



Dolphin Yachts
INTERNATIONAL YACHT BROKERS

Dolphin Yachts S.L.

Club de Mar

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Spain

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De Vries Lentsch Steel Displacement MY

Builder:	De Vries Lentsch	LOA:	26.43m (86'7")
Model:	Steel Displacement MY	Beam:	4.70m (15'4")
Year:	1892	Draft:	2.70m (8'9")
Construction:	Steel	Fuel:	9.400 Litres
Accommodation:	6 berths in 3 cabins	Water:	1.000 Litres
Designer:	G. De Vries Lentsch Jr.	Engines:	1 x 509hp MAN
Displacement:	80 tonnes	Speed:	13 Knots

1.500.000 € VAT exempt



ENGINE:

1 x 509hp MAN D2866 LXE 380 KW

Engine Hours: 265 aprox.

SPEED:

Top: 13 knots aprox.

Cruise: 10 knots aprox.

CAPACITIES:

Fuel: 9400 Litres

Water: 1000 Litres

Holding: 2500

MECHANICAL EQUIPMENT:

MAN D2866LXE40 engine

ZF Gear Boxes

WET VETUS Exhaust system

FRIGOBOAT SCF7 H air con

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

ACCOMMODATION:

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

AIR CONDITIONING:

FRIGOBOAT SCF7 H



GALLEY/LAUNDRY:

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

DECK:

Anchor windlass: ELECTRICAL TWO ANCHOR
Aft warping capstans: 1 380 V
Anchor chains: 12 mm

SAFETY:

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

TENDERS/TOYS:

KAISERBOOTE DE

SERVICE HISTORY AND CONSTRUCTION:

Refit: 1983,1992, 2015 and 2024.

BROKERS COMMENTS:

This historic motor yacht, probably the last of its kind, was built in 1892, 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 films such as "That



Riviera Touch" in 1966. The unique atmosphere on board inspired artists of all sorts.

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.

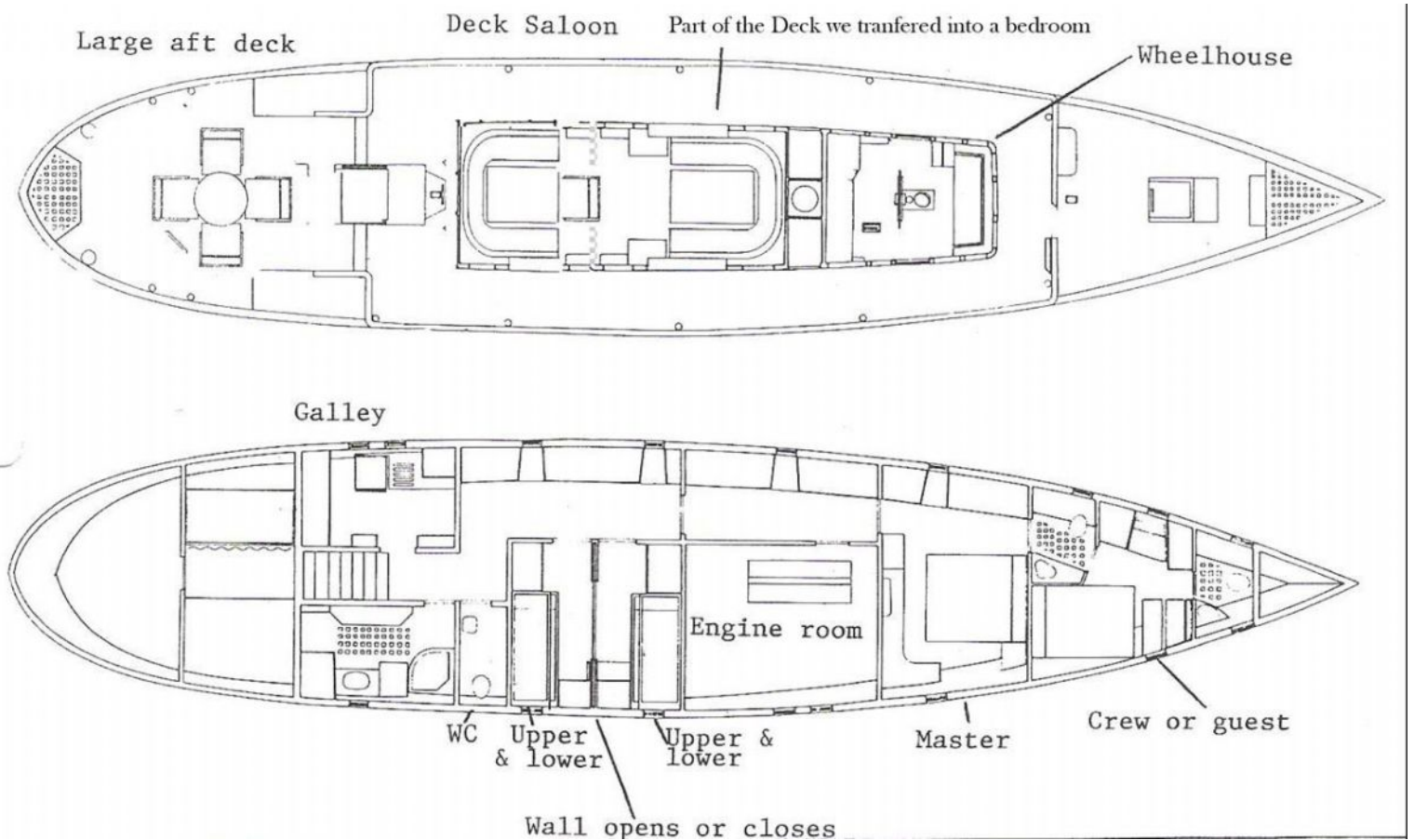
LYING:

Spain





Layout Plans



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