

ROBERT CLARK 171 FT 3-MASTED SCHOONER 1960



Specification

FLEURTJE

ROBERT CLARK 171 FT 3-MASTED SCHOONER 1960

Designer	Robert Clark	Length waterline	130 ft 1 in / 39.64 m	Gross Tonnage	295 Tons
Builder	G. De Vries Lentsch Jr, Amsterdam	Beam	28 ft 1 in / 8.56 m	Engine	2 x 624hp Caterpillar 3412TA
Date	1960	Draft	15 ft 9 in / 4.8 m	Location	Spain
Length overall	187 ft 0 in / 57 m	Displacement	472 Tonnes		
Length deck	171 ft 0 in / 52.12 m	Construction	Steel hull; deck houses		

These details are provisional and may be amended

Specification

BROKER'S COMMENTS

On launching in 1959 at the Amsterdam shipyard that would eventually become known as Feadship, Yachting World magazine predicted with some accuracy, "... it would be hard to find a vessel of more essentially fine seagoing qualities, not only in terms of comfort but also of ultimate safety... she is, and will probably remain, a unique vessel." Despite thousands of sailing superyacht commissionings over the past 25 years, FLEURTJE still regularly appears in published lists of the largest, with accommodation to rival many more recent and surely less elegant vessels. Multiple refits and upgrades over the years by her few and diligent owners have kept FLEURTJE an incredibly current, and increasingly efficient sailing superyacht. Her first circumnavigation beckons...



• SANDEMAN YACHT COMPANY •  
• Brokerage Of Classic & Vintage  
Yachts •

[www.sandemanyachtcompany.co.uk](http://www.sandemanyachtcompany.co.uk)

ROBERT CLARK 171 FT 3-MASTED SCHOONER 1960

---

Specification

REFITS

Always in Class: Lloyd's 100A1 & LMC

2020

Spain

- Compressor change
- Engine room escape repairs
- Generator injection pumps, turbo and cylinder head work

2019

Spain

- Main engines turbines work
- Replacement Thordon stern gland bearings
- Shaft alignment work

2018 - 2019

Spain

- Shaft and props Lloyd's inspection
- Winter maintenance programme
- Antifouling

2014

- TBA

2005

Norfolk, Virginia, USA

- Propeller and deck works

2003

Savannah, USA

- Major rig-out service

- Refinishing

1994 - 1995

Pendennis, UK

- Major refit, including:
- Gerard Dykstra rig optimisation
- New teak deck

1993

Astilleros de Mallorca, Spain

- Exhausts; masts; propeller shafts

1984 - 1985

Very major refit Cantiere Navale dell'Argentario, Porto Santo Stefano, Italy

- Main mast moved aft to present position
- Given full staysail schooner rig configuration
- Interior re-designed by Leila Kennedy
- Re-engined

Specification

HISTORY

- Robert Clark design no: 175

- G. De Vries Lentsch Jr. yard no: 2500

- Laid down: 1958; Launched: 1959; Delivered: 1960

FLEURTJE was commissioned by Yiannis Carras (also known as John Carras), one of the most successful participants in the powerhouse that Greek shipowning became after the Second World War. But his ownership of CARITA as she was named at launching was little known, hidden behind a company name. And, despite owning the yacht described by Yachting World magazine as "the most remarkable and largest yacht yet built post war", unlike some of his contemporaries, man - and schooner - remained low profile.

From the yacht's point of view this could easily be attributed to spending much of the first twenty plus years of her life apparently little used, moored at her owner's eponymous Porto Carras resort in the Toronean Gulf. The story goes that it was a cruise with CARITA that found the spot. Her name changed to ARGONAFIS while still under Carras's ownership.

On launching in 1959 - with two huge floating cranes to ease her into the water because she was too long for the yard's slipway - Yachting World was again in awe, predicting with some accuracy: "she is, and will probably remain, a unique vessel." Despite thousands of sailing superyacht launchings over the past 25 years, FLEURTJE still regularly appears in published lists of the largest, with accommodation to rival many more recent and surely less elegant vessels.

A mid-1980s change to what would become long and stable ownership by Dutch oil trader John Deuss breathed new life into this still superlative superyacht, not least from a very major refit at Cantiere Navale dell'Argentario north of Rome under the supervision of John Winterbotham and Richard Davies during which ease of sail handling was significantly updated. Her original 1960s interior was redesigned utilising the present oak panelling, all to designs by Leila Kennedy who had also been significantly involved in seeking out the yacht.

The choice of Robert Clark as designer guaranteed a yacht touching all bases in performance. The hull design was hydrodynamically tested at the Nederlands Scheepsbouwkundig Proefstation (NSP) tank at Wageningen, prior to the keel being laid in Amsterdam by N.V. Amsterdamsche Scheepswerf, G. De Vries Lentsch Jr - now better known as Feadship - and the construction commencing under Lloyd's 100A1 supervision. The Lloyd's surveyor for the build, John Leather - who in later life, during the "classic yacht revival", would become a revered historian and author - remembered well the incongruity of Robert Clark's yard visits, impeccably rigged out as the English gentleman in brown bowler hat, bow tie and camel coat amid the ferrous nature of a steel shipbuilding yard.

During the early stages of build, Yachting World reported that the original twin Davey, Paxman 597hp diesel engines alone were predicted to give a speed of 14 knots via Stones variable pitch, fully feathering propellers; one knot more than the speed previously considered suitable for power yachts of the same length. They went on to say: "Thus well powered and with adequate sail area, and with a hull of such excellent seaworthiness, it would be hard to find a vessel of more essentially fine seagoing qualities, not only in terms of comfort but also of ultimate safety."

Re-launched in 1985 under her present name FLEURTJE, as subsequent refit locations both sides of the Atlantic bear witness, she has finally gained her sea legs over the past 35 years.

During a further major refit 1994-1995 at Pendennis Shipyard, Cornwall, England, under the supervision of Gerald Dykstra her rig design and sail handling systems were vastly improved to the extent that the crew required to sail FLEURTJE has been halved from her original launch. She was a regular and spectacular competitor at Antigua Classic Regatta in the mid 2000s, comfortably standing up to all eight sails in tradewind conditions.

Her present owners - only the fourth in 60 years - have continued the care process into the second half century of this remarkable classic superyacht that has been the maritime love of each owner's life.

©2025 Iain McAllister/ Sandeman Yacht Company Ltd.

Specification

CONSTRUCTION

Lloyd's 100A1 & 100LMC  
- Steel hull  
- Aluminium superstructures

- Raw teak laid deck 30mm, on 30mm plywood, on steel deck beams

Specification

ACCOMMODATION AND DOMESTIC EQUIPMENT

Gross Tonnage: 295  
  
- Accommodation for 12 (+/-2) guests  
- In 6 cabins  
- Full baths in all 6 cabins  
- Accommodation for captain, and 9 crew forward

AFT DECKHOUSE

ENTRY VIA DOUBLE DOORS TO SALOON

- Sofas to port and starboard  
- Coffee table  
- Book cabinets  
- Wine racks  
- TV and music system  
- Aftwardships sideboards port and starboard  
- Pillars as semi screen  
- Electric sockets  
- Bulkhead mounted lamps  
- Deckhead spots

FWD TO DINING AREA

- Dining table seats 10  
- Removable fiddles  
- Sideboards to port  
- Bulkhead mounted lamps  
- Deckhead spots

FWD TO CORRIDOR AFTWARDSHIPS

- Door to port side deck

- 1 x Deckhead light  
- En-suite bathroom  
- Bath and shower  
- Basin with mixer taps  
- Automatic wc  
- 2 x Bulkhead lights  
- 1 x Deckhead light

FORWARD IN PASSAGE; CABIN TO FWD PORT

- 2 x Single berths  
- 2 x Berthside lockers with lamps  
- Bureau and chair  
- TV  
- 1 x Bulkhead picture lights  
- 2 x Opening ports  
- 1 x Bulkhead light  
- En-suite bathroom  
- Bath and shower  
- Basin with mixer taps  
- Automatic wc  
- 1 x Bulkhead lights

45 DEGREE ANGLED DOOR TO CABIN TO FWD STARBOARD

- Double berth  
- 2 x Bedside lockers; 2 x standard lamps  
- Hanging locker  
- TV and DVD  
- 2 x Opening ports  
- 1 x Bulkhead picture light  
- 1 x Bulkhead light

- Door to dining area and saloon
- Door to starboard side deck
- 6 x bulkhead lights
- Picture lights
- Deckhead spots

#### ATHWARTSHIPS GALLEY FORWARD

- 2 x Stainless steel sinks
- 1 x Winterhalter steam dishwasher
- 1 x Panasonic 1040 microwave oven
- 1 x Gaggenau 6 place electric stove
- 1 x Large Gaggenau oven
- 1 x Salamander
- 1 x Large glass double fronted drinks fridge
- 1 x Scotsman AC45 Ice Maker
- 1 x Miele extractor type DA191
- 1 x Liebherr Refrigerator, st/st (new 2004)
- 1 x st/st Liebherr freezer (new 2004)

#### MOVING FORWARD AND DOWN TO ACCOMMODATION

- Down stair from athwartships passage
- (To starboard of fore and aft landing to galley)

#### 45 DEGREE ANGLED DOOR TO STARBOARD AFT INTO OWNER'S CABIN

- Aft facing double berth
- Bedside table lockers with standard lamps
- Banquette to port
- Bureau
- Book cabinets
- Hanging lockers
- En-suite bathroom to port
- Bath and shower
- 2 x sinks; 2 x mixer taps
- Automatic wc
- 3 x Opening ports
- 2 x Bulkhead lights
- 2 x Deckhead light

#### DOOR TO PORT AFT TO DOUBLE CABIN

- Double berth
- Bedside table lockers with standard lamps
- Hanging lockers
- TV
- 2 x Opening ports
- 2 x Bulkhead lights
- 1 x Deckhead light
- En-suite bathroom
- Bath and shower
- Automatic wc
- 1 x Opening ports
- 2 x Bulkhead lights
- 1 x Deckhead light

#### 45 DEGREE ANGLED DOOR TO PORT MID DOUBLE CABIN

- Double berth
- Banquette
- Bureau
- Hanging lockers
- 2 x Opening ports
- 1 x Bulkhead lights
- 1 x Deckhead light

- 1 x Deckhead light
- En-suite bathroom
- Bath and shower
- Basin with mixer taps
- Automatic wc
- 1 x Opening port

#### VARNISHED TEAK PILOTHOUSE

- Access via port and starboard steps to bridge wings
- Teak side doors port and starboard
- Teak cappings and trim
- Ship's wheel
- Kobalt engine controls
- Full size chart table aft
- Drawers under
- Navigation instruments
- Systems indicators
- 4 x Deckhead lights

#### FORWARD STARBOARD STEPS DOWN TO RADIO ROOM

- And captain's saloon
- Teak carpentry
- Settee to starboard
- Drop-leaf table
- Large hanging locker
- Long bureau to port
- Stowage under
- Shelves for manuals/ admin files
- Ship's isolator panel
- Computer screen
- Ship's radios
- 4 x Deckhead lights

#### FORWARD TO CAPTAIN'S CABIN

- Double berth
- En-suite wc
- Hanging locker
- Other stowage

#### CREW ACCOMMODATION

- Access via forward teak trunk cabin
- WC/ shower to starboard
- 2 x Bunk cabin to starboard
- 2 x Bunk cabin to port
- WC/ shower to starboard
- WC/ shower to port
- Fo'c'sle - 4 x berths

#### MOVING AFT IN CREW ACCOMMODATION TO CREW GALLEY/ MESS

##### Galley

- Miele 4 x burner hob
- 3 x Stainless steel sinks
- Fridge/ Freezer
- Grill
- Microwave

##### Mess

- Semi U-shaped seating area
- 2 x Tables
- Access to bilge under
- Panasonic NE1027 microwave oven



- En-suite bathroom
- Bath and shower
- Basin with mixer taps
- Automatic wc
- 1 x Opening port
- 2 x Bulkhead lights
- 1 x Deckhead light

#### FORWARD IN PASSAGE; CABIN TO MID STARBOARD

- Double berth
- Bedside locker; standard lamp
- Banquette
- Hanging lockers
- Bureau and chair
- 2 x Opening ports
- 1 x Bulkhead lights

- Miele extractor type DA191
- Gaggenau 6 place electric stove
- Large Gaggenau oven
- Salamander
- Miele G656SC dishwasher
- Large glass-fronted refrigerator
- VHF Radio
- TV; DVD
- 4 x Opening ports
- 5 x Deck lights
- Chef's cabin; ensuite
- Mates cabin; 2 x bunks

#### Laundry Room

- 2 x Miele Pro WS5427 washing machines
- 2 x Miele Pro T5206 dryers
- Professional ironing machine
- Scotsman AC85 ice maker
- Deep freeze and cool room

### Specification

## DECK LAYOUT, EQUIPMENT AND GROUND TACKLE

- Varnished teak handrail capping
- On high steel bulwark
- Bronze stanchions

#### FROM AFT

- 2 x Bronze mooring cleats port and starboard
- Panama fairleads with rollers
- Ash mainsheet blocks
- Bronze warping winch
- Teak helm seats
- Ship's wheel and brass compass binnacle
- Bronze helm/ rudder position indicator
- Teak scuttle to lazarette and engine room
- Large teak dining table seating 4 or 6

#### MIZZEN MAST POSITION

- Pin rails port and starboard

- Running backstays; ash blocks
- 2 x Bronze electric winches port and starboard

#### ALUMINIUM TRUNK CABIN

- Teak laid roof
- Watertight doors and teak doors into saloon

- Panama fairleads port and starboard
- Bronze mooring cleats port and starboard

- Teak cabin roof
- Teak deck

- 2 x Manual derricks for launching large tenders; gooseneck on mainmast

- Butterfly skylight hatch

- RIB to port with outboard
- RIB to starboard with jet drive

#### MAIN MAST POSITION

- Varnished ladders port and starboard to pilot house

#### To starboard side of saloon deckhouse

- Doors to galley
- Access corridor forward of saloon
- Deck shower
- Ladders to deckhouse roof port and starboard

#### To port side of saloon deckhouse

- Doors to engine room
- Corridor fwd of saloon/ galley

#### FORWARD STEPPED ROOF DECKHOUSE

- 2 x Teak laid roofs (sunbathing area)
- Furuno dome
- Teak and steel upstand for forestaysail boom gooseneck
- Lewmar 99 bronze sheet winch
- Teak lockers to fwd of forward deck house

#### FOREMAST POSITION

- 4 x Bronze Francis Marine Engineering 6000 electric winches
- On upstands port and starboard
- Traveller for forestaysail; ash and bronze blocks

#### Crew companionway varnished teak deckhouse

- Panama fairleads port and starboard
- 2 x Mooring cleats port and starboard

#### Anchor windlass believe Thos Reid & Son, Paisley

- 2 x Warping drums; 2 x chain gipsys
- Ship's bell

- Steel gooseneck pedestal for fore staysail boom
- Harken 14.2 fore staysail sheet winch

- Panama fairleads with bronze rollers port and starboard
- Varnished lockers port and starboard

- Pin rails port and starboard at shroud bases
- Ladder down from aft cabin/ saloon trunk
- 2 x Seaway Francis bronze winches on pedestals port and starboard
- Lockers/ seating port and starboard

#### Specification

### RIG, SAILS AND CANVASWORK

#### RIG

- Optimised for performance and ease of handling by Gerard Dykstra (1995)
- All sails have Harken hydraulic reefing
- Douglas fir bowsprit
- Stainless steel spreaders and dolphin striker

#### Douglas Fir Mizzen mast (1991)

- Spruce boom
- Double spreaders
- Harken roller luff mizzen furler
- Bronze Harken 14.2 sheet winch
- Pin rails port and starboard
- Sheet winches
- 7 x Seaway electric 2-speed
- 3 x Harken manual
- 3 x Harken 74 2-speed electric

#### Mizzen staysail spruce boom on pedestal gooseneck

#### Douglas Fir Mainmast (1991)

- Double spreaders

#### Main staysail spruce boom on pedestal gooseneck

#### Douglas Fir Foremast (1991)

- Double spreaders

#### Fore staysail spruce boom on steel pedestal gooseneck

- Harken bronze 14.2 self tailing manual sheeting winch

#### SAILS

##### Hood 2016 - 2020

##### Doyle 2012

- Harken hydraulic luff furling for all sails
- Mizzen
- Mizzen staysail
- Main fisherman
- Main staysail
- Fore fisherman
- Outer jib
- Inner jib
- Boomed fore staysail
- Gennaker

#### CANVASWORK

- Covers for all brightwork deck structures
- Covers for winches
- Covers for tenders
- Aft deck awning

#### Specification

### MECHANICAL, ELECTRICAL AND TANKAGE

#### MECHANICAL

- 2 x CAT 3412TA 624hp main engines
- Hours @ 31 May 2020 Port: 10,841
- Hours @ 31 May 2020 Starboard: 10,647
- Max speed 15 knots
- Cruising speed 10 knots
- Range: 3000 nautical miles @ 8 knots
- Consumption: 67 L / 17.7 USG
- Engine controls at bridge, bridge wings and aft
- 3 x CAT 3304 80 Kw Generators
- Hours @ 31 May 2020: 46,109; 45,384; 45,219
- 1 x Mitsubishi-Sol  35 Kw Port Generator ( 2014 )
- Hours @ 31 May 2020: 5,465
- Traditional drive train
- 2 x Kors r 4-blade controllable pitch propellers

- Quantum 100 hp bow thruster

#### ELECTRICAL

- Batteries: all 24 V
- Emergency lights
- GMSG Batteries
- Engine start batteries
- Lights all LED 110V ( three transformers 220 to 110 )

#### TANKAGE

- Fuel: 32,000 L / 8,454 US G
- Range: 3000 nautical miles @ 8 knots
- Consumption: 67 L / 17.7 USG
- Fresh water: 21,830 L / 5767 US G
- 2 x HEM Watermakers 20,000 L / day
- Hamman sewage treatment

#### COMFORT

- CruiseAir reverse Cycle Aircon
- 2 x New chillers for the AC plant (2016)

#### Specification

### NAVIGATION, COMMUNICATIONS AND ELECTRONICS

#### NAVIGATION/ ELECTRONICS

- 1 x Ritchie Inc Magnetic compass (2005)
- 1 x Anshütz gyro compass
- 1 x Robertson AP9 Mk 3 autopilot
- 1 x B&G Hydra echo sounder
- 2 x Furuno LS-6100 echo sounder (2005)
- 1 x Furuno FR 1505 MkII 72 mile range radar
- 1 x Furuno radar type 7062 48 mile range
- 1 x Furuno GP32 GPS
- 1 x B&G GPS
- 1 x Maxsea World chart inventory chart plotter
- 1 x Furuno NX-300 Navtex receiver (2016)
- 1 x Furuno NX-700 Navtex receiver (2016)
- 1 x B&G log
- 1 x B&G windspeed, direction, apparent wind
- 1 x B & G sailing monitor
- 1 x Furuno A3 GMDSS console /DSC receiver

- 1 x Furuno FA150 AIS (2014)

#### COMMUNICATIONS

- 1 x Furuno FELCOM 250 Satcom (2015)
- 1 x Iridium Sailor Sat Phone
- 1 x Fleet 77 Inmarsat
- 1 x Sailor C403 VHF radio
- 1 x JRC JHS770S VHF radio
- 1 x Standard Horizon GX3000E DSC VHF
- 2 x ICOM type IC-GM1600E VHF
- 4 x Hand-held VHF radio
- 1 x ICOM type M100 hand-held VHF radio
- 1 x VHF radiotel (crew mess)
- 1 x Cellular - any SIM network via internet
- 1 x Panasonic intercom to all comms systems
- 1 x Furuno FS2575C SSB radio (2015)
- On board wifi

#### Specification

### SAFETY

- 2 x 12 man inflatable cased liferafts
- 2 x 8 man inflatable cased liferafts
- 4 x Life Rings
- 2 x MOB markers
- 2 x MOB modules 406

- 2 x EPIRB
- 1 x SART
- Second standby steering pump
- Second standby air-co pump
- New Bilge separator (2015)

#### Specification

### OTHER EQUIPMENT

- Substantial teak pasarelle
- Teak boarding ladder stowed stbd side saloon deckhouse

- 1 x 4.80 m Ribeye RIB w. 36 hp Yanmar Diesel

#### Specification

### IMAGE CREDIT

Sailing images: Tim Wright/ Photo Action  
Historical: Port

Carras Grand Resort brochure / Iain McAllister collection

#### Disclaimer

These particulars have been prepared from information provided by the vendors and are intended as a general guide. The purchaser should confirm details of concern to them by survey or engineers inspection. The purchaser should also ensure that the purchase contract properly reflects their concerns and specifies details on which they wish to rely.

ROBERT CLARK 171 FT 3-MASTED SCHOONER 1960

---

Specification  
GALLERY







**SANDEMAN**  
BROKERAGE OF CLASSIC & VINTAGE YACHTS  
YACHT COMPANY





















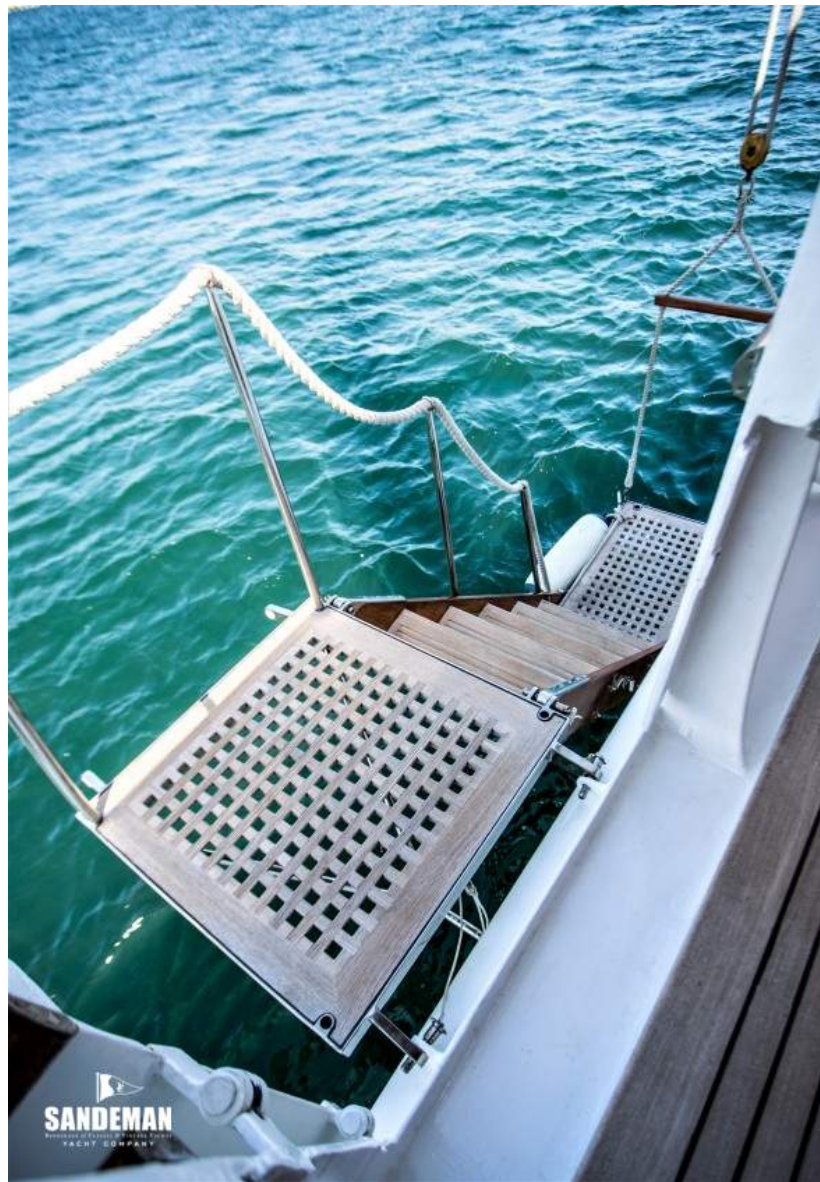
 **SANDEMAN**  
BUILDERS OF CLASSIC & VINTAGE YACHTS  
YACHT COMPANY



































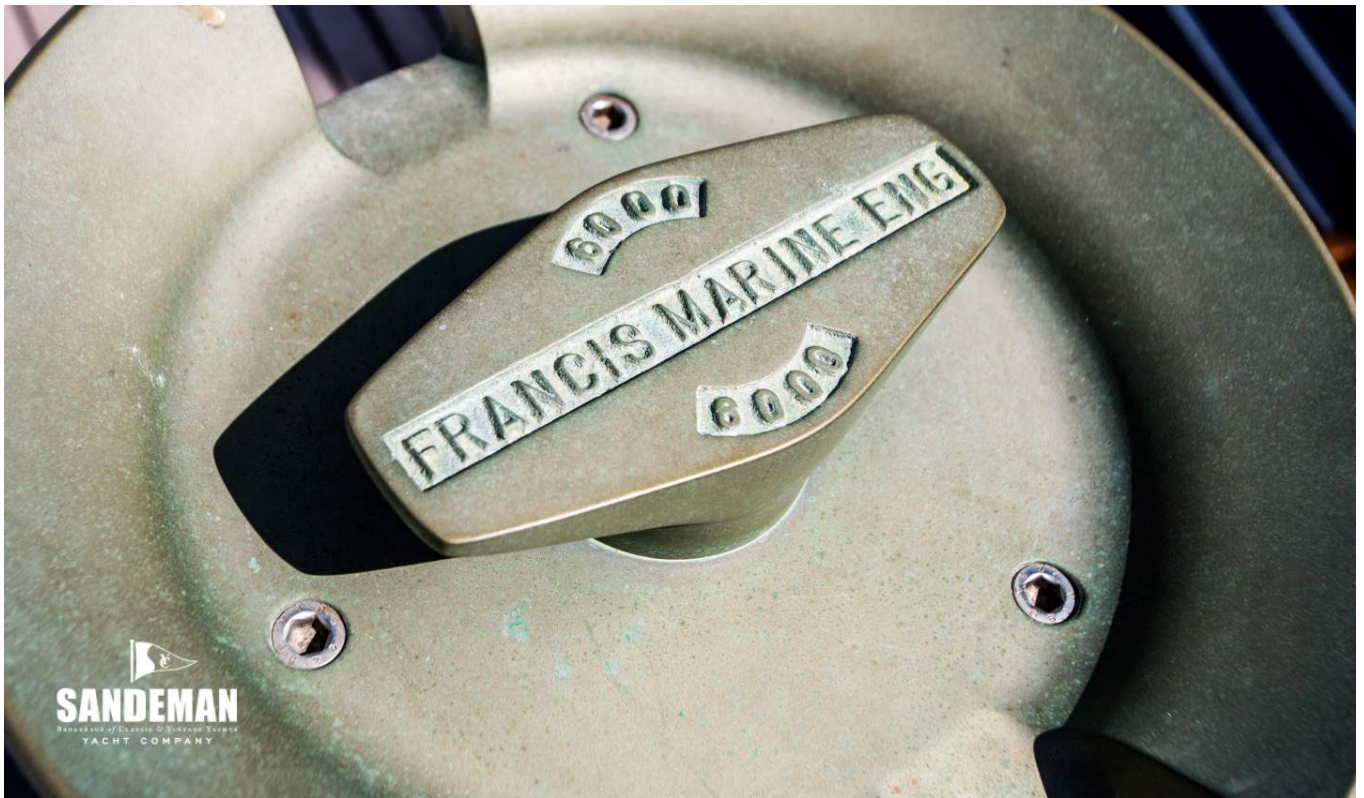








**SANDEMAN**  
BRASS & STEEL WORKS  
YACHT COMPANY







**SANDEMAN**  
BRANCHES OF YACHTING & TRAVEL  
YACHT COMPANY









**SANDEMAN**  
REPAIRS OF CLASSIC & VINTAGE YACHTS  
YACHT COMPANY





  
**SANDEMAN**  
BOUTIQUE OF LUXURY YACHTING  
YACHT COMPANY













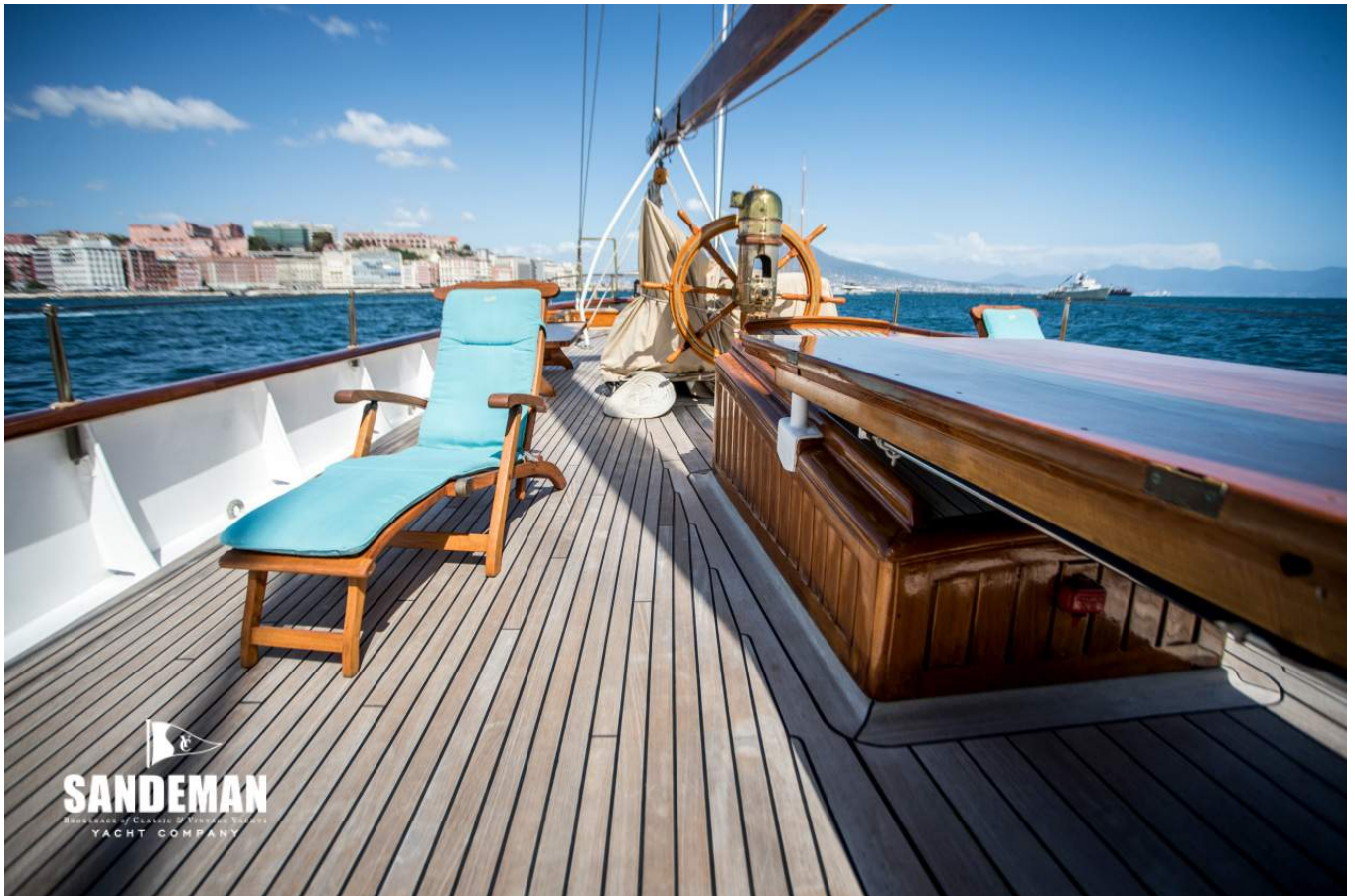




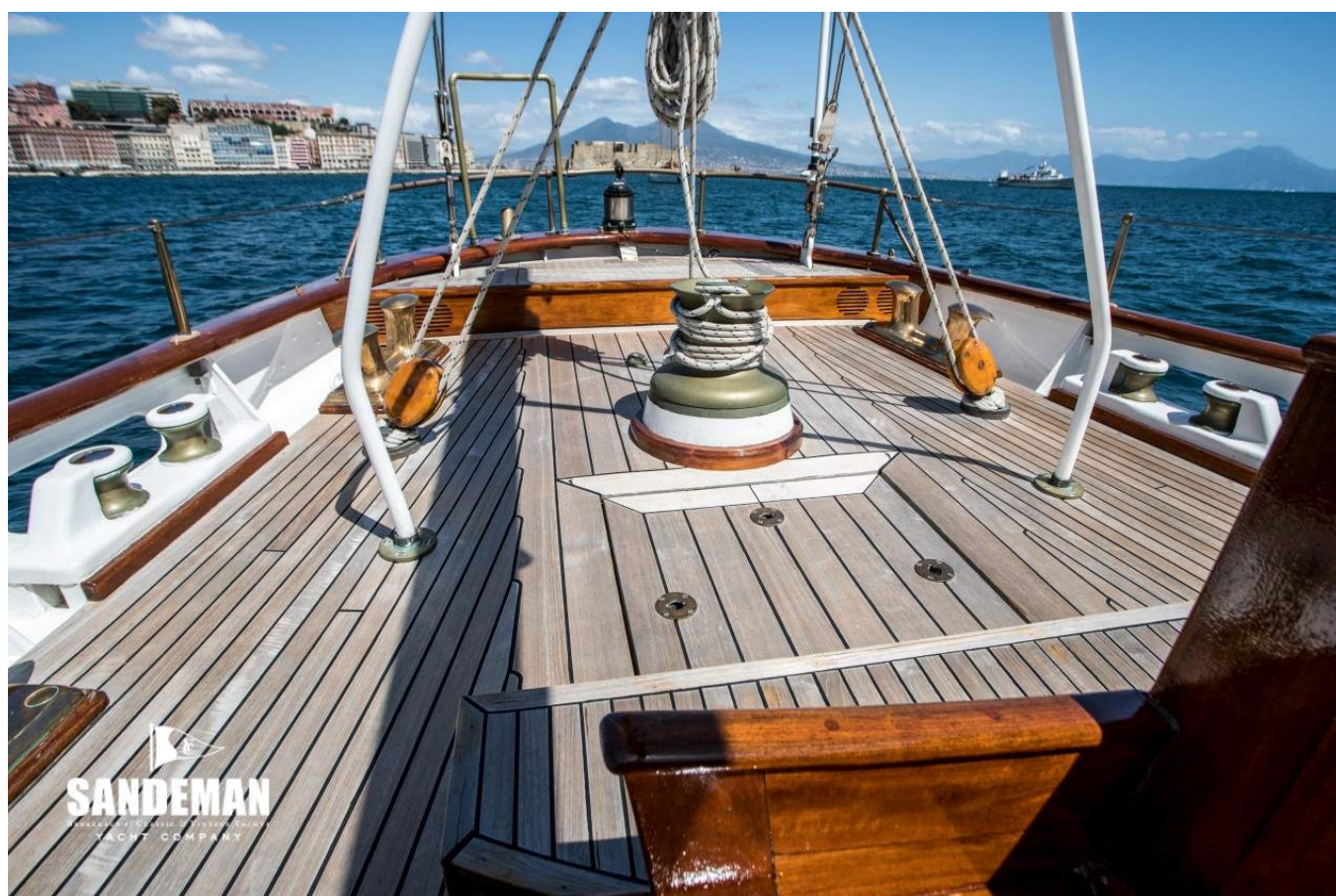




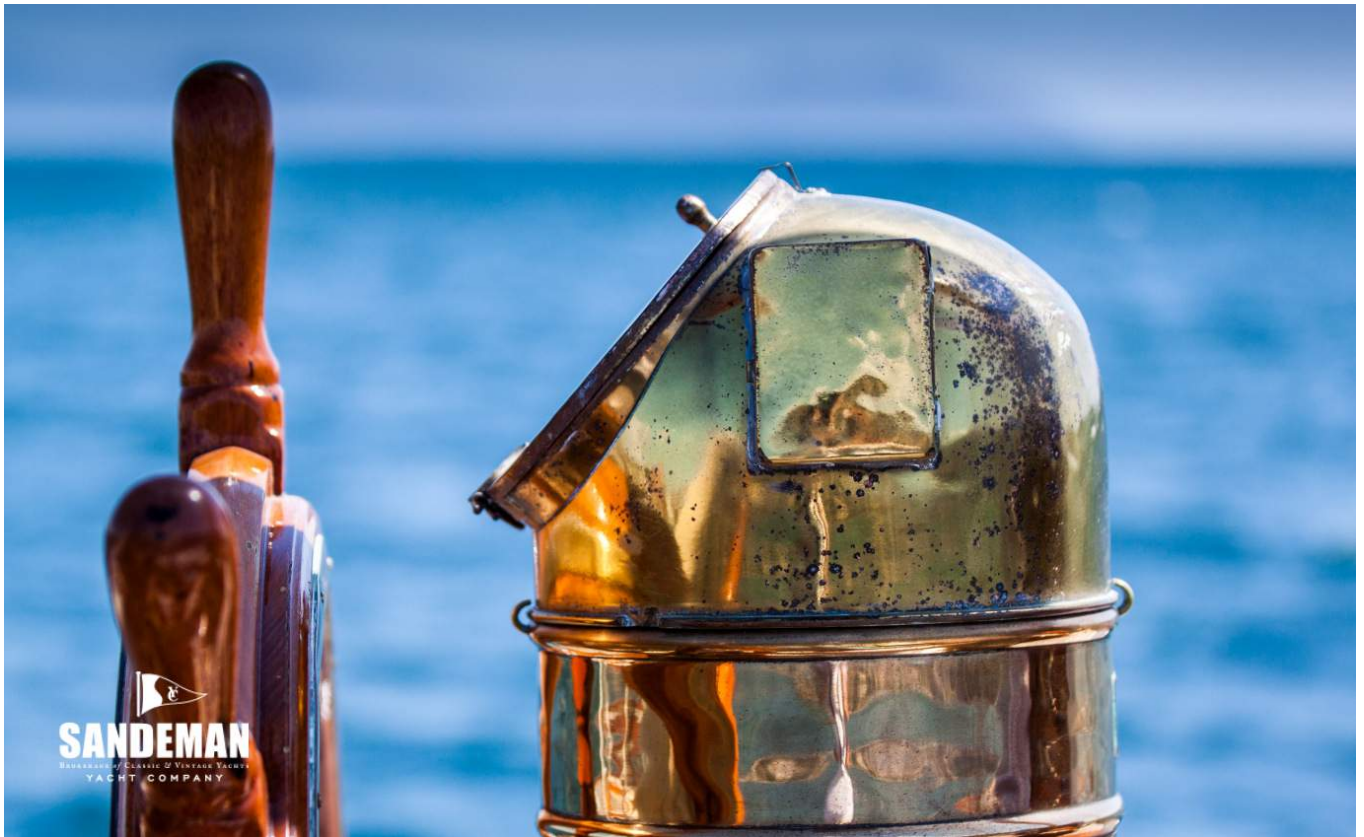








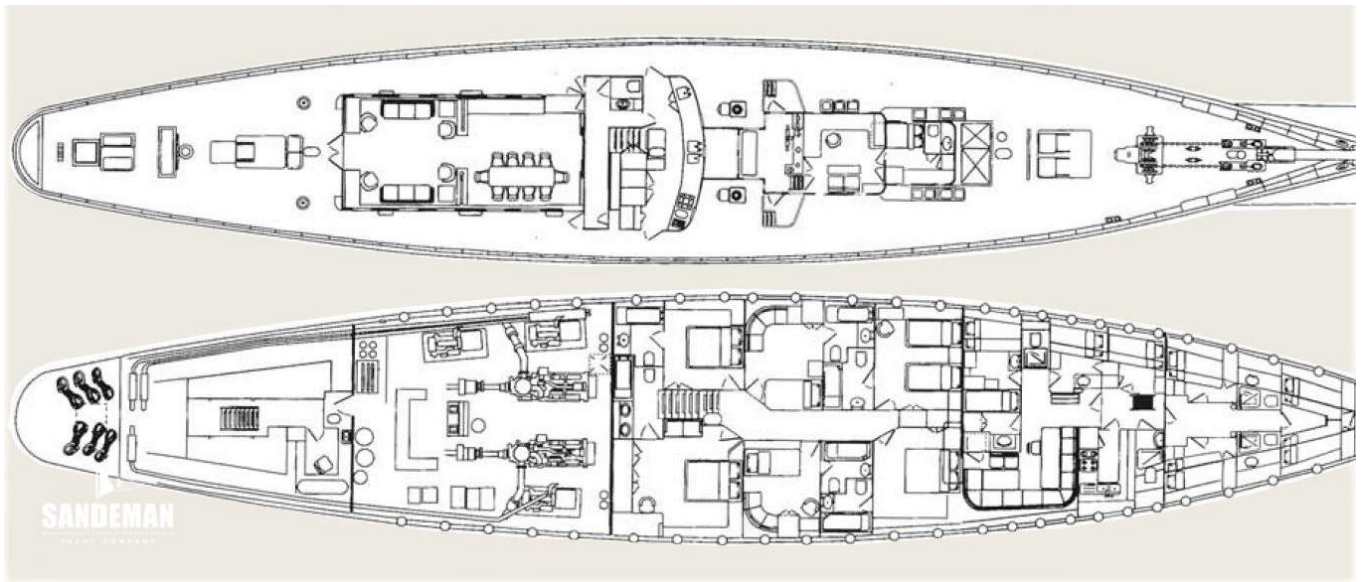








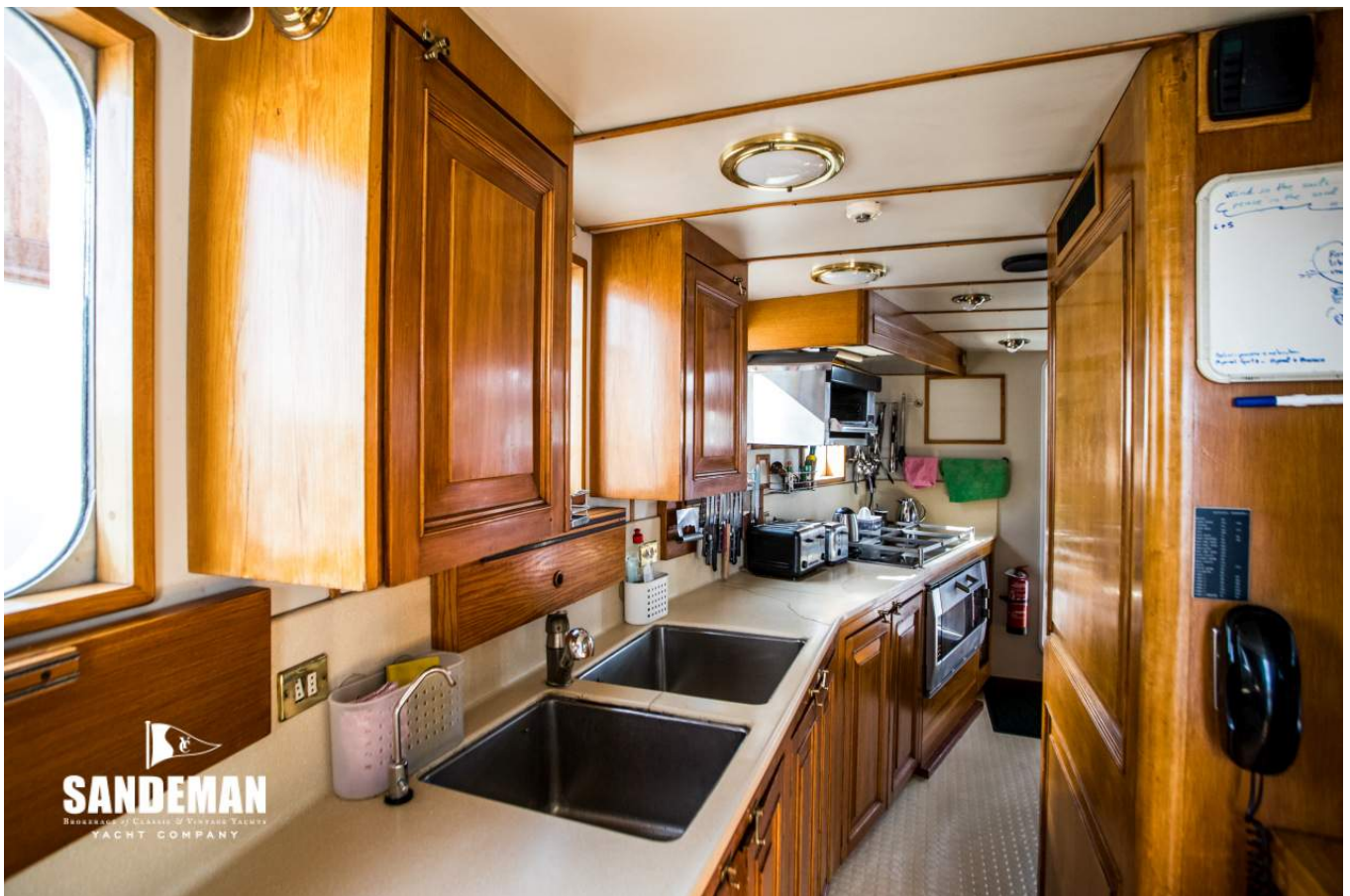


























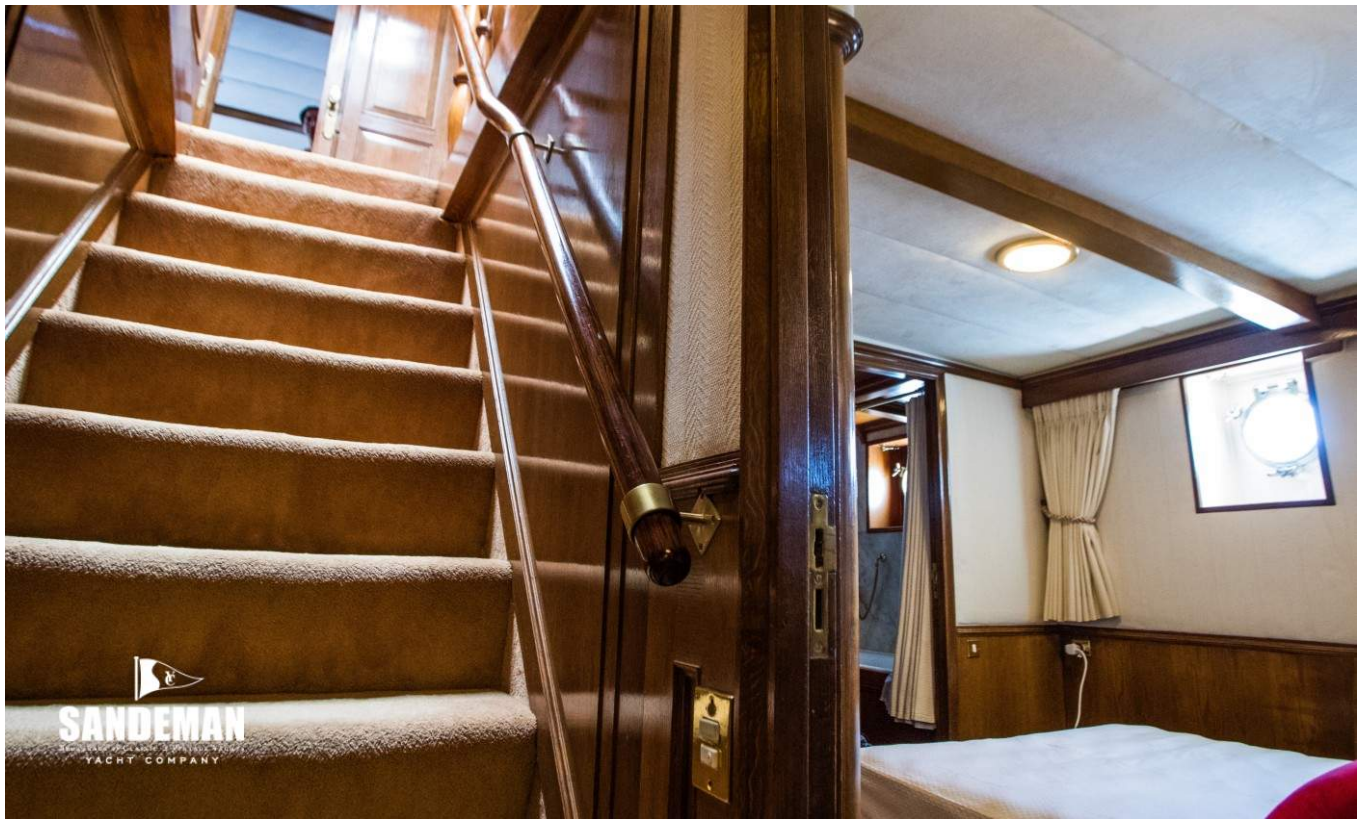
  
**SANDEMAN**  
BROKERAGE OF CLASSIC & MODERN YACHTS  
YACHT COMPANY







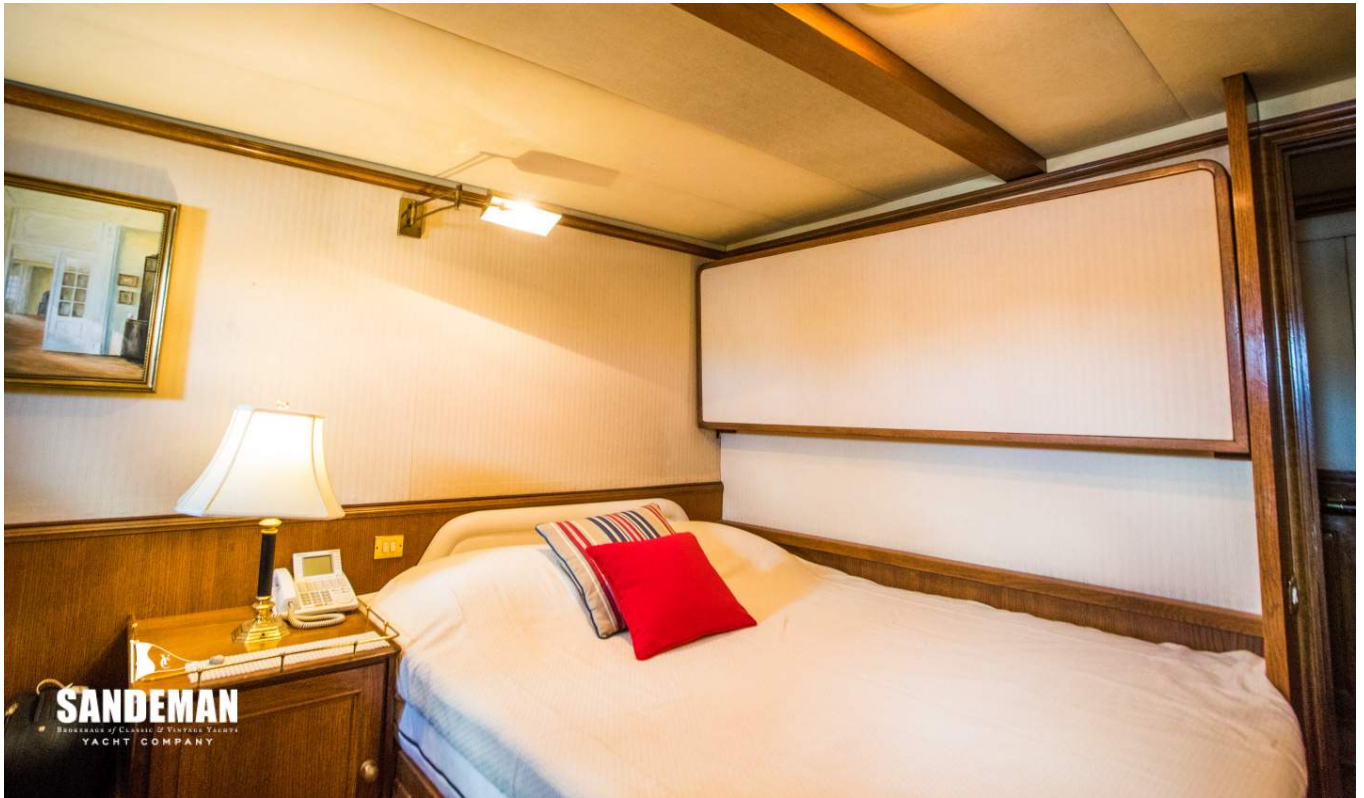
































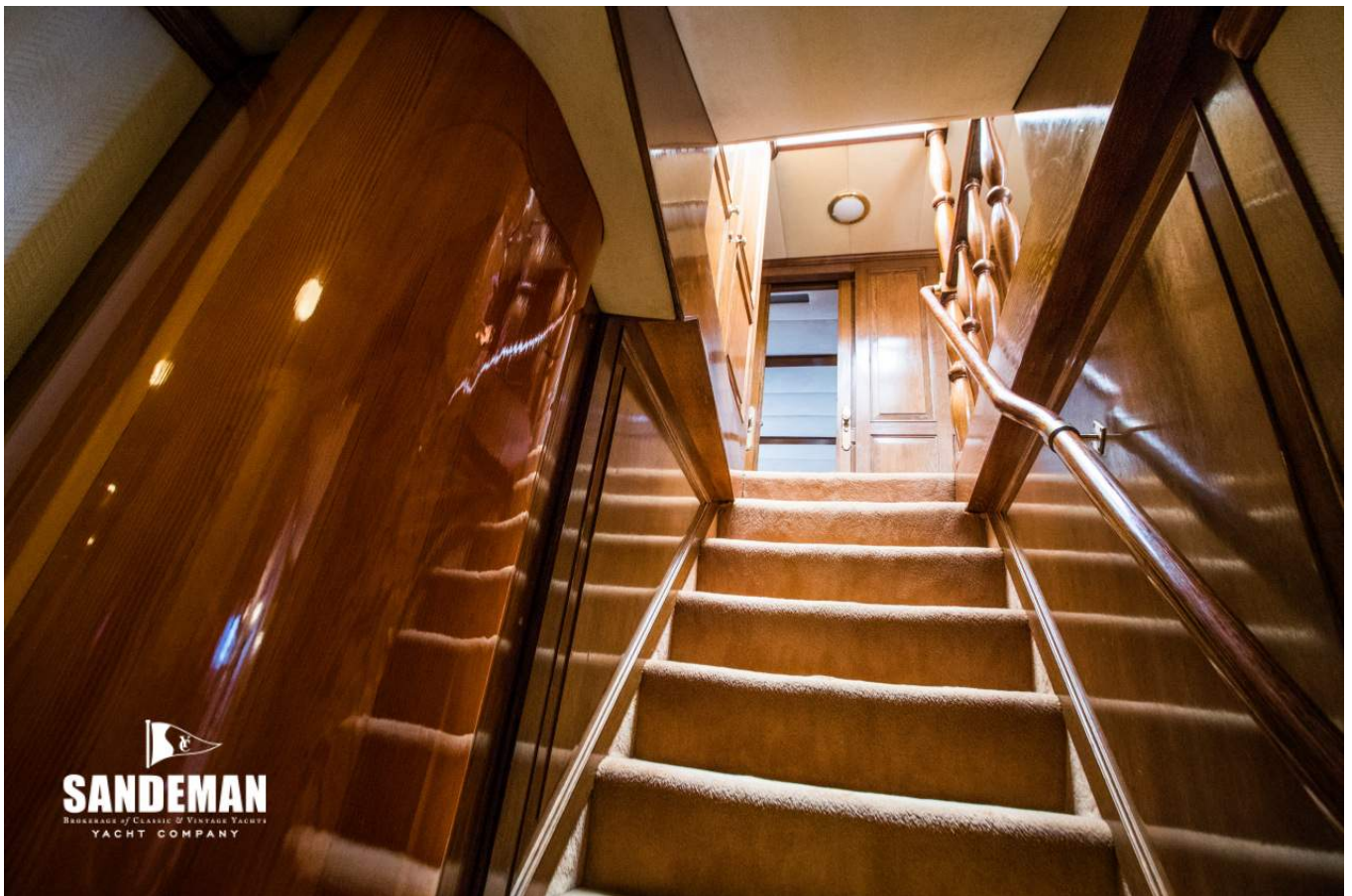
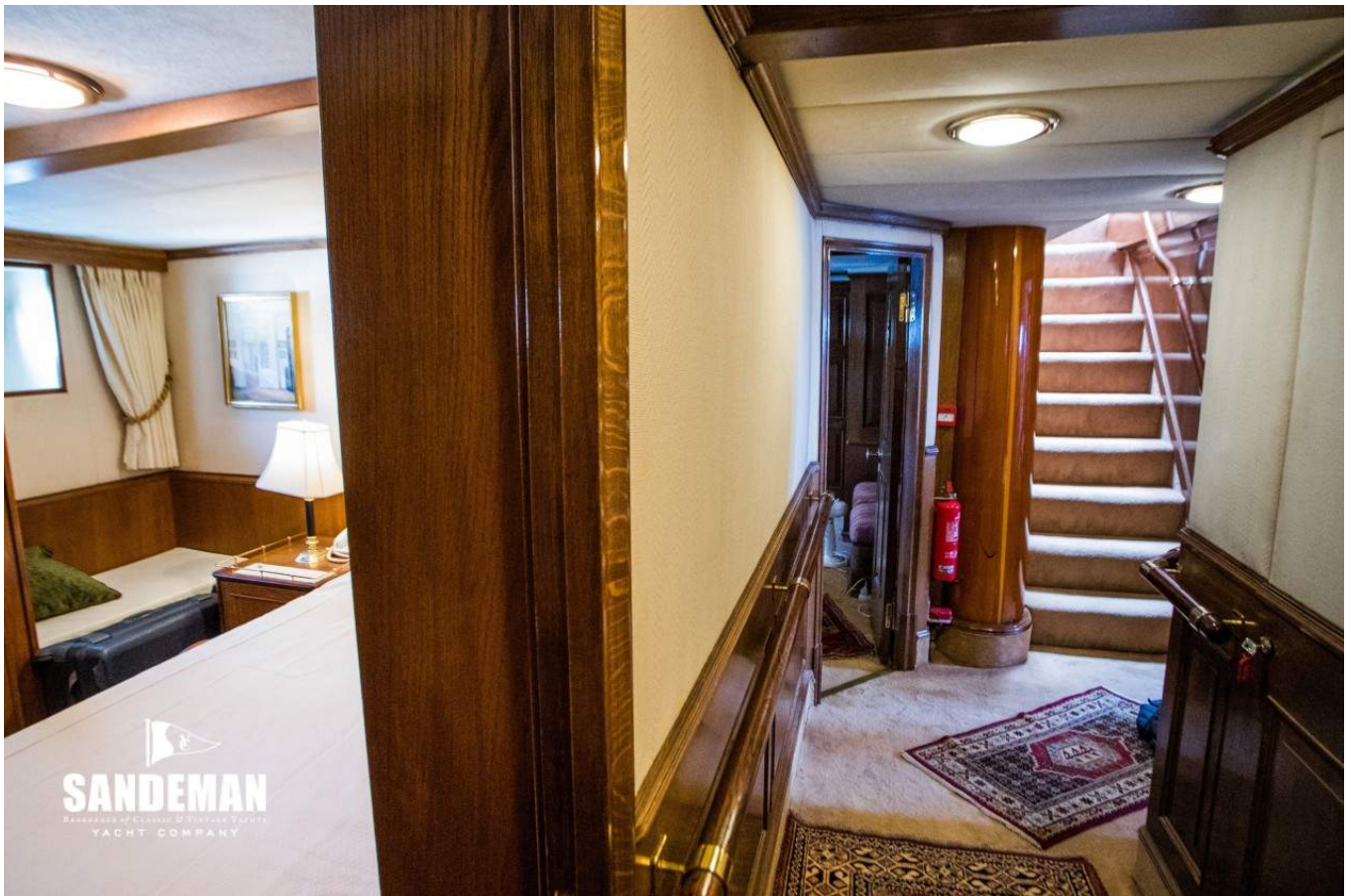






















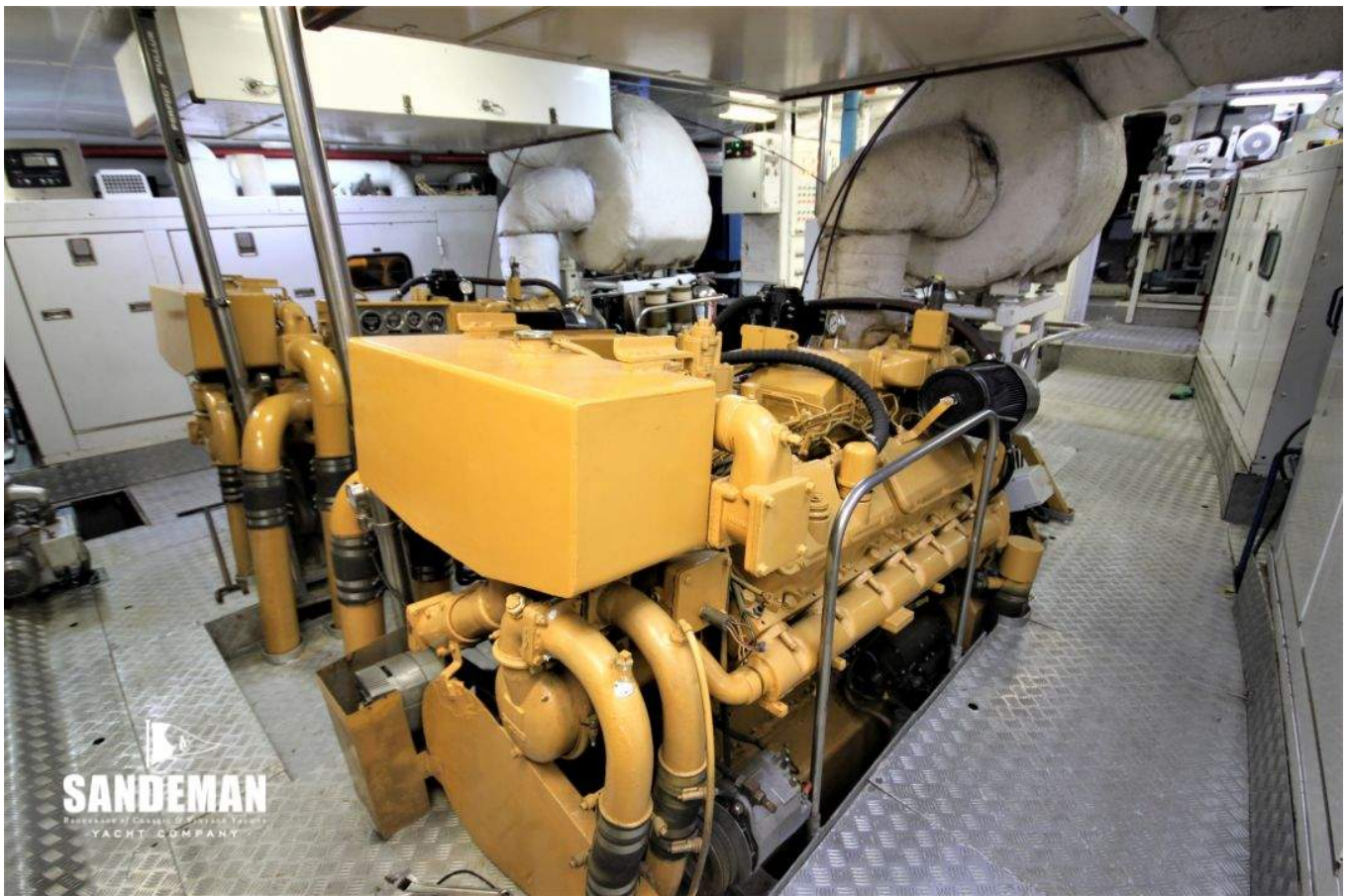








  
**SANDEMAN**  
EXPERIENCE THE WORLD'S MOST  
YACHT COMPANY













# Yachts of distinction

## „Carita”

A steel 170' twin screw sailing yacht designed by Robert Clark Ltd London and built by us for a Panamanian owner



Decksaloon



Deckview



**AMSTERDAM SHIPYARD LTD. G. DE VRIES LENTSCH Jr.**

60-62, GRASWEG, AMSTERDAM, HOLLAND, TEL. 020-6 09 01, REPRESENTATIVE FOR THE U.K. M.R. HORNE, 50, PALL MALL LONDON S.W.1. TEL. TRA. 2300.



**SANDEMAN**



  
**SANDEMAN**  
BACKBONE OF CLASSIC & VINTAGE YACHTS  
YACHT COMPANY

