



# Dolphin Yachts

INTERNATIONAL YACHT BROKERS

Dolphin Yachts S.L.

Club de Mar

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Spain

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## De Vries Lentch Steel Displacement MY

Fabricant:	De Vries Lentch	Longueur hors tout:	26.43m (86'7")
Modèle:	Steel Displacement MY	Largeur:	4.70m (15'4")
Année:	1892	Tirant d'eau:	2.70m (8'9")
Matériau de la coque:	Acier	Carburant:	9.400 Litres
Aménagement:	6 berths in 3 cabins	Eau:	1.000 Litres
Architecte:	G. De Vries Lentsch Jr.	Moteurs:	1 x 509hp MAN
Déplacement:	80 tonnes	Vitesse:	13 Knots

1.500.000 € TVA exempté



**MOTEURS:**

1 x 509hp MAN D2866 LXE 380 KW

Nombre d'heures: 265 aprox.

**VITESSE:**

Max: 13 knots aprox.

Croisière: 10 knots aprox.

**CAPACITÉ DES RESERVOIRS:**

Carburant: 9400 Litres

Eau: 1000 Litres

Eaux usées: 2500

**ÉQUIPEMENTS MÉCANIQUES:**

MAN D2866LXE40 engine

ZF Gear Boxes

WET VETUS Exhaust system

Speeds & fuel consumptions: 11 KNT

Shafts: 1

FIXED 5 BLADES Propeller system

HIDRAULIC VETUS Steering system

VETUS Rudder Angle indicator

SIDE POWER SP 240TCI , 2 UNIT - Bow / stern thruster(s)

FIXED LATERAL Stabilizers

DONALDSON P561138+PARKER R25P+HIFI SN70109 Fuel filters

RACORD Fuel separator

ELECTRICAL CALPEDA Fire/Bilge pump

ELECTRIC MIXER Boilers

ELECTRIC RHEISTROM M24 WC system

AQUAGIV ECO 801-24 V Water makers

ELECTRIC WIT Hot water

**AMÉNAGEMENT:**

Berths: 6

Cabins: 3

Head: 2

Crew Berths: 2

Crew Cabins: 1

Main deck:

- Saloon & Owners cabin

- Dining area inside and outside

Upper deck:

- Sundeck & Fly bridge with launching area

Lower deck:

- VIP Cabin

- 2 Twin staterooms

- Captains Cabin with kitchenette and bathroom

- Kitchen

- Big bathroom for the guests

**EQUIPMENTS D'AMÉNAGEMENT:**

FRIGOBOAT SCF7 H Air-conditioning



**AIR CONDITIONNÉ:**

FRIGOBOAT SCF7 H

**CARRÉ:**

ZANUSSI stove

DANFOSS 35 DF refrigerators

DANFOSS 35 DF freezers

MIELE PW5065 Dishwasher

MIELE washing machine

MIELE PT5136 Tumble dryer

Pantry Equipment: Fully equipped Kitchen

Upper Deck Equipment

Sundeck Equipment

Crew Mess Equipment

**NAVIGATION:**

Satcom: FURUNO INMARSAT C

VHF radiotelephones: SAILOR COMPACT VHT RT 2047 N° 345420

VHF PORTABLE: ENTEL HT644 N° JH105699, RAYMARINE RAY 101E N° E430280111514

Intercom system:

Displays: RAYMARINE E127 N°E700240620124, RAYMARINE E125 N°E921241220094, RAYMARINE C125 N°700130220121

Gyro compass: VETUS

Automatic pilot: RAYMARINE P70R N°1120115, RAYMARINE P70R N°0430814

Echo sounder: RAYMARINE DST200 N°2272828

Radar: RAYMARINE 4Kw 18" HD COLOR N° E92142 1220094

GPS: INTERNAL PLOTTER RAYMARINE

AIS: RAYMARINE

GMDSS:

Navtex: KVH

Wind instruments: RAYMARINE I70R N° 0820750

Loudhailer: NUAIR N° 8215250AUO814

Ship's bell: 1

**PONT:**

Anchor windlass: ELECTRICAL TWO ANCHOR

Aft warping capstans: 1 380 V

Anchor chains: 12 mm

**SÉCURITÉ:**

Life rafts: OCEAN SAFETY ISO 9560 4 PERSONS, 2 UD.

Life jackets: 5+5 KRU COMMODORE ISO 150 NW

Lifebuoys: KADEMATIC MARK I+ KADEMATIC 16S

Fire fighting system: 1WHIT HOSE

Extinguishers: 6

CCTV: 2 UNIT

**CANOTS/JOUETS:**

KAISERBOOTE DE

**HISTOIRE SERVICE ET CONSTRUCTION:**

Refit: 1983,1992, 2015 and 2024.

**COMMENTAIRE DU COURTIER:**

This historic motor yacht, probably the last of its kind, was built in 1892 for King Leopold II of Belgium, according to a design by the Dutch naval architect Gerard De Vries Lentsch. Later named as "Brave



"Mollie" the vessel served as the model for the Royal Yacht "Piet Hein" built for Queen Juliana by the same designer.

She is a famous long range ship, illustrated by the fact that she has been used for film and television pictures in which stars such as Eddie Constantine and Brigitte Bardot acted. The unique atmosphere on board even inspired the famous Salvador Dali for one of his paintings.

In 1954 the canoe stern motoryacht was equipped with a 360 Hp Deutz diesel engine in Holland although, this was later upgraded again in 2015 for a modern MAN 6 cylinder diesel of 380 Hp. Back in the Mediterranean, she spent a long period cruising the French Côte d' Azur. In 1979 the "Brave Mollie" was renovated at the well-known Amsterdam shipyard "Het Fort" in order to maintain her magnificent condition. After sailing these last years in the Atlantic and the Mediterranean the yacht was taken to the Spanish shipyard of "Vatasa" in 1987 where the most important renovation was carried out over a period of two years. The romantic character of the original construction, dating from the end of the 19th century, was fully preserved.

She combines the romanticism of days long past with modern comfort, and this is what makes cruising with her such an unforgettable experience.

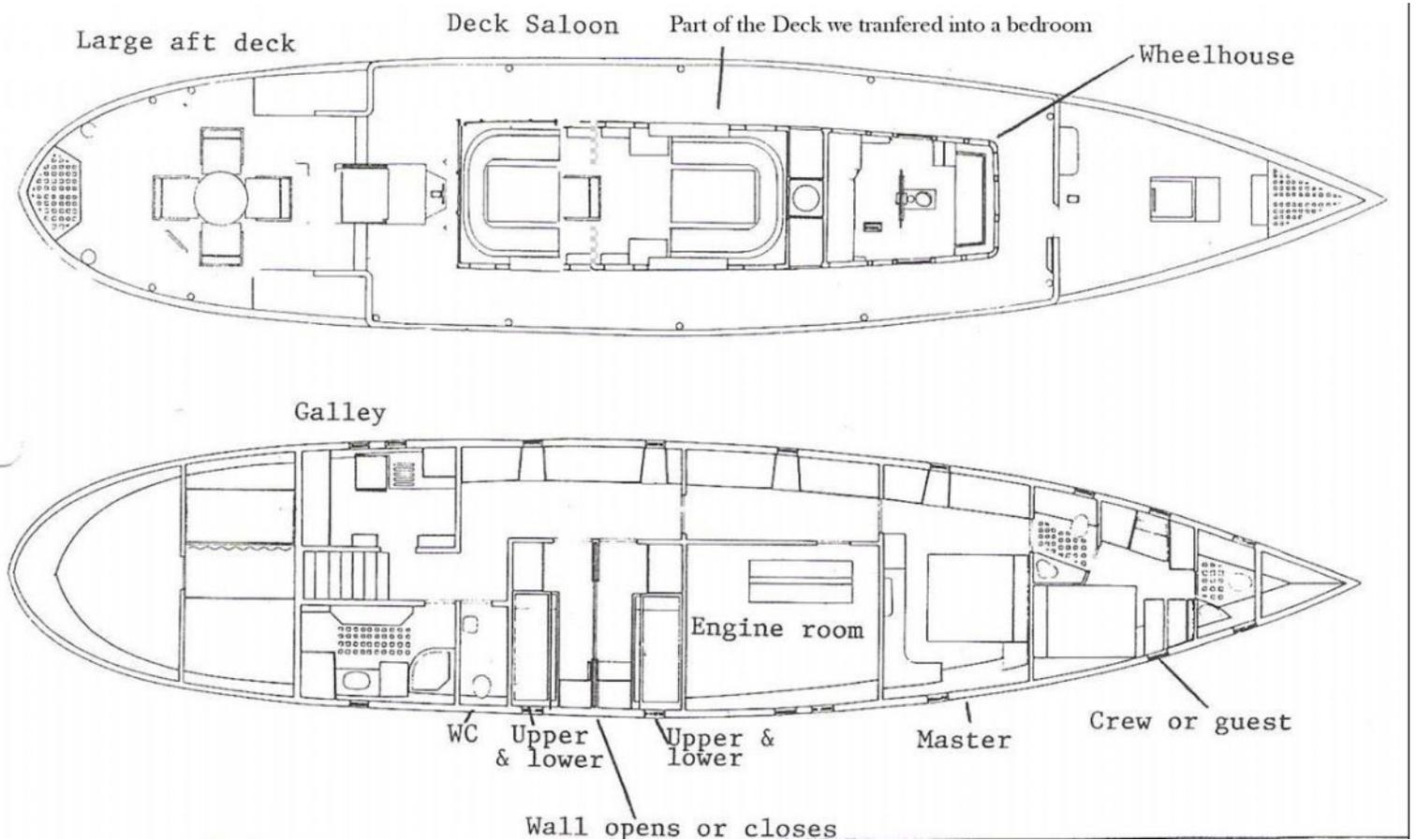
#### EMPLACEMENT:

Spain





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