





41' (12.50m) 2004 Holland  
Greece



OVERVIEW

Manufacturer:	Holland	
Engines:		Hull Material: Steel
Engine Model:		Cruise Speed:
Engine HP:		Max Speed:
Beam:		Cabins/Heads: /
Max Draft:	"	Fuel Type: Diesel
Water:		Fuel:



Call for Price





## Data Sheet

Category: Center Cockpit  
Subcategory: Cutter  
Condition: Used  
Model Year: 2004  
LOA: 41' 1" (12.52m)

Fuel Type: Diesel  
Hull Material: Steel

## Engines/Generators



## Summary/Description

12.6 m Steel Cutter Rigged Yacht . 4m beam and 1.8m draft Pilot House cutter with centre cockpit constructed in Dutch grade A shipbuilding steel. Launched in 2004 by her current owner and builder, a professional Marine Technician and Engineer, and Designed by Hans Alma of Almarine in Holland. She w

PJ is a fabulous 12.6 m Steel Cutter Rigged Yacht is 4m beam and 1.8m draft Pilot House cutter with centre cockpit constructed in Dutch grade A shipbuilding steel. Launched in 2004 by her current owner and builder, a professional Marine Technician and Engineer, and Designed by Hans Alma of Almarine in Holland.

She was constructed from a plasma cut steel kit supplied by the company Almarine and was constructed and fit out by the current owner and is being constantly revised and updated as a live aboard blue water cruiser. The build was supervised, inspected and documented at key stages by highly qualified marine surveyor.

Designed, built and rigged to be a world cruiser

Capable of sleeping 7 with comfort her interior was designed to be spacious and light.

Externally she was fitted out with long ocean voyages in mind, her pushpit surrounds three sides of the cockpit at a height that creates a safe area in bad weather. A strong and protective spray hood and permanent bimini all serve to protect. Above the bimini is mounted an array of six 80w solar panels capable of delivering enough power for comfort through a 30 amp regulator. For passages in colder climates her full winter cockpit enclosure pieces are designed to be used at sea.

All sail control lines lead back into the cockpit that are required for furling and reefing, these are fed towards over size winches for ease of use, there is no requirement to leave the protection of the cockpit to sail in any weather. The mainsheet traveller is mounted forward of the spray hood to avoid risk in the cockpit. All electronic navigation and steering aids are mounted where there are visible to all, as are the engine controls and displays.

The mast installed on Pop-Jobbles is again designed with strength and safety in mind, the profile is the next size larger than the specified and is held in place with stainless steel rigging. She is mast head rigged with the cutter stay leading from the second spreaders, to assist this extra load she has rigging jumpers fitted and fixed back stays that transform into running for longer journeys if needed. Her forestay and cap shrouds are 10mm and the twin back stays are 8mm as is everything else. Both of the roller furling drums forward have been changed to stainless steel to avoid damage. A full set of collapsible alloy mast steps allow access to the masthead, the tri lens radar reflector and deck lights

The inner foresail is self tacking and is controlled from the cockpit, the foresail is cut as a Yankee to allow the two foresails to work in harmony. The designer of the sails has cut all three sails carried aloft to be a set.

The anchoring system fitted to her is powered by a 1500w Lofrans vertical windlass supporting 10mm galvanised chain that is connected to a 30 kilo Bugel anchor. The method of stowage is that the tipping bracket that allows such a big anchor to come on board with ease also serves as a locking device so strong that the anchor can be used as a bowsprit for the 100 sq/m spinnaker is flown from.

At her stern Pop-Jobbles is fitted with a davit system for carrying the 2.4m RIB in full safety and well clear of the water, this lifting system is designed to be operated by one person and is of quick release and load for ease of use.

P-J has a shore power electrical system that runs through a split load consumer unit and supplies the multiple sockets in each cabin and calorifier along with the sterling battery charger, the use of a split load consumer unit is to separate the supply and demand so the 2000w inverter can only supply the dedicated circuits from the bank of 5 domestic Gel batteries at 150 ah each. Her 12 volt system is primarily controlled by circuit breakers in the main switch panel and with

simplicity designed in. All domestic lighting has been changed to LED bulbs in individually switched fittings.

Accommodation, starting aft, comprises of very large aft cabin with walk round central double bed of standard UK domestic size. The seating, dressing table and double wardrobe is mirrored either side, one set each for the persons residing in the cabin. The galley and its dedicated luncheon area are situated in the raised cabin area central within her. The luncheon seats and table are raised yet further to allow a view from the 9 large triple glazed tinted cabin windows whilst taking lunch. This luncheon seating also converts into a double bed with a screening curtain and is also deemed as the navigation station whilst on passage. The galley is situated directly across from this and comprises of all amenities that are found in a household kitchen and with abundant storage space. Refrigeration is through a small front loading fridge and a top loading freezer, this coupled with the capability of 28 amps of solar charge and 10 amps wind charge maintain that Madam will always have ice in her G&T.

Moving forward down the two steps and into the saloon, PJ has ample seating for 7 on ivory leather sofas surrounding the central drop leaf dining table. This area is complimented by the presence of the 2kw Reflex drip feed diesel stove with its picture burner window and cooking ring on top, also a high mounted LCD television for all to see. The port sofa also doubles as the pilot berth as it is 2 meters in length and is on the epicentre of PJ's pitch and roll for comfort in heavy weather.

The heads was constructed as a complete wet room with a travertine tiled shower basin for comfort and non slip under foot, the toilet is a Lavac popular with a Henderson hand pump as many years in the industry as a professional marine Technician and Engineer taught me to install.

The forward cabin is the typical 'V' berth, however, has been split offset from central to form a single berth when required, this allows much more cabin space when a double berth is not required, the forward cabin has its own wardrobe and storage locker.

PJ is currently on shore at Kilada boatyard in mainland Greece

Her berthing fees are paid until April 2020

Survey available - undertaken November 9th 2019

#### P-J Inventory

##### **Deck and Mast**

Bugel anchor 30 kilo

Bruce anchor 25 kilo

25 kilo kedge stainless steel 'Danforth' style anchor

Lofrans 1500w vertical windlass

70m of 10mm chain

All lines control leading to the cockpit

Spinlock jammers x 6

2 x Harken 44 self tailing winches under the spray hood for lines aft

2 x Lewmar 550 self tailing Genoa winches

Tri lens radar reflector

Mast head VHF aerial

Genoa Roller furling by Z Spars

Self tacking Inner foresail Roller furling by Z spars

Furling mast by Z Spars new 2009

Twin back stays

Jumpers to the upper spreaders

Running back stays

Spinnaker pole stored vertical on mast

Harken mainsheet traveller

Spray hood

Full cockpit canvas enclosure

Hinged davits

Mercury 2.4m RIB with Yamaha 3.5hp outboard

Magma gas BBQ

5 x 150AH 12 volt gel deep cycle domestic batteries new 2016

6 x 80w solar panels and 30a charger

10 amp wind generator

All internal lights LED

2000w inverter

Sterling 30A shore charger

Shore power with split load consumer unit

220 volt sockets throughout

### **Engine**

Peugeot XUD9 65 hp 4 cylinder diesel

Thamesway Marine Products 1200 series hydraulic gearbox fully reconditioned 2017

R & D flexible coupling

Vetus double lip shaft seal with spare seal carrier

Volvo 3 blade folding propeller

Bosch 90 amp alternator

Adverc charge control system

Temperature display

Fuel level display

Tachometer with engine hours display

### **Tanks**

2 x 225 litre fresh water tanks, black plastic

1 x 120 litre black water tank

1 x 250 litre diesel tank

Vetus 35KGF bow thruster

### **Galley**

Pressurised hot and cold water system

3 burner gas hob with flush glass lid new 2019

Sink with mixer tap and flush glass lid

Gas oven with integral grill

Sharp microwave oven @ 800w

Front loading fridge with freezer compartment

Top loading Freezer with fridge compartment

20 litre calorifier with safety mixing valve new 2017

Power survivor water maker decommissioned

Spare power survivor water maker

240/12v flat screen television with additional media player

Pyle stereo system usb/sd card/ipod feady

### **Heating**

Reflex 2000w drip feed diesel heater complete with internal water heating jacket

Heating diesel header tank 1 x 30 litre

Heat driven circulation fan

Glen skirting board electric heater 1 x 300w

### **Navigation aids**

Standard Horizon CP 300I gps chart plotter

Standard horizon quest/x gx1500E vhf unit

Nasa clipper navtext

Nasa clipper depth

Nasa clipper Log

Nasa clipper fluxgate compass

Nasa clipper gps repeater

Simrad auto pilot AP24 control unit

Simrad AC40 Autopilot computer

Simrad RC42 Rate compass

Simrad rudder sensor

Electro hydraulic autopilot drive pump

750 kilo thrust hydraulic steering ram directly onto the quadrant

### **Steering**

Wheel steered @ 44 inch diameter

Whitlock pedestal chain drive to lay shaft

Whitlock 6mm cables to quadrant

**This list is not exhaustive as there is simply too much equipment to list and the spare parts are simply too numerous to list.**





















