

MS AquaMarin

A passenger vessel with a history seeks new waters

Sales particulars · Okersee-Schiffahrt GmbH · October 2026 · Tender deadline 15 February 2027



MS AquaMarin under way on the Oker reservoir (2018)

1. At a glance

Type	Day excursion vessel with restaurant and café
Builder, year	Lux shipyard, Niederkassel-Mondorf, Germany, 1968
Length × beam	34.30 m × 6.10 m
Draught	0.75 m
Passengers	250 (100 in the main deck saloon, 40 in the upper saloon, 110 on the sun deck)
Propulsion	Deutz diesel 127 kW (built 2000), Schottel rudder propeller SRP 75
Berth	Oker reservoir, Harz mountains, Lower Saxony, Germany
Valuation	by a certified ship surveyor, March 2023
Procedure	Tender, offers by 15 February 2027
Handover	at the slipway when floated out, spring 2027 at the earliest

2. The vessel

AquaMarin was launched in 1968 by the long-established Lux shipyard and first sailed as "Sauerland" on Lake Bigge. In 2001 she was cut into two sections, moved by road to the Harz mountains and

rejoined on the Oker reservoir. There, for 24 years, she was the only scheduled passenger vessel on any Harz reservoir, running round trips and hosting group and corporate events with catering on board.

The welded steel hull has a flat bottom, low rise of floor and ten watertight compartments. A remote-controlled, wheelchair-accessible bow ramp makes her independent of fixed piers and adjusts to changing water levels.

3. Who she is suited to

Shallow and fluctuating waters. With a draught of 0.75 m she can operate where larger vessels would touch bottom: reservoirs with fluctuating levels, rivers with low water, shallow lakes.

New waters overland. Splitting the hull and moving her by road was done successfully in 2001, and the split points are documented. She is therefore not tied to any waterway network.

Diesel or electric. Where no drinking-water restrictions apply, the diesel can stay. For anyone who wants or needs to operate emission-free, the single drive train, compact dimensions and flat hull are a good basis for an electric conversion.

Catering and events. The restaurant and café, with pantry, bar and draught beer system, are permanently fitted. The upper deck saloon can be used separately for smaller functions.



Restaurant in the main deck saloon (2018)

4. Equipment

Main deck saloon. 14 opening windows, panoramic windows forward, double-glazed safety glass. 18 tables with upholstered chairs, four seating groups aft, ticket office, large flat-screen TV. Waterproof, flame-retardant panelling, carpet.

Pantry and bar. Chilled draught beer system, bean-to-cup coffee machine, combi oven, wash-up station, dishwasher, microwave, ceramic hob, several refrigerators.

Upper saloon and sun deck. Panoramic saloon for up to 40 guests. Sun deck with 16 fixed tables, the central section covered by an awning on a stainless-steel frame.

Toilets. Ladies' and gents', tiled. Sewage tank 3,000 l, renewed 2020.

Systems. MAN generator 52 kVA, 24 V and 230/400 V electrical systems, Minimax fire extinguishing system (2018), fire alarm system, bilge alarm for all compartments, CCTV.

Wheelhouse. Steel, all-round visibility, heating and air conditioning (2022). Radio Holland radar; Furuno GPS, echo sounder and rudder angle indicator; all navigation equipment renewed in 2021.

5. Investment and maintenance

Year	Work	approx.
2018	Complete hull preservation, grit blasting SAR 2½, two-pack marine coating	€60,000
2018	Fire extinguishing and fire alarm system	€30,000
2020	Slipping, sewage tank and bottom plates	€20,000
2021	Navigation equipment in wheelhouse	€25,000
2022	Wheelhouse air conditioning	€6,000

The main engine was serviced regularly by a specialist firm, and the hydraulic lines of the steering gear were renewed every two years.



Bow ramp at the shore (2018)

6. Condition today

The last passenger trip was in May 2025, and the vessel has been out of service since August 2025. She lies secured at her berth, permanently connected to shore power. Chargers, bilge pump and bilge alarm are in operation.

- Main engine and generator are run regularly, most recently in October 2026.
- The engine and water systems are winterised every year, so frost damage can be ruled out.
- Underwater hull: slipping in 2020, diver inspection in 2024, no findings.

- Bilge and watertightness are checked regularly, and no water ingress has been found.

What a buyer should plan for: The operating licence for the Oker reservoir and the bottom survey expired on 1 July 2025. A new survey by the authority responsible for the new trading area will be required, usually including slipping. The refrigeration and galley equipment have not been tested in operation since lay-up.

The valuation of March 2023 certifies a hull in very good condition and a very good technical state. The full report is in the data room.

7. Transfer

The Oker reservoir is a drinking-water reservoir. The vessel will leave the lake via the slipway of the water authority, Harzwasserwerke, which has set up a recovery installation for the purpose. As things stand, floating out will be possible in spring 2027 at the earliest, provided the water level is high enough. The date is set by Harzwasserwerke.

From the slipway onwards, the buyer takes over. The usual approach is to split the hull at the known points, move the two sections by road and weld them back together at the destination. As a rough guide, splitting, craneage, transport and reassembly cost between €150,000 and €350,000 depending on distance and take four to nine months. This is an estimate, not a quotation. Indicative quotations from heavy-haulage companies will follow.

8. Procedure

AquaMarin is offered Europe-wide by tender procedure. There is no fixed asking price. Offers are to be stated as net amounts, exclusive of statutory VAT.

Step	Date
Data room (access after registration)	open now
Viewing day 1	Saturday 5 December 2026
Viewing day 2	Saturday 16 January 2027
Offer deadline	Monday 15 February 2027, 12:00 CET
Second round, if there are several bidders	by 28 February 2027
Purchase contract	by the end of March 2027
Handover	when floated out, spring 2027 at the earliest

Further viewings can be arranged. You are welcome to bring your own surveyor. Details are set out in the tender rules.

9. Seller

The seller is the owner, Okersee-Schiffahrt GmbH. Insolvency proceedings in respect of its assets were opened on 29 September 2026, and the insolvency administrator released the vessel from the insolvency estate on 2 October 2026. The sale is made subject to this release under German insolvency law **[wording to be agreed with RAin Lutter]**. The registered ship mortgage will be discharged before handover; the bank's notarially certified consents to its discharge are in hand.

10. Data room and contact

The data room contains the 2023 valuation report with 38 photos, the data sheet, certificate of registry, general arrangement plan, bottom survey, maintenance records, the report on the 2001 move and current photos. Access is granted after a short registration at okersee.de/aquamarin or by e-mail.

Captain Michael Jonas Römermann

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All information is given in good faith on the basis of the 2023 valuation report and the ship's documents. It does not constitute a warranty of any characteristics. The condition at the time of viewing is decisive.