

MY GAIA

GEBR. SCHÜRENSTEDT · 1956



GAIA

EX "KORMORAN" · 24.75 M · STEEL HULL · AUSTRIAN FLAG

PRICE ON APPLICATION

LENGTH OVERALL	BEAM	GUEST CABINS	RANGE
24.75 m	4.85 m	4	5,000 nm

A post-war German ocean yacht, rebuilt for the Mediterranean.

Gaia was launched in 1956 as *Kormoran* by Gebrüder Schürenstedt of Bardenfleth, a Weser shipyard known for coastal freighters, tugs and naval craft rather than pleasure boats. She was commissioned by a German industrialist who wanted a long-range displacement vessel built to merchant standards — heavy plate steel below, a light alloy superstructure above, and the tankage to stay at sea.

Sold to an Italian owner in 1961, she has cruised the Mediterranean ever since. Between 2008 and 2010 she was stripped and completely rebuilt, with a new interior by the Roman naval architect Alessio Liuni and joinery executed in Germany. She has been under the same ownership since.

01

Rare provenance

Schürenstedt built only a handful of private yachts over 24 metres. Gaia is one of them, and her hull, frames and plating are original 1956 German steel.

02

5,000 nm at 9 knots

24,000 litres of fuel and mechanically injected Cummins diesels. At displacement speed the range is measured in weeks, not days.

Rebuilt 2008–2010

Complete refit in Italy. Sea trials and RINA certification, Genoa, 2010.

Full-beam owner's & VIP suites

Two separate spiral staircases isolate the private accommodation from the guest and entertaining areas.

Austrian flag

Registered in Vienna. An EU sovereign register rather than an offshore jurisdiction.



FOREDECK, FLYBRIDGE AND AFT DECK

EXTERIOR

The Rodriguez refit

Under a later Sicilian owner the flybridge was extended at the Rodriguez yard in Messina to the design by Biriaco. The result is the silhouette she carries today: a heavy German bow forward, Italian lines aft.



STARBOARD PROFILE — THE FLYBRIDGE LENGTHENED AT RODRIGUEZ



UNDER WAY



STARBOARD QUARTER



AFT DECK



DECK LAYOUT



FLYBRIDGE & SOLAR ARRAY

Rebuilt from bare frames

By 2008 the hull stood empty in a shed at Genova Voltri, stripped back to steel — but with new Cummins main engines and Onan generators already lowered in, never wired or commissioned. The present owner bought her there. Alessio Liuni redrew the interior volumes; the joinery — wengé soles, maple cabinetry, champagne pearl lacquer — was built and fitted by a German workshop.

WHEELHOUSE — THE ORIGINAL SPOKED WHEEL RETAINED



HELM STATION



DINING, MAIN DECK



MAIN SALOON



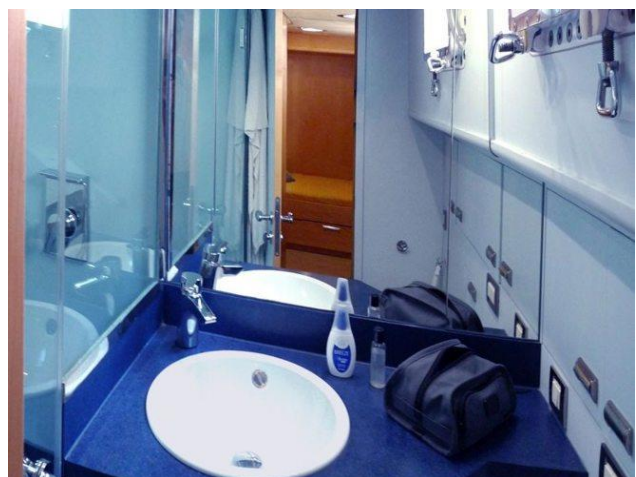
OWNER'S SUITE — FULL BEAM, LOWER DECK



VIP BATHROOM



GALLEY



GUEST BATHROOM

1956 – today

1956

BARDENFLETH, WESER

Launched as Kormoran

Built by Gebrüder Schürenstedt for a German industrialist at the height of the post-war *Wirtschaftswunder*. Specified as an ocean-going displacement yacht for open-water passages, not coastal work: heavy plate steel hull, seawater-resistant light alloy superstructure to keep weight out of the topsides.

1961

MEDITERRANEAN

Sold to an Italian owner

Transferred south after her first period in northern European waters. She has cruised the Mediterranean continuously since.

1988

RODRIQUEZ, MESSINA

Flybridge extended

Under a Sicilian owner the yacht underwent a structural conversion at Rodriquez, the yard that pioneered fast commercial hulls in Italy. The flybridge was lengthened, producing the profile she carries today.

2000S

GENOVA VOLTRI

An unfinished refit

A subsequent owner began a major rebuild and did not complete it. By 2008 the vessel stood under cover at Voltri, stripped to bare frames — but with brand-new zero-hour Cummins 6CTA 8.3 main engines and Onan generators already installed in the hull, never connected or run.

2008

– 2010

Complete rebuild

Bought by the present owner and rebuilt in Italy. Interior architecture by Alessio Liuni of Rome; cabinetry manufactured and installed by a German joinery. Sea trials and certification by RINA at Genoa in 2010, followed by registration in Vienna under the Austrian flag.

Today

CURRENT

Same ownership, Mediterranean cruising

SPECIFICATION

Technical register

OVERVIEW

Builder	Gebr. Schürenstedt, Germany
Year built	1956
Rebuild	2008 – 2010, Italy
Interior architect	Alessio Liuni, Rome
Previous name	Kormoran
Hull	Steel
Superstructure	Light alloy
Flag	Austria
Registration	OW-27106

DIMENSIONS

Length overall	24.75 m
Registered length	24.00 m
Beam	4.85 m
Draft	2.05 m
Displacement	80 t

ACCOMMODATION

Guests	8
Guest cabins	4
Heads	4
Crew berths	3
Layout	Full-beam owner's & VIP suites

MAIN MACHINERY

Engines	2 × Cummins 6CTA 8.3
Output	255 hp each
Generators	2 × Onan 13.5 kW
Air conditioning	Condaria

PERFORMANCE

Maximum speed	11.5 kn
Cruising speed	9 kn
Range	approx. 5,000 nm at 9 kn

CAPACITIES

Fuel	24,000 l
Fresh water	1,500 l
Watermaker	HP Watermakers, 250 l/h