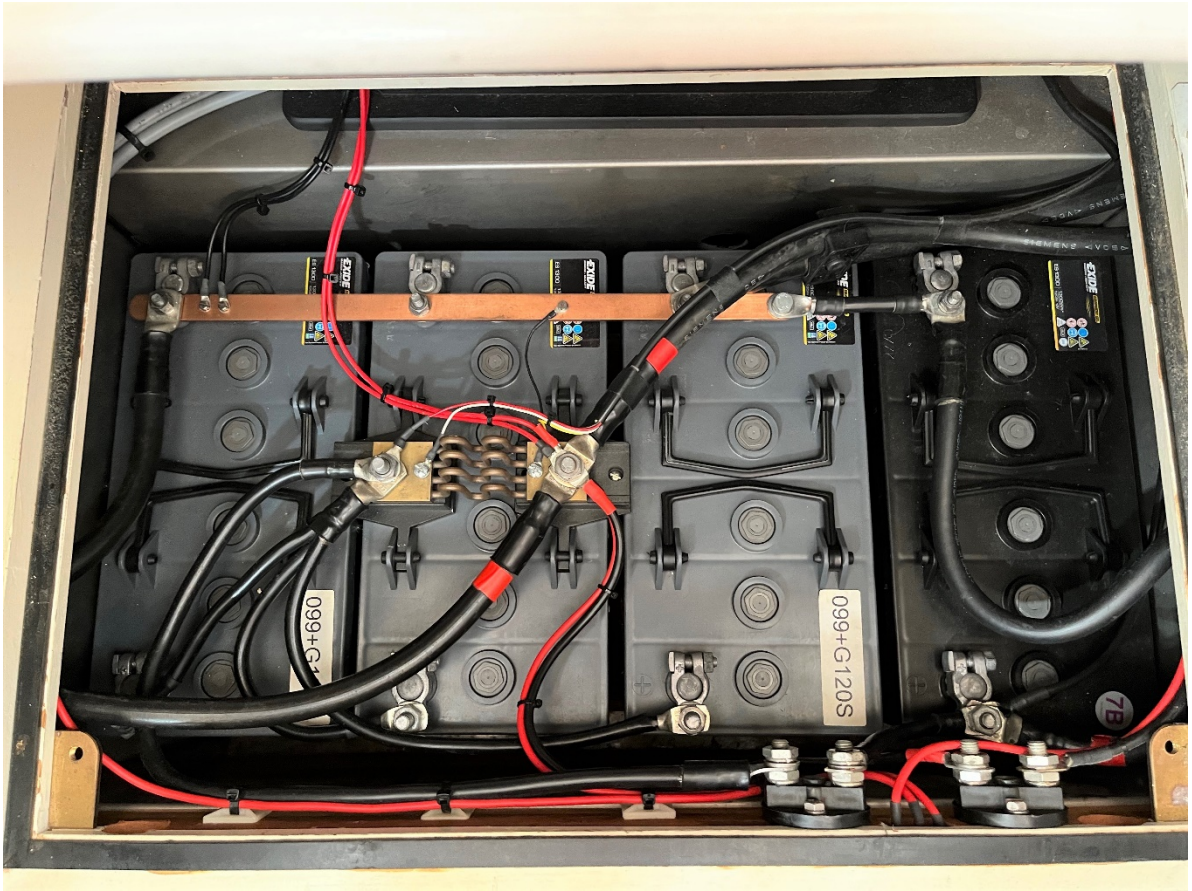
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