



VERANDEREN

Luxe Motor 2500 Comfort with new TRIWV certificate

€ 359.000.–
VAT not relevant

Length 24.95 m
Width 4.86 m
Draught 1.10 m
Vertical clearance 3.35 m

[Detailed information at the end of the documentation](#)



Contact:

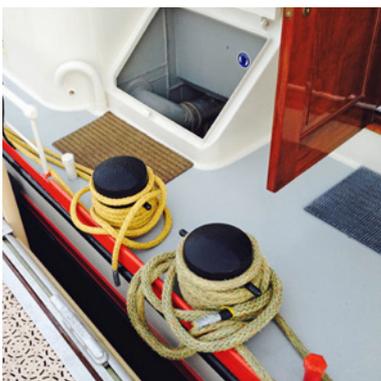
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The vessel belongs to the premium segment in this market, engages with its classically beautiful lines and is in excellent condition. The current owners have continuously invested in the equipment, care, maintenance and improvements. MV VERANDEREN is characterised by a premium high-quality interior which affords comfortable all-year-round living space, its exceptionally large water and diesel tanks which enable autonomous travelling and living for six weeks, and equipment technology oriented to professional standards. The exceptionally beautiful vessel is fully equipped and ready to travel.

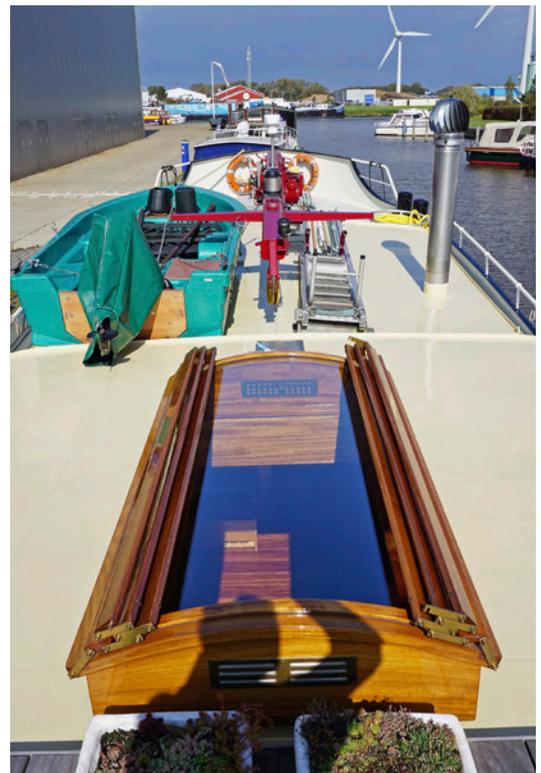
MV VERANDEREN travels on inland waterways in the Netherlands, Germany, Poland, Belgium and France.

The vessel is a new construction from the Enkhuizen Maritiem shipyard in 2001, based on a classic plan from Werft Boot at Alphen aan den Rijn and interior design by Dome Interieur, Groningen. In 2012, the ship was technically completely overhauled by SRF Scheepsbouw Friesland in Harlingen and sandblasted and completely repainted by Durlo Jachtschilders, Harlingen. In July 2017, it has been newly certified for zones 3 and 4 and zone 2 in the Netherlands. The hull, vessel below the waterline and gangway were also all repainted by the professionals in July 2017.





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MV VERANDEREN's dimensions make it possible to pilot almost all European waterways. Despite its strong construction, it is extremely manoeuvrable; thanks to the hydraulic bow thruster, it can easily turn on the spot. The owners have rebuilt the wheelhouse to provide for lower headroom and yet opted for a solid (non-hinged) construction which has proven to be very effective.

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Filling the drinkwater tank once (**9,500 litres!**) and then being free to spend six weeks cruising and living without having to look for water sources (and all the while enjoying good water quality) – this is routine on MV VERANDEREN. In the spring, filling the four diesel tanks; two for the motor (**6000 litres**), two for the two generators and the heater (**4000 litres**) and again before the winter; at most refilling once a season – the owners have practiced this for years. Wherever allowed, a tanker truck can perform the process. This makes one independent of expensive bunker stations.



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The vessel is located on an idyllic mooring outdoors, well moored to a footbridge in the countryside. An evening sunset cruise over the mirror-smooth water would be wonderful now. Awaiting on the deck is the tender for four people with outboard motor already in place, only needing to be launched. And that without muscle power using the 180 degree rotatable crane, which can lift up to 1.8 tons and with which, for example, a motorcycle, heavy e-bikes or even a small car can be heaved on land.



With 230 V and 380 V shore connections and two powerful generators, there are no problems when occasionally there is little electricity available. All devices can be operated simultaneously. Even the washing machine still runs when the power column on shore only delivers 6 amps.



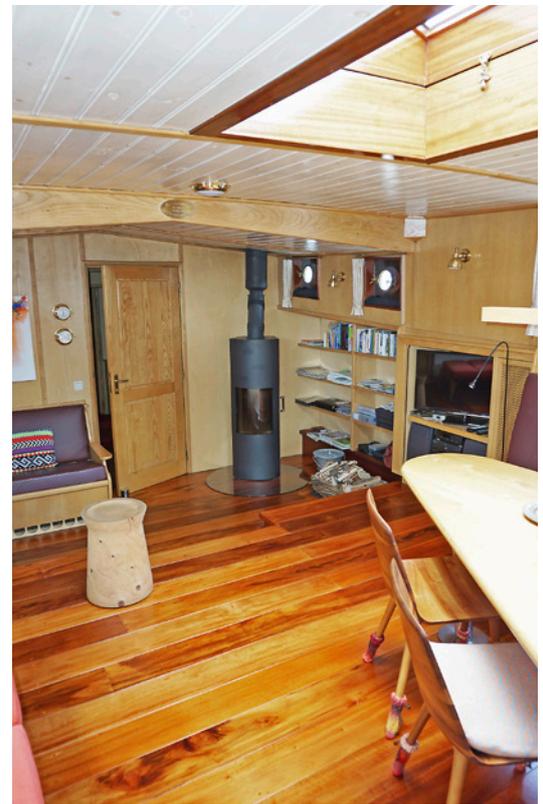


An aperitif or siesta in the deck chair on the foredeck terrace outside under the large awning are a must, bringing great pleasure after a busy day on the waterway.

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A very well stocked deck equipment arsenal is at your disposal on the vessel. All ropes and fenders are available in duplicate. Even a sudden decision to make a mooring manoeuvre on the opposite side of the vessel will not embarrass the crew. The all-round, spacious gangway and strong railing make the ship safe. **Two people can easily pilot and manoeuvre the vessel.**



A cosy crackling fire in the oven, a bright and open dining and cooking area with large windows at eye level enhanced by a beautiful solid ash wood galley. On the MV VERANDEREN one enjoys domestic comfort as at home. An eyecatcher is the solid South American Muirapiranga wood flooring.

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Everything on ships is always cramped and small? Here one revels in spaciousness. The high-quality natural materials create a comfortable, healthy atmosphere. **And standing height anywhere on the ship is a matter of course.**

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The spacious owner's cabin in the ship's stern leaves nothing to be desired. If you appreciate beautifully crafted exotic woods you will soon feel at home here right away. The built-in wardrobes make keeping order simple; during the day the bed contents disappear in the big drawer under the beds. The shower and separate toilet are, of course, part of this harmonious private kingdom. Thanks to the skylight and the side windows, the cabin is pleasantly bright and sunny.





Close to the bow, a cabin for two people, with its own shower and separate WC, is available to guests. A retreat that radiates comfort and warmth. Here, a part is also furnished as an office work-place.



From the workshop in the bow of the ship, you can reach the deck directly via a ladder and lower and store heavy loads using the crane.

The central hub is the wheelhouse, from which the aft cabin, the salon and the guest area are easily accessible without getting wet feet via generously-dimensioned stairs. Here, too, care has been taken to ensure that the traditional design of old wheelhouses has been adopted. Above and beyond that, this is the ideal place for a cosy coffee with a view.





Even engine rooms may exhibit comfort. Ample head-room and easily accessible motor, generators and batteries make working much easier. On the MV VERANDEREN, the motor and the two generators have closed cooling circuits. The constant cleaning of clogged water-intake filters becomes a task of the past.

Ship description

Luxe motor 2500 LM Comfort with 2017 TRIWV certificate

Registration:	Dutch registration
Length:	24.95 m
Width:	4.86 m
Draught:	1.10 m
Vertical clearance:	3.35 m
Displacement:	84 t
Vehicle crane on the foredeck:	Lifting capacity 1.8 t, hydraulic
ENI number:	2209950
Dutch brandmark:	9950 BG 2001
Construction year:	New construction 2001
Most recent hull / equipment survey:	July 2017 with survey report and certificate
Whole ship newly repainted:	Summer 2012, hull sandblasted at DURLO Jachtschilders, Harlingen
Last paintwork:	Summer 2017 complete hull, antifouling, gangway, railing at DURLO Jachtschilders, Harlingen
Shipyard:	Enkhuizen Maritiem / interior finishing Dome Interieur, Groningen
Home port:	Groningen NL
Hull construction:	flatbottom, roundbilge
Ballast material:	steel
Hull, decks, superstructure material:	steel, 6 mm thick
Wheelhouse material:	Steel substructure, treated iroko wood superstructures
Window material:	Living space windows, aluminium & safety glass Steel portholes, insulating glass wheelhouse windows
Material 2 skylights:	Oil-varnished iroko wood, round safety glass
4 diesel tanks:	steel, integrated construction
Water/wastewater tank material:	Nirosta steel
Construction:	Welded hull all-round bulwark, rubbing strip, wide gangway with railing 3 bulkheads
Steering:	hydraulic, helm, 2x hydraulic joystick hydraulic bow thruster
Colours / colour systems:	Hull: 2-component black Transurethane Shield 3.45 S Superstructure, decks, crane: Nelfamar Supertop Gloss, 1-component Gangway: Nelfamar Antislip, 1-component
Certificates:	Inland waterways Dutch CBB No. SI 15193 NL of 11.7.2017 for zones 3 and 4 and zone 2 in the Netherlands Rhine, Waal and Lek in the Netherlands 4 certified foam fire extinguishers 4 certified life jackets 1 certified tender with outboard motor certified steel cable (crane)

Suitable as:

New construction according to an old plan with classic lines.
 Ideal symbiosis of classically beautiful form and modern technology.
 Elaborate interior design in solid, partially exotic, wood.
 Very comfortable living and traveling on Europe's waterways.
 The ship was piloted in the Netherlands, France, Germany, Poland.
 Excellent piloting and manoeuvring characteristics.
 The ship can be safely piloted by two people.
 Spacious living areas; standing headroom everywhere, including the engine room.
 Thanks to very large tanks and 2 powerful generators, one can travel for 6 weeks with this vessel independently of water and diesel filling stations and shore power connections.
 All motors and devices can be operated simultaneously with a single generator!
 This vessel is in the premium segment of Luxe motor boats on offer.

Technical information

Engine:	Mitsubishi Type 6022 diesel 152 kw (200 PS), 2200 rpm, 6 cylinder
Engine year of manufacture:	2001 Top speed 18 kph, cruising speed 10 to 12 kph
Operating hours:	1227 hours
Fuel:	Diesel with emergency shut-off valves in the fuel system
Consumption:	approx. 6 litres/h
Tank capacity:	Engine 2 tanks total 6,000 l, 2 generators 2 tanks total 4,000 l Water separator SEPAR filter
Engine cooling system:	Closed cooling circuit (no filter cleaning!), keel cooling
Generator cooling system:	Closed cooling circuit (no filter cleaning!), keel cooling
Drive:	3-blade propeller, automatically grease-lubricated propeller shaft
Transmission:	Twin Disc
Engine room ventilation:	Ventilator/fan above the engine
Heating:	ACV 23-41 kw combi boiler, central heating with radiators Elco EL01B3 NL burner
Free-standing fireplace in the salon:	GANZ Anyfire FUORN steel, black with glass front
Bow thruster:	MAX POWER hydraulic
Electrical system:	12 / 24 / 230 / 380 volt 230 / 380 volt shore power connections Victron Multiplus 3000 VA transformer
Batteries:	2x 12V both 180 Ah engine starter batteries 2x 12V generator starter batteries 8x household batteries total 580 Ah
Battery charger:	Victron Multiplus 3000 VA
2 generators:	Mitsubishi ea. 15 kVA, silenced
Freshwater tank:	9,500 l Nirosta tank

Wastewater tank:	6,000 l Nirosta tank
Water pressure system:	electric Hydrophor Speck Typ Pm 10, new 2015
Hot water system:	through the central heating, Geberit pipes, radiators
Bilge pump:	fixed, electric
Deck cleaning pump:	electric with deck connection
Cooking:	electric induction stove, no gas on board
Lighting:	LED lighting Wall lamps original brass Frigast Cabin lamps, Denmark Spray-proof light in the engine room and workshop

Interior

Interior finishing:	Salon, galley, guest cabin: solid ash, birch Salon, galley, wheelhouse flooring: beautiful, wide solid South American Muirapiranga boards, very well maintained. Owner's cabin: solid merbau, birch
Insulation:	Pur-Spray class M1 incombustible
Cabins:	large owner's cabin for 2 persons, shower, separate electric WC guest cabin for 2 persons, shower, separate electric WC
Galley:	open to the salon. electric induction stove (no gas on board) Siemens baking / microwave electric combi appliance Siemens 180 litre refrigerator Miele 97 l freezer with 3 drawers
Washing machine and tumbler:	Miele 7 kg and Miele 7 kg
Entertainment:	Flatscreen TV self-seeking Oyster SAT Dome 75 ci sat antenna HD TV
Ceiling height:	complete vessel has 2.0 m to 2.30 m headroom

Workshop

	Aluminium escape ladder to the deck
	Worktable, tool pegboards
	Compressed air compressor with fixed line to the machine room
	Crane hydraulic system

Navigation equipment

	L3 Protec-W AIS (Automatic Identification System)
	NASA Stingray Range echo sounder, additional Raymarine sonar
	MLR FX312 GPS receiver
	Rudder angle indicator
	1 Sailor Compact 2000 radio
	2 Simrad radios
	2 Midland portable radios
	Electrically operated blue board with flashing light
	Compressor horn with horn light
	Spotlight, navigation lights
	Antenna mast on the aft deck

Deck equipment

	2 anchors (120 kg and 124 kg), electric anchor winch anchor chains 40 m ea.
Decks:	1.8 t hydraulic crane, operable from the wheelhouse and portable external control unit
Fans:	3 x Aspiromatic Nirosta
Tender:	Fun Yak 370 tender (4 person, max. 430 kg) built 2002 with Mercury 5.0 4-stroke outboard motor built 2002
Ropes:	7 25 m ropes 4 15 m ropes 2 5m ropes 4 aluminium rope baskets
Fenders:	7 ball fenders, 8 cylindrical fenders (all inflated), 8 solid plastic fenders, black 5 aluminium and wooden boat hooks
Awning (sun sail):	Sun terrace on the middle deck Awning spanned with the crane Awning for front window of the wheelhouse
Covers:	Winter and summer covers for skylights all-round winter cover for the entire wheelhouse
Gangway:	Aluminium gangway 4 m
Hammock:	Hammock windable with the crane

Safety

Fire extinguisher:	4 x 6 l certified ea., 2 fire blankets
	Smoke detectors in the living spaces
	4 certified life jackets
	First aid kit
	3 lifebuoys with lifelines, one of which with buoy beacon

Miscellaneous

	Survey report of the ship below the waterline and the engineering/technical equipment extant (July 2017).
	The ship is fully equipped and ready to cruise