



SAILING THE SEAS WITH PASSION







TRADITION and HISTORY

The new GERMANIA, named GERMANIA NOVA, was designed using identical hull lines as the original as well as the same sail and deck-plan. The skylights, companionways and deckhouse are true replicas of the original.

Extensive research was undertaken in order to achieve this. A main engine and generators were added, modern navigational and communications equipment was installed with the extra weight involved being compensated with hollow masts and a hull made of high-tensile steel. The interior was constructed using lightweight materials which nevertheless convey a traditional appearance. Just take a look at the historic photographs displayed throughout the ship and compare them with today's ship ...

GERMANIA NOVA combines modern comfort with the high performance standards of the original GERMANIA. She is back ... and she will rule the waves again!





TRADITION and HISTORY

Yachting sport came to Germany at the beginning of the 20th century. The German Kaiser, Wilhelm II, led the way with his METEOR III which he purchased in England. The German businessman and industrialist, Dr. Gustav Krupp von Bohlen und Halbach, saw the advantage of sailing as a social arena to promote his fast growing steel business. He asked the well-known Hamburg designer Max Oertz to produce the largest and fastest sailing ship seen to date in Germany. The ship was built in 1908 by the Germania Shipyard in Kiel within only 7 months, from high-tensile steel, riveted to the frames. There was no electric lighting and no main engine. The owner's area was very comfortable with a boudoir including a piano, a living room with an open fireplace and a dining room for 10 guests. There were two guest cabins and a comfortable owner's cabin.

The large schooner was a world-class racer and won Cowes Week in 1908, setting a new course record. GERMANIA won almost all the races in which she participated except, for obvious reasons, when she was competing against the Kaiser's METEOR IV ...

GERMANIA was fast and could reach speeds of up to 19 knots. For regattas the crew was increased to 32. In 1912 she participated in 19 regattas, winning 10 and coming second three times. When war broke out in 1914 she was seized as a prize of war and later sold to Norwegian banker C. Hannevig.

She crossed the Atlantic and was renamed EXEN, subsequently sold again several times before – under the name HALF MOON – succumbing to a storm and sinking off Key Biscayne in 1930, becoming Florida's Seventh State Underwater Archaeological Preserve.





SAILING

Sailing a large racing schooner is an outstanding experience – the ship has 1300 to 2383 square metres of sails, set on wooden masts and spars and operated with the help of 16 hydraulic winches. With a moderate breeze the ship is very comfortable and easy to sail, with more wind the ship heels and starts roaring down the race track. Guests may participate in the action.





SAILING

Highly polished bronze, silver-grey teak, gleaming varnished teak and mahogany, satin-like stainless steel fittings: pure luxury and a true classic racing schooner. GERMANIA NOVA has all modern facilities on board, the latest equipment, and in case of windless periods, a nearly noiseless main engine. At anchor you may enjoy a variety of sports activities, from waterskiing and wakeboarding to diving and from fishing to wellness. Enjoy the stunning appearance of this ship at sea.





SAILING

Three things you should bring on board: passion for historic sailing ships, an empty stomach and empathy for the open sea. After a hearty breakfast on the aft deck you will weigh the anchor. On reaching the open sea you will feel the breeze as the sails billow like a cloud. Espressos may be served as the ship moves easily through the swell.

Manoeuvring near the islands, you get the sensation of sailing a true classic schooner. A light lunch will be served in the cockpit. The afternoon is reserved for watersports and preparing you for dinner in the salon. You select your favourite aperitif and enjoy it on aft deck.

Afterwards – being a true yachtsman – you can sail through the night to your next destination ...





SAILING

GERMANIA NOVA has a large open deck, ideal for sunbathing at anchor. Enjoy sailing from the aft cockpit near the helm or the benches of the deck-house which are protected from the wind and waves.

The ship is equipped with all modern means of navigation, double ECDIS, two radars and latest communication systems for your safety and comfort.

Sailing one of the largest racing schooners ever built is an outstanding experience. You cannot compare it with sailing a modern boat – it is direct, powerful and elegant.





COMFORT

GERMANIA NOVA has one large owner's cabin aft with a king-size double bed, walk-in wardrobe, two sofas, TV, iPod connection, writing desk and a sizable bathroom with shower and separate toilet. The ship has four nearly identical guest cabins, each equipped with a double bed (French-sized), wardrobe, writing desk, iPod connection and a small but attractive bathroom with shower, washbasin and toilet.

All cabins have individual air conditioning systems, well-equipped bookshelves and make-up mirrors.







DINING

GERMANIA NOVA has a professional galley and a very experienced chef, a well-known expert in Mediterranean cuisine who is also excellent at traditional French and German cooking.

Dining may take place on the aft deck or in the salon. Both have gimballed tables for comfortable dining at sea.

The full beam salon has a large dining table which converts into a bar. Opposite is a gimballed table for comfortable eating, even when heeling at an angle of 20 degrees.

Leather upholstery, draft beer and an ice-cube maker add to the comfort provided on board.

Do you feel like a beach barbecue? No problem.

The ship has a well-stocked wine cellar with more than 300 bottles of international wines.







Waterskis and Wakeboards

The ship is equipped with standard waterskis including monoskis, wakeboards, towing equipment and vests plus a sea kayak.



Fishing

We have a wide range of fishing equipment on board, for deep-sea fishing, fly fishing and trolling – you name it, we've got it!

You may catch your own dinner and then tell the chef how you would like it cooked. But remember – GERMANIA NOVA is quite fast, so you have to wait till we are at anchor.

Internet, WiFi, TV and DVD

The ship is equipped with GSM and satellite internet connection. Our WiFi system enables you to connect your laptop either in your cabin or on deck. The TV sets in the owner's cabin and in the salon are satellite systems which give you access to more than 50 channels. In addition, there is a Bose entertainment system with CD/DVD player.



Boats

The ship is equipped with two annex boats: a German-built large RIB with 90 HP outboard engine, prepared to tow waterski and wakeboard. The boat is a SOLAS-approved rescue boat.

The second boat is a traditionally built wooden boat, able to transport all guests at the same time in style and comfort.



Wellness

We have a qualified physiotherapist on board. Relaxation and sports massages, Ayurveda and other wellness treatments are available.



Diving

Professional diving equipment, including diving compressor, wet suits, diving bottles, is provided on board. For PADI-certified divers we can provide excursions. Snorkelling is also possible.

FACTS & FIGURES

Name	GERMANIA NOVA
Port of Registry	St. John's, Antigua and Barbuda
IMO Number	9613800
Length overall	59,80 m / 196 ft
Length over deck	47,80 m / 157 ft
Length waterline	35,43 m / 116 ft
Breadth	8,16 m / 27 ft
Draft	5,51 m / 18 ft
Gross Tonnage	179
Class	Germanischer Lloyd 100A5 Sailing Yacht
Call Sign	V2ZM
Builder	Factoria Naval Marin, Spain
Hull	Steel
Rigging	Laminated wood
Sail Area	1308 sq.m. (standard)
Year	2011







