

Van der Heijden Sailing Ketch 57 ft



Year: 1987
Location: Port Ginesta, Barcel
LOA: 50' 3" (15.31m)
Beam: 15' 11" (4.85m)
Draft: 7' 10" (2.39m)

Remarks:

Beautiful 57ft ketch has been continually updated over the last 10 years.

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Mechanical and Rigging

Steel Rudder
Teak Deck
Single Steering
Steel Lead Ballast

Engine

1 Mercedes OM352
6 cylinders
Fresh and Seawater cooling
The engine has been rebuilt in 2019, approx. 40 hours total
New Morse Controls 2019
2F Gearbox
225 HYD Max Power Bow Thruster
4 Blade Bronze Propeller
Engine range 1500 NM

Electrics

24v/12v/220v
5 batteries 2017
Engine Alternator/240 Battery Charger
Fisher Panda Generator 120 hrs. 6Kw
Shore Power/Cable

Tankage

4 fuel tanks stainless steel =1200 L
2 stainless steel water tanks =800L

Rig and Spars

S/s standing rigging replaced in 2015
Fully battened Mainsail cleaned March 2020
Alum. Spar
Marlow running rigging

Winches

2 Self-tailing lewmar genoa winches speed 3x2
2 " " Spinnaker Sheet Winches
3 " " Halyards
In total, the yacht has 11 winches

Sails Repaired and cleaned March 2020

Main Sail Volex SA 2010
Mizzen " " "
Genoa " " "
Staysail " " "
Cruising Chute De Vries 2005

Groud Tackle

1 Anchor
12 mm 100 meters of chain
warp
1 electric windlass

Inventory

Navigation Aids (all interfaced)

Sestreeel 1988 Compass

Raymarine:-

Echo Sounder 2014

Log 2014

Radar 2019

Autopilot 2017

Chart Plotter 2019

VHF Uniden 2014

Navtex Furuno 2002

General Equipment

Gas detector

Gangway

Boarding ladder

Dinghy Avon 3 m.

Mercury Outboard 9.9 2018 (unused)

Fenders

Boathook

Engine spares

Cockpit cover

All over cover

Sprayhood

Sun Awning

Clock

Barometer

Safety Equipment

Liferaft last serviced 2018

Lifesling

Lifebuoys

Flares 2020

Life Jackets x10

4 Manual Fire extinguishers

Fire blanket

Accommodation

4 burners gas cooker 2018

1 oven

2 fridges (1 new in 2018)

1 freezer

1 sink

1 head

4 hand basin

1 shower

upholstery cream

Teak Interior Construction

Headroom 6'.2"

Pressurized Water System

Central Water Heating System

Remarks :

Bedouin is a beautiful 57 feet one-off wood sailing KETCH built- 1987 in Holland by the Dutch luxury yacht builder Dik Van der Heiden. The design is from the pen of a famous designer De Vries Lentsch who started as a builder and designer of wooden rowing boats in the port of Amsterdam. This yacht has been continually updated over the last 15 years, with invoices available.

Main jobs:

- the engine has been rebuilt in 2019
- teak coach deck in 2019
- teak deck in 2014
- hydraulic steering hoses pump x ram in 2019
- new radar for the chart plotter in 2019
- new fridge in 2018
- new gas cooker in 2018

The boat hull is constructed by west epoxy system 40 mm thick. In the saloon, there is a sample cut from the hull it is beside the music unit it is 10cm x 10cm. The hull is cold-molded triple planked.

Last antifouling 2019

Last time out of the water 2019

Additional Comments from the current owner 20/08/2021

I am the second owner of the Bedouin, she was actually built by her first owner, Dick Van Der Heijden in Holland. The Bedouin is not a fast sailing vessel in the true sense, especially if sailing against a fin keel yacht. The bedouin was built for circumnavigation not racing. Having said that she makes very good time on ocean crossings, Cape Verde to Trinidad in 17 days. Bedouin is a yacht that takes a lot of wind, she happily charges along in 25 knots wind all day. I have crossed Biscay in force 9 not that I set out to.... but the weather does not always do as we would like. Bedouin handled this crossing without problems, she has also crossed the Atlantic twice in my ownership, and also a few times in the hands of her former owner. I have had Bedouin in the Caribbean for 8 years sailing up and down island with my young children on board and she is a safe and spacious platform for families sailing a wonderful liveaboard. Also, should you travel to colder climates there is central heating on board. To describe her sailing characteristics in 15 to 25 knots, she is like a train on rails stiff and comfortable.

I have some line drawings but they are for her sister ship which has an aft cockpit.

Keel bolts are original or if not I have not replaced them.

There is no wood rot, the deck was replaced less than 5 years ago in St Maarten. Laid on thick marine ply.

The hull is Brazilian hardwood minimum 4 centimeters thick. Constructed in the West Epoxy system.

Two years ago in Palma, I refitted the aft coachroof deck along with the windscreen frame Battery house bank, engine start battery, and Genset battery, the engine was rebuilt, along with a new chart plotter and new radar system. The steering ram and all Hydraulic hoses have been replaced all of the above work was done at the same time.

The galley has recently been fitted with a new fridge and cooker, there is also a freezer on board.

I have constantly kept the boat updated in the last few years.

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