

Linssen Grand Sturdy 410 AC, 2005

Location: Hällevik

Price: 250 000 € (2 750 307 SEK/1 867 169 DKK/1 058 799 PLN)



Linssen Grand Sturdy 410 AC is a very spacious and sturdy motor cruiser built in steel by the Dutch masters at Linssen. This ship is from 2005 and in great condition.

KEY FACTS LINNSEN GRAND STURDY 410 AC

Designer
Linssen Yachts

Builder
Linssen Yachts

Engine
Vetus Deutz Turbo Diesel . Vetus
DTA44425A, 4 cylindrar Hk/kW:
140/103

Loa
12,55 m

Beam
4,20 m

Draft
1,35 m

Lwl
-

Displacement
16500 kg

Ballast
-

Max height
4,55 m

Fuel tank
1160 l

Headroom
1,95 m

Engine hours
4200 h

Win code
NL-LIM02457G405

Hull Number
NL-LIM02457G405



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DESCRIPTION OF LINSSEN GRAND STURDY 410 AC

The Linssen Grand Sturdy 410 AC is a boat built for spending lots of time on the water in the utmost comfort. Constructed from steel, the boat is more like a small vessel for cruising at displacement speed on the sea, lakes, rivers and any other waterways you can think of. The boat is built and equipped for year-round use, if desired, and is very comfortable for two to four people with the possibility of two extra guests on occasion.

When you come on board, often via one of the gates on either side of the solid bulwark, you are immediately protected on the sturdy, teak-covered deck. Everything is very sturdy, including the solid railing with a sturdy stainless steel guardrail. There are handrails and handles to hold on to basically everywhere, some original from the shipyard and some added by the experienced current owner.

At the stern of the boat is a so-called poop deck, which can be considered a very generous 'cockpit' with both a seating area, access to the bathing platform at the stern and an external steering position with a sturdy captain's chair.

From the poop deck forward, you reach the generous deck saloon. Here you have a fine all-round view and are always in good contact with the outside world, both underway and in port or at anchor. The deck saloon also houses the ship-like interior helm station.

A few steps aft lead to the owner's cabin in the stern. Here there is plenty of room to move around, a large double bed in the centre, a private toilet and a separate, mosaic-tiled shower room.

Further forward, a few steps down from the deck saloon, is the galley on the starboard side and a lower dining area, dinette, on the port side. The galley has an electric stove, microwave, refrigerator and cool box.

A little further forward is the guest cabin with a "up and down" double berth cabin and a separate bathroom on the starboard side.

Below the saloon is the impressive engine room, which is accessed via a hatch and a ladder. The engine room houses the engine, a 140 hp Vetus Deutz, as well as most of the boat's system installations. The boat has a Mastervolt genset and heating via Eberspächer water radiators. This is also where you can access the fuel system, which, like most other things on board, is very well thought out.

The current owners bought the boat after sailing around the world in a long-distance sailing boat designed by Arne Borghegn and built in steel. They bought the boat from the marketing manager for Linssen in Holland, who at the time owned it privately and had previously used it as a demonstration boat, always maintained by the shipyard. The boat underwent a partial overhaul, including a complete repainting of the hull and deck, before delivery to the current owner.

This is truly a home on the water where you are self-sufficient while sailing, at anchor, but also in port. Onboard for months at a time at a relaxed pace is just right for this vessel, although this is of course not a requirement for owners to enjoy her. The ship is really well thought out and sturdy enough to last.

Length: 12.55 m
Beam: 4.20 m
Draft: 1.35 m
Displacement: 16500 kg
Height above waterline: 4.55 m
Min height (with masts and windscreen folded): 2.95 m
Design: Linssen Yachts

Engine: Vetus Deutz Turbo Diesel . Vetus DTA44425A, 4 cylinders
Hp/kW: 140/103
Engine No. 1045835 112439
Reverse gearbox: ZF 45-1-2.5
Serial Number 55631 N, 3311004007
Engine hours: 4200
Propulsion: Propeller on shaft with Python Drive

Max speed: 8 knots, 15 km/h
Cruising speed: 6.5 knots, 12 km/h
Central fire extinguishing system in the engine room

Indirect engine cooling via heat exchanger
Bow thruster and stern thruster, hydraulic
Fuel tank: 2x 580 l = 1160 l
Water tank: 440 l
Septic tank and bilge pump



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