



DE VALK
YACHT BROKERS



CLASSIC SAILING YACHT



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BROKER'S COMMENTS

Classic sailing yacht 'Mees Toxopeus', a ship with a beautiful line and a well-known appearance on Dutch waters. Versatile cruising ship, spacious, seaworthy, and also suitable for shallow water due to the centreboard. Made many cruises, from Norway to Spain, from Ireland to Finland and on the Wadden Sea. A ship with history. Always well maintained and improved over the years. Rigging plan by Willem de Vries Lentsch. Complete refit in 2006-2008 under the design and project management of Olivier van Meer at Ventis in Enkhuizen.

Arne Doodeman

SPECIFICATIONS

Dimensions	14.50 x 4.00 x 1,20 / 2.60 (m)	Builder	Schouten/Muiden, De Unie/Groningen
Built	1942	Cabins	1
Material	Steel	Berths	6
Engine(s)	1 x Nanni 5.280HE diesel	Hp/Kw	62.00 (hp), 45.63 (kw)
Asking price	€ 149.000 (VAT Exempt)	Lying	contact Monnickendam

CONTACT

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DISCLAIMER

These particulars are given in good faith as supplied but cannot be guaranteed.



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GENERAL

Model	CLASSIC SAILING YACHT
Type	sailing yacht
LOA (m)	14,50
Beam (m)	4,00
Draft (m)	2,60
Draft min (m)	1,20
Year built	1942
Launched	<p>History The 'Mees Toxopeus' is a design by J.P.G. Thiebout. Construction started in 1942 at the Schouten shipyard in Muiden. The original drawings can be found in the National Maritime Museum in Amsterdam. Construction was halted later in 1942 because of the war. Probably the hull was then sunk in Zaandam. After the liberation, the hull was lifted and bought by the Niestern shipyard in Delfzijl, and transferred to Delfzijl or Groningen. In the early 50s, the ship was completed there under the supervision of Mees Toxopeus himself. He received it on loan from Niestern and sailed under the name 'Unie'. Over the years, various improvements have been made to hull, equipment and rigging, mostly at Jachtwerf Stofberg in Leimuiden and later Enkhuizen. The current rigging from 1985 is a design by Willem de Vries Lentsch. Hull and deck were sandblasted in 2000-2001. In 2006-2008, a major refit was carried out at Ventis in Enkhuizen according to design and under project management by Olivier van Meer. The work list consisted of: installation of a new centreboard and centreboard case, new aluminum cockpit, new Nanni diesel engine, completely new interior and installations, new navigation equipment. In 2012 and 2015 the sails were improved and enlarged. The sail area is now 100 m2. The hull was repainted in 2023, deck and superstructure in 2025. In the last year, the gearbox has also been overhauled and the engine mounts renewed.</p>
Builder	Schouten/Muiden, De Unie/Groningen
Country	The Netherlands
Designer	J.P.G. Thiebout
Displacement (t)	16
Ballast (tonnes)	lead in steel - 1500 kg in the keel



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Hull material	steel
Hull colour	white
Hull thickness (mm)	Approx. 4 mm
Hull shape	round-bilged
Keel type	centreboard
Superstructure material	steel
Rubbing strake	steel
Deck material	steel
Deck finish	non-skid paint
Superstructure deck finish	non-skid paint
Cockpit deck finish	teak - New aluminium cockpit with teak finish (2006-2008)
Antifouling (year)	2026
Deckhatch	5x
Portholes	yes
Fuel tank (litre)	polyethylene - Approx. 340 litre in two tanks
Fuel tank 2 (litre)	steel - Approx 8 ltr stainless steel tank for the diesel heater.
Level indicator (fuel tank)	VDO
Freshwater tank (litre)	polyethylene - Approx. 420 litre in two tanks
Level indicator (freshwater)	VDO
Blackwater tank (litre)	stainless steel - Approx. 85 litre
Level indicator (blackwater)	Only an alarm, no level indicator
Wheel steering	hydraulic
Outside helm position	yes
Emergency tiller	yes
More info on hull	Paintwork of the hull in 2023 and superstructure in the winter 2025-2026.
Extra info	Dimensions: The hull over the deck is approx. 12.00 x 3.90m without rudder, rubbing strake and bowsprit. The seller estimate that the total length is around 14.50m. and the beam around 4.00m.
Extra info	The minimal draft will be around 1.20m. and the draft with the keel down around 2.60m.



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ACCOMMODATION

Cabins	1
Berths	6
Interior	mahogany -New wooden interior from 2006-2008 designed by Olivier Vermeer.
Layout	Storage in the front, Bathroom with toilet and washbowl, cabin with two single berths, saloon with L-shaped settee and I shaped settee, galley, navigationdesk and single berth
Floor	wood
Open cockpit	yes
Saloon	yes
Heating	stove diesel - Newport by Dickinson
Chart table	yes
Convertible berth	The I-shaped settee van be converted into a bunkbed
Opening door to cockpit	yes
Galley	yes
Countertop	yes
Sink	stainless steel - Single stainless steel sink
Cooker	calor gas - Force 10, 3-burner cooker
Oven	Force 10
Fridge	yes
Hot water system	220V + engine - Webasto 60 liter
Water pressure system	electrical - Jabsco Par-Max 1.9
Manual and/or foot pump	yes
Owners cabin	twin single
Wardrobe	yes
Bathroom	separate
Toilet	yes
Toilet system	manual - Lavac Manual toilet
Wash basin	yes
Extra info	yes



MACHINERY

No of engines	1
Make	Nanni
Type	5.280HE
HP	62
kW	45.63
Fuel	diesel
Year installed	2007
Engine cooling system	closed keelcooling
Drive	shaft
Engine controls	bowden cable - Kobelt
Gearbox	PRM Newage Coventry, overhaul 2025.
Exhaust	dry
Thrust bearing	yes
Propeller type	feathering
Propeller blades	4 bladed
Propeller shaft material	stainless steel
Shaft lubrication	water
Manual bilge pump	yes
Electric bilge pump	yes
Start battery	1 x 90ah
Service battery	2 x 230 ah
Battery monitor	Victron BMV-600 monitor
Battery charger	2x Victron Centaur 12-50
Inverter	1x Victron Phoenix inverter 12/1200
Shorepower	with cable
Extra info	2 x redtop batteries for the electric engine of the centreboard
Extra info	1 x 12V/100A alternator and 1 x Mastervolt 12V 130A alternator on the main engine.
Extra info	yes



NAVIGATION

Compass	Classic liquid compass
Depth sounder	Simrad IS12 (inside)
Depth sounder/log	Simrad IS20 depht sounder and log
Windset	Simrad IS20
VHF	Simrad RS82
Autopilot	Simrad AP24
GPS	Furuno GP-32
Radar/GPS/plotter	Furuno Navnet VX2
Weather receiver	Radiotelex Weatherman
AIS transceiver	Furuno AIS
EPIRB	GME epirb (need service)
Navigation lights	yes

EQUIPMENT

Sprayhood	yes
Winter cover	A complete winter cover over the complete boat with wooden frame.
Boarding ladder	steel - On the rudder
Deck shower	yes
Anchor	Klip anchor 40 KG
Anchor chain	Approx. 70 meter
Anchor 2	CQR 65 LBS
Windlass	manual - Jac. Admiraal B.V. machinefabriek
Deck wash	yes
Sea railing	wire
Grab rail (superstructure)	teak
Railing side opening gates	yes
Fenders	yes
Mooring lines	yes
Radio-cd player	Sony



Cockpit speakers	yes
Speakers in salon	yes
Clock - barometer	Clock and barometer
Extra info	Spade anchor 20KG

RIGGING

Rigging	cutter
Standing rigging	wire
Material mast	wood - Building mast 1985, regular checked and maintained.
Spreaders	1x
Mast lowering system	Manual
Mainsail	Approx. 39,5 m2 (2015)
Jib	Outer Jib, approx. 39,5 m2 (2012)
Jib I	Approx. 21 m2 (2014)
Jib II	yes
Stormjib	yes
Extra info	The current rigging is designed after a design of Willem de Vries Lentsch in 1985 and in 2012 and 2015 modified. The wooden mast and boom are built in 1985 and constantly maintained and checked. The last check was in 2025 by Jachtwerf Stofberg in Enkhuizen. The rigging is checked by the owner everytime when the vessel went into the water.
Extra info	2 x Barbarossa 46.2 winches, 2 x Lewmar 54 winches.



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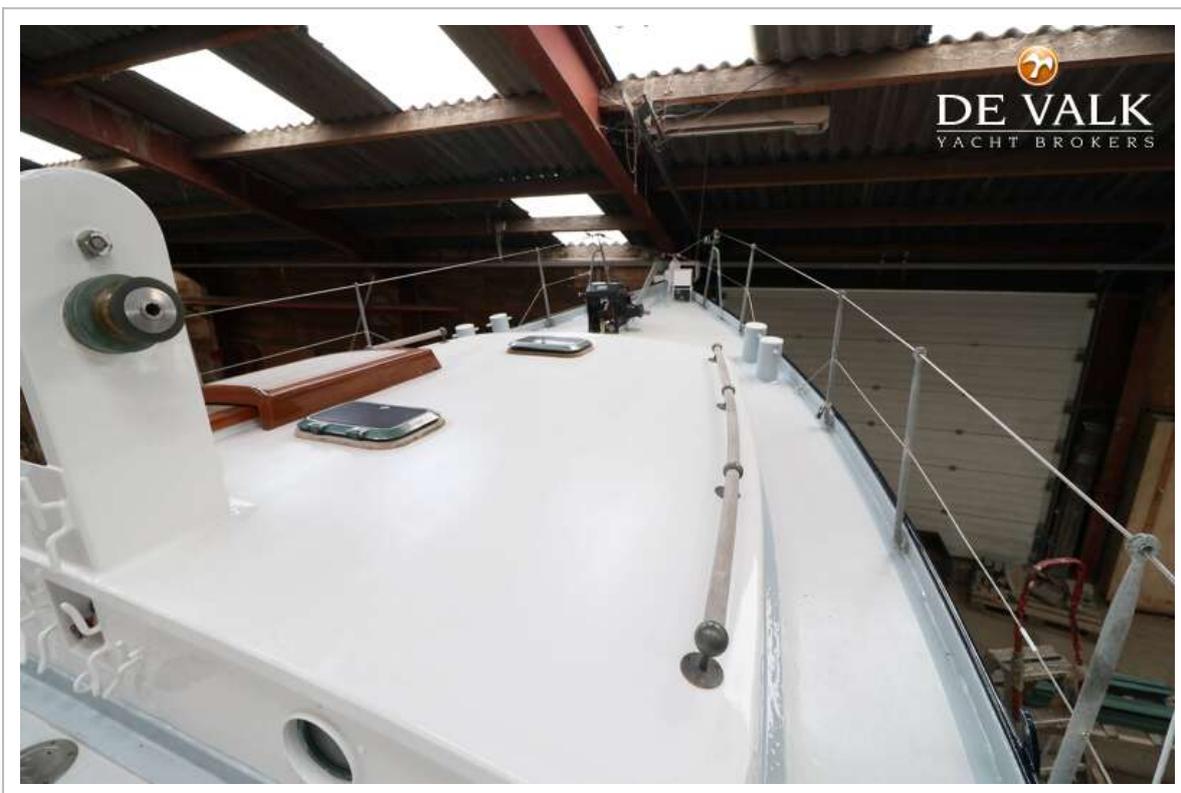
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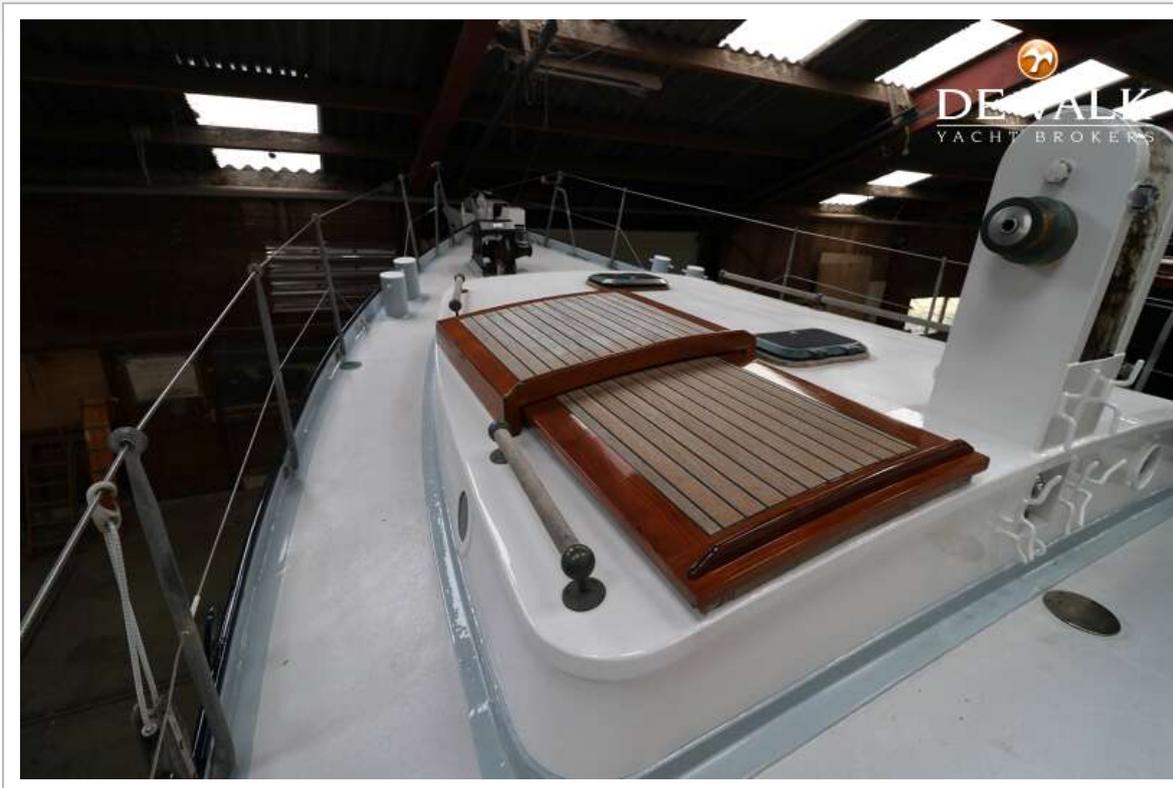
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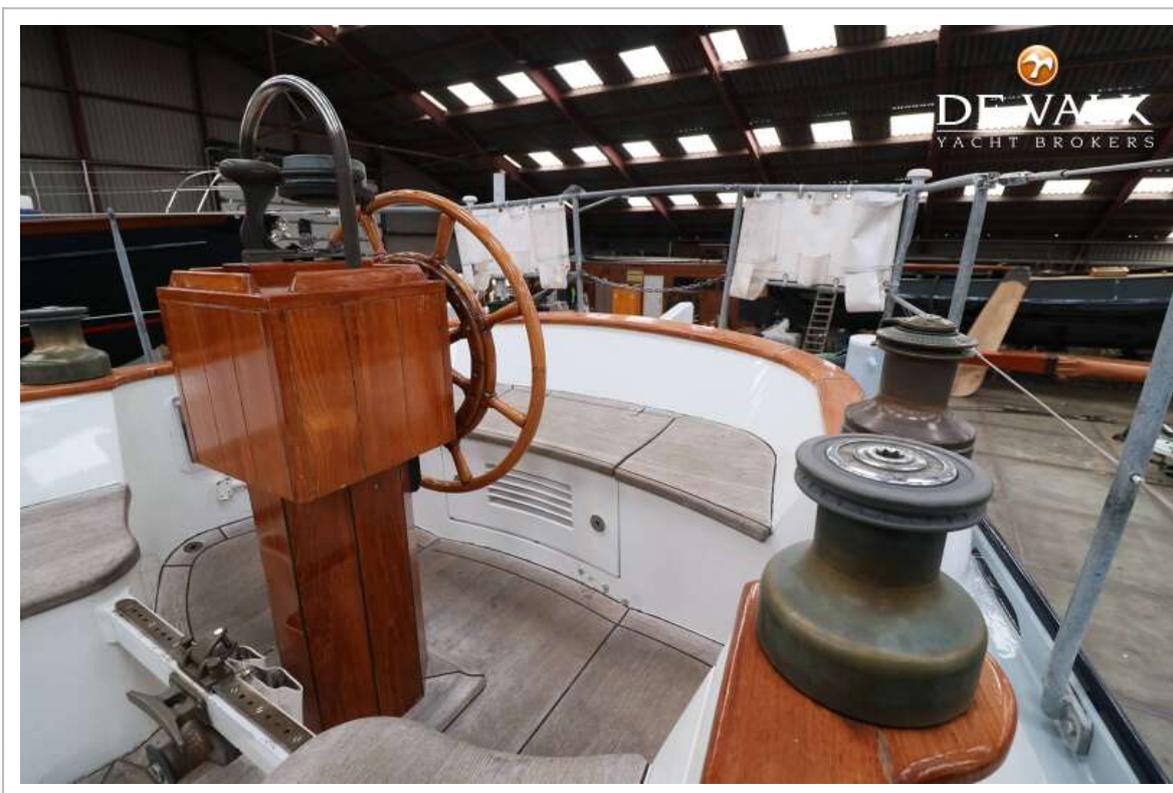
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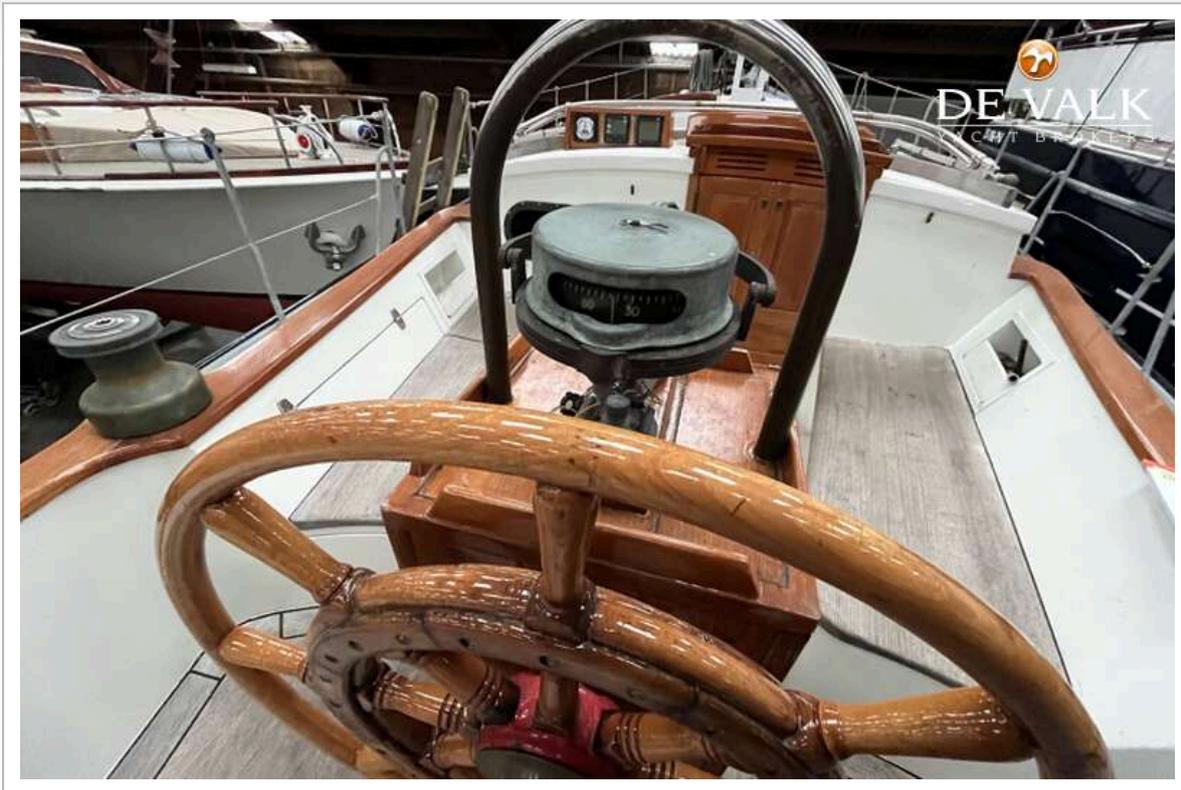
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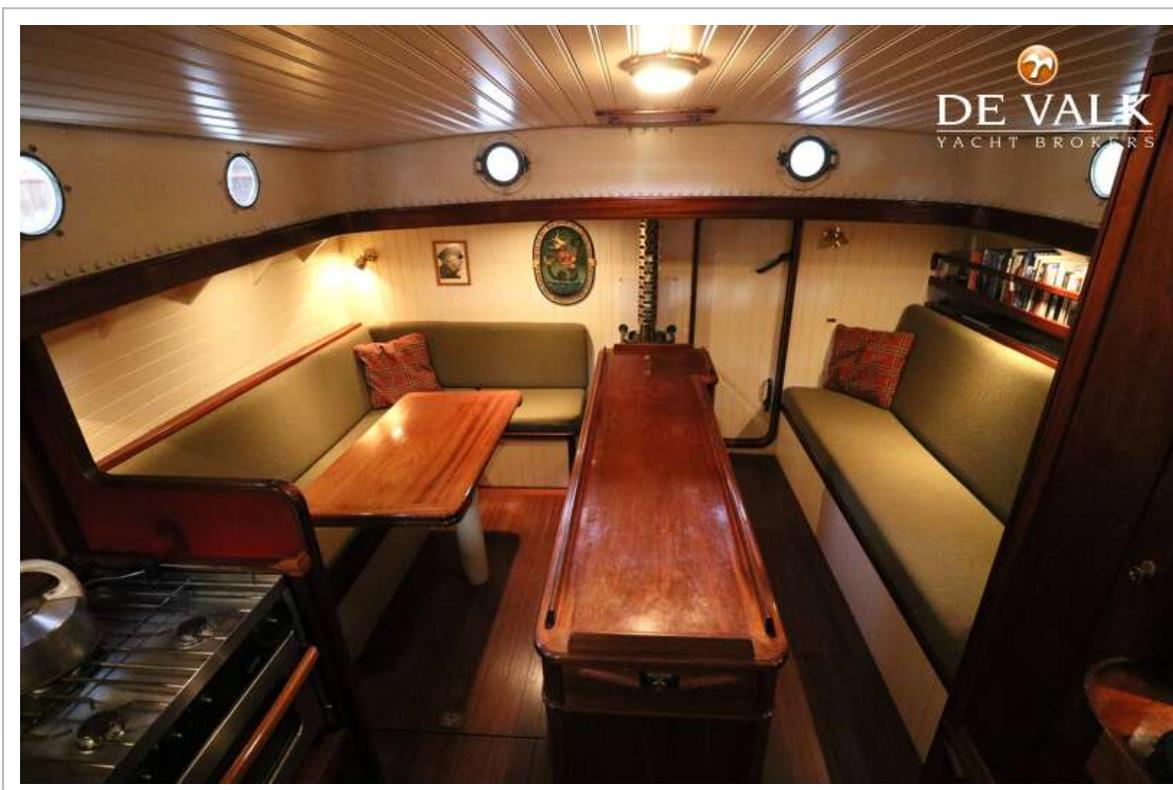
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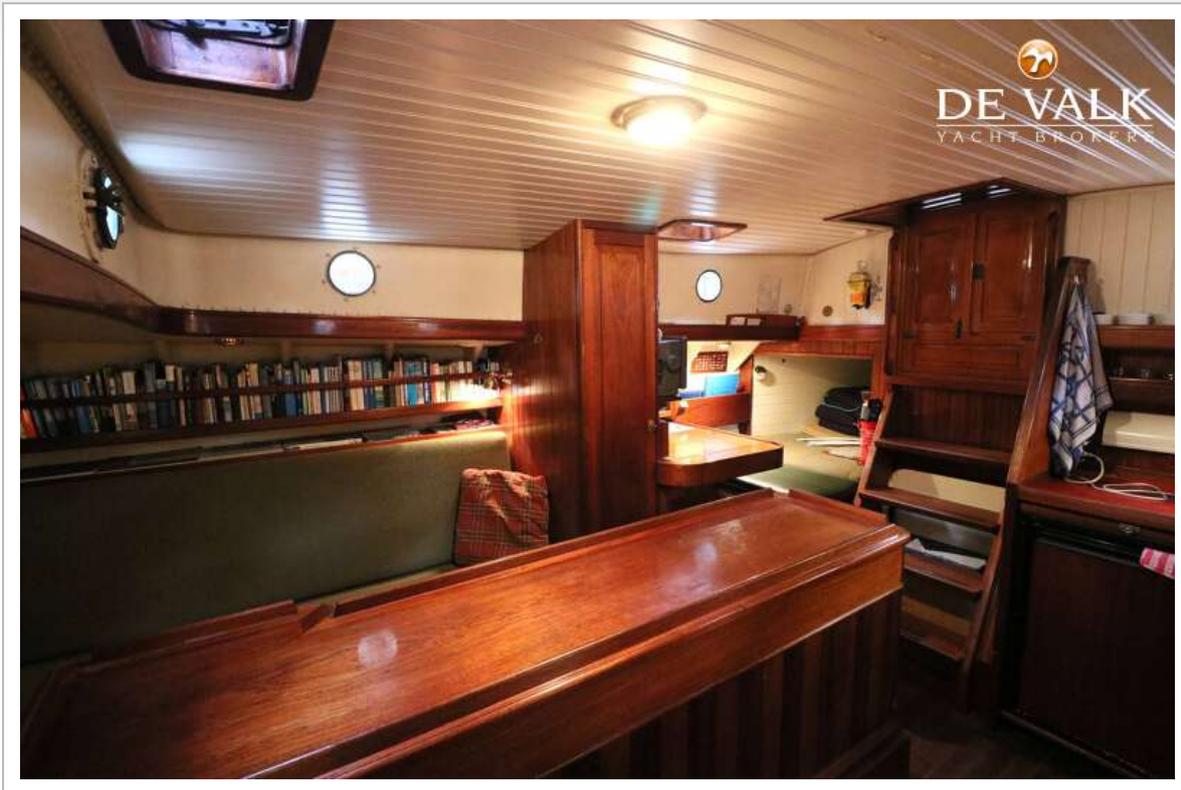
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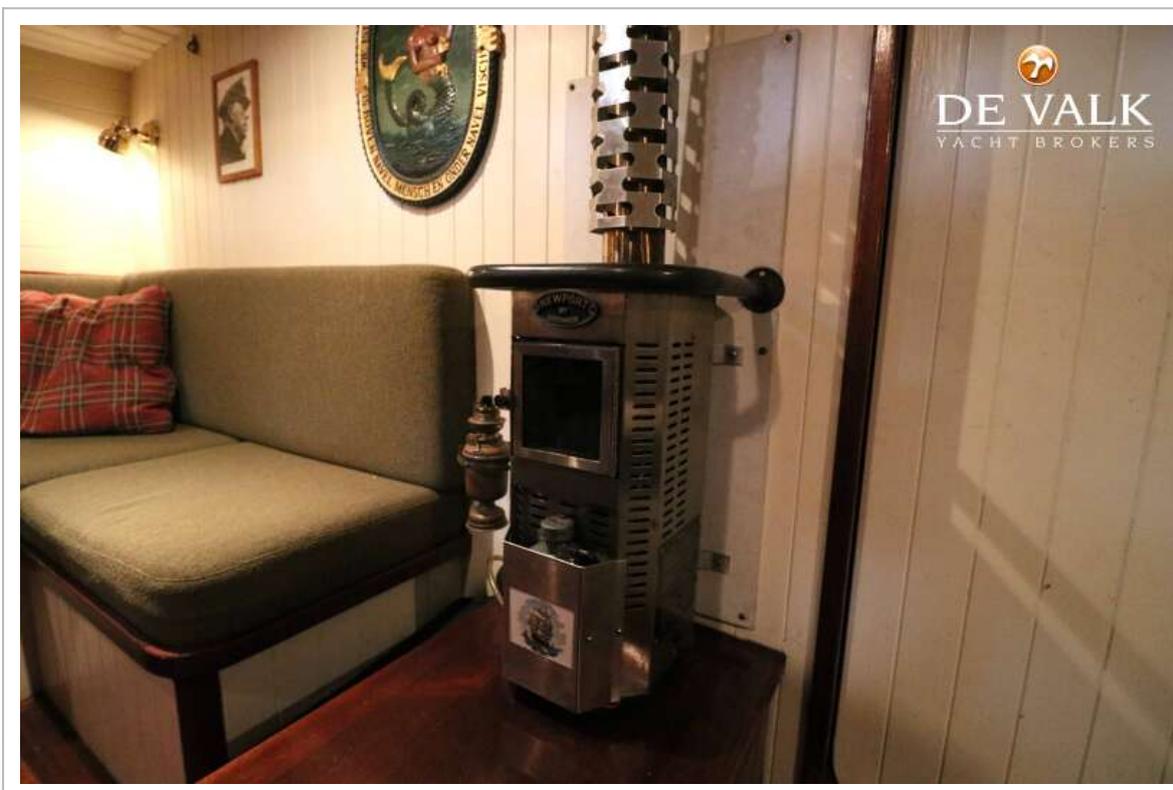
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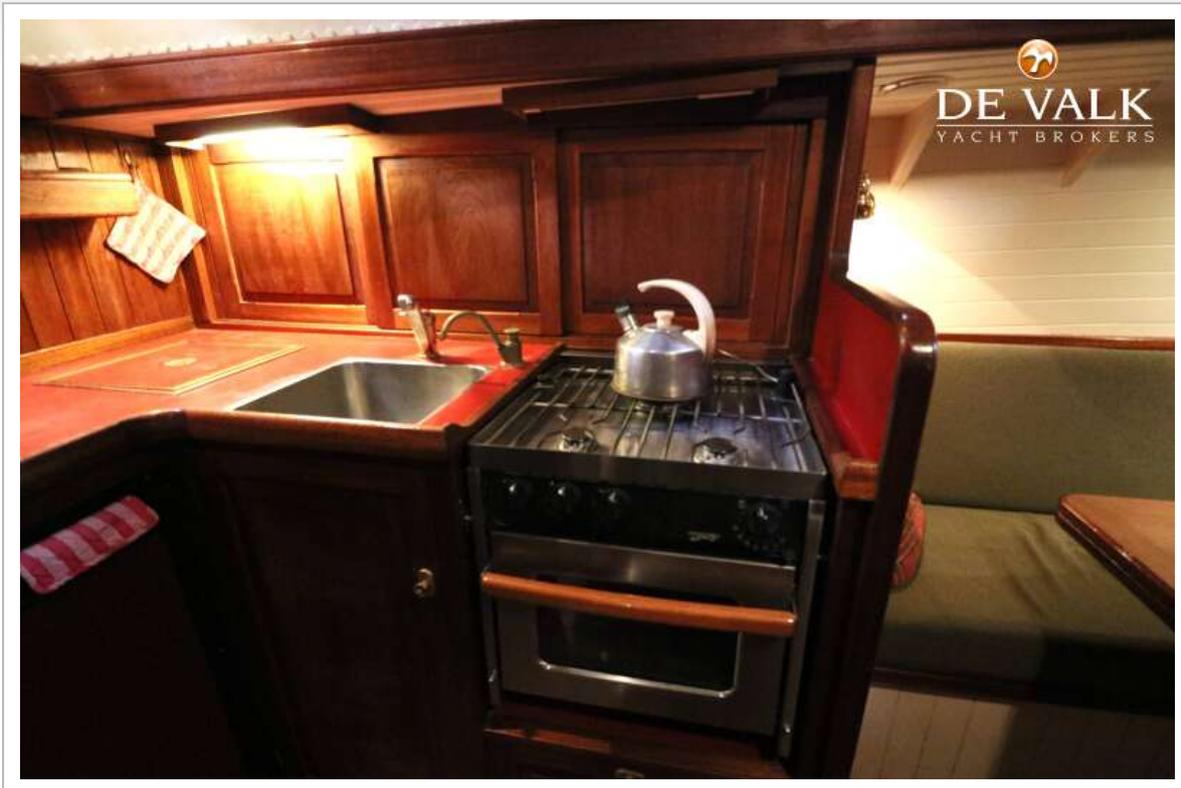
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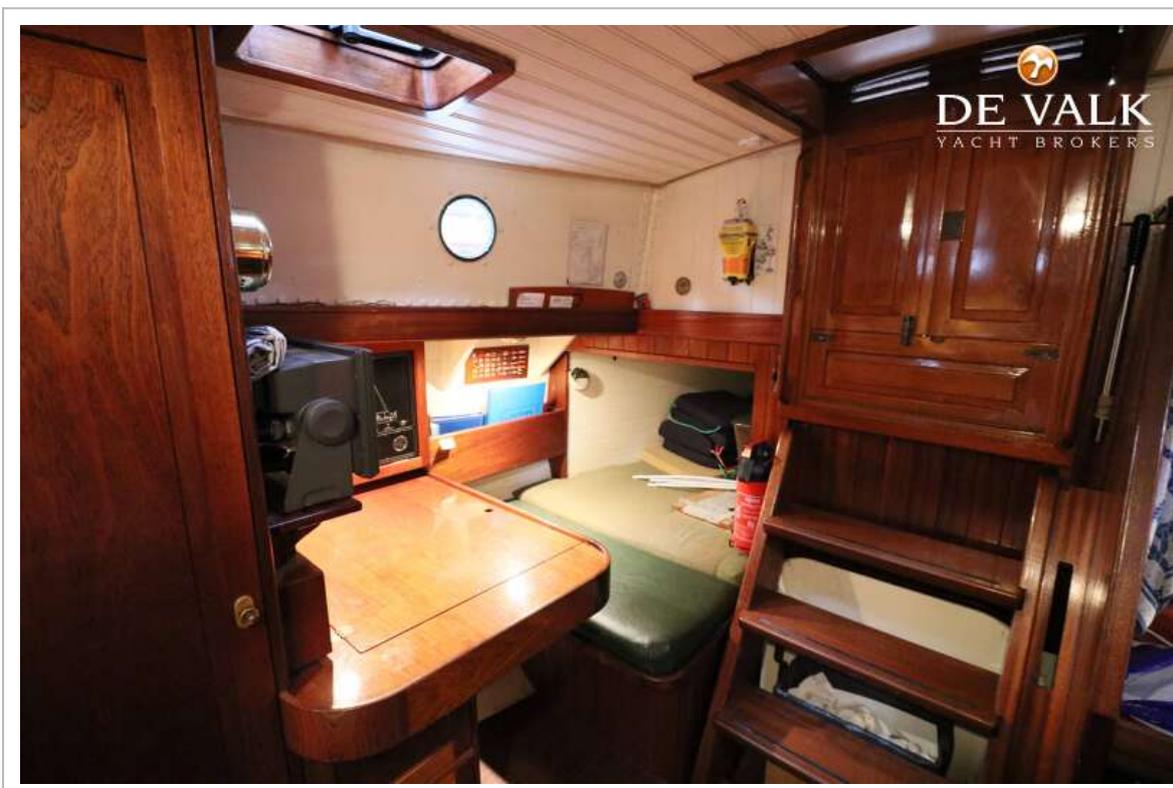
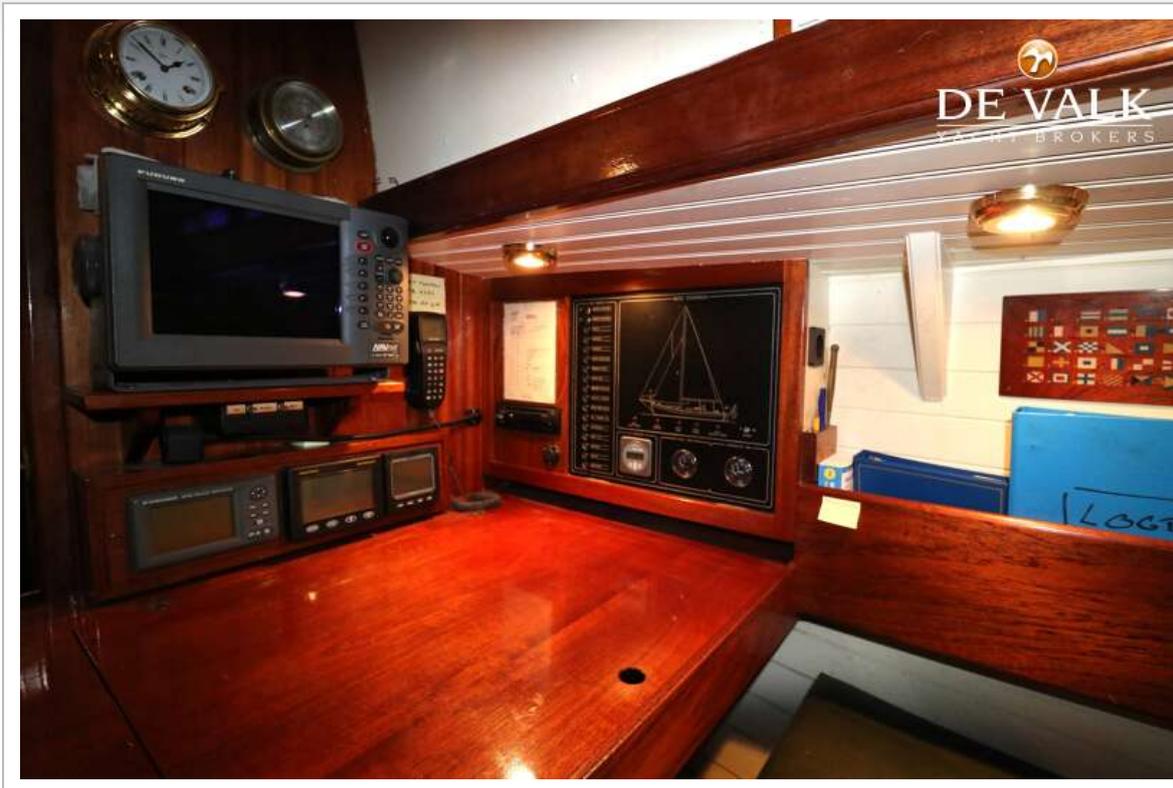
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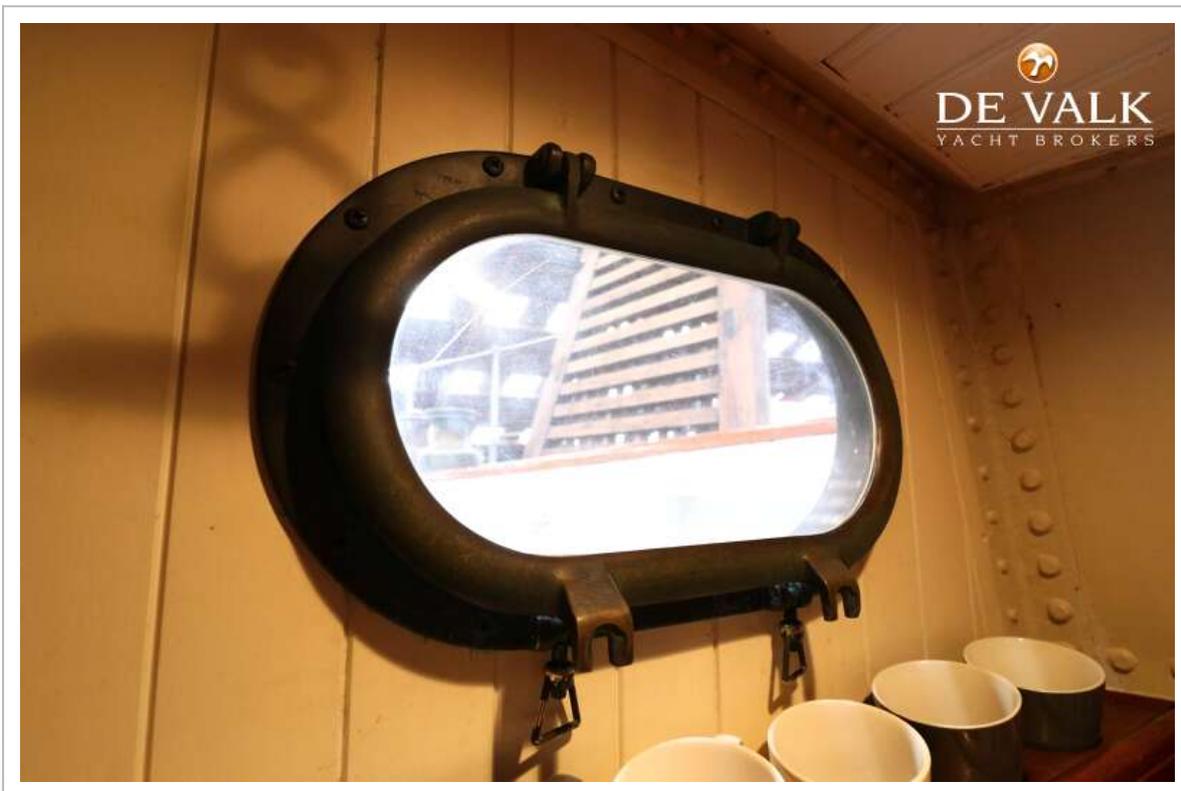
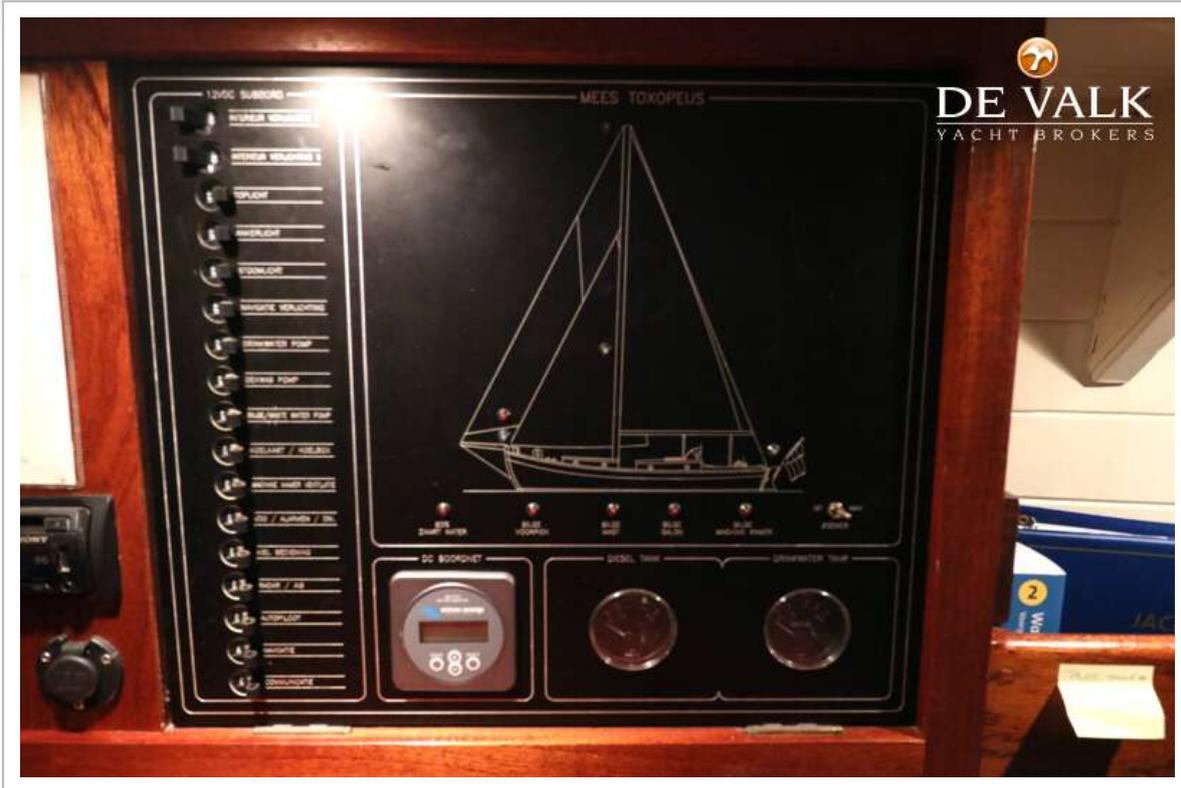
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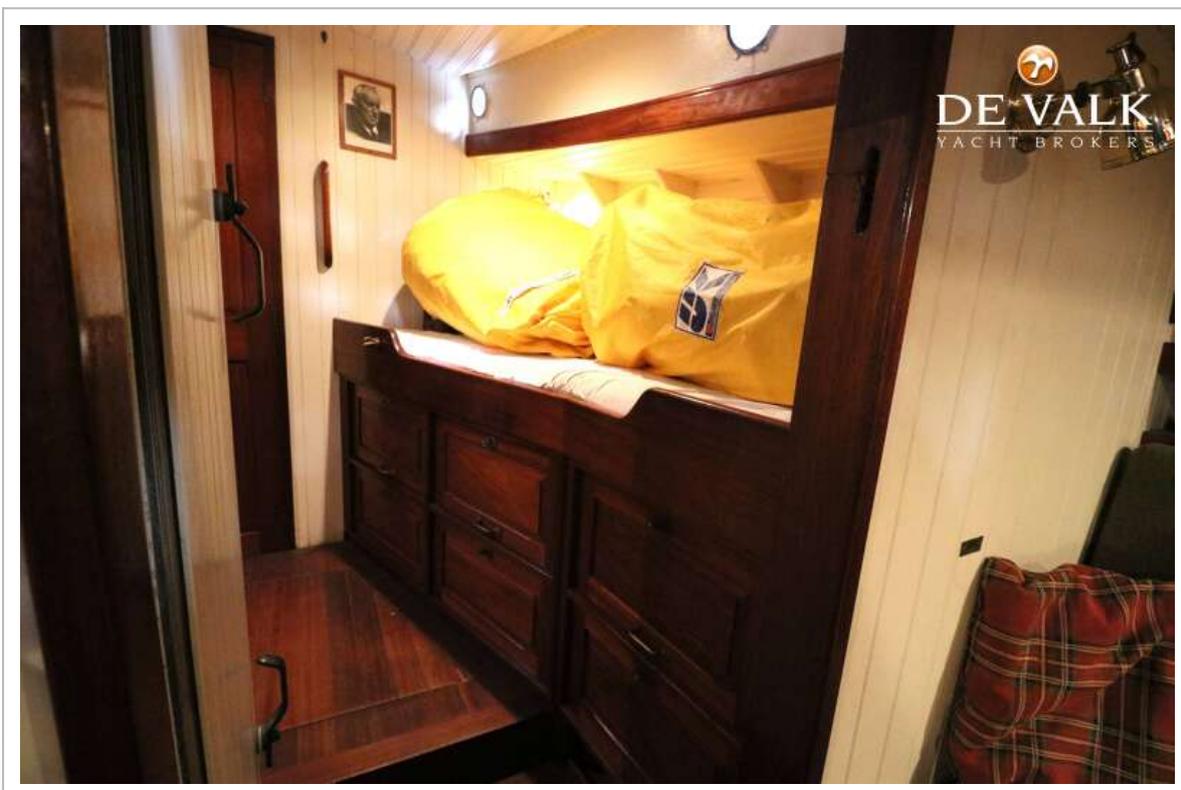
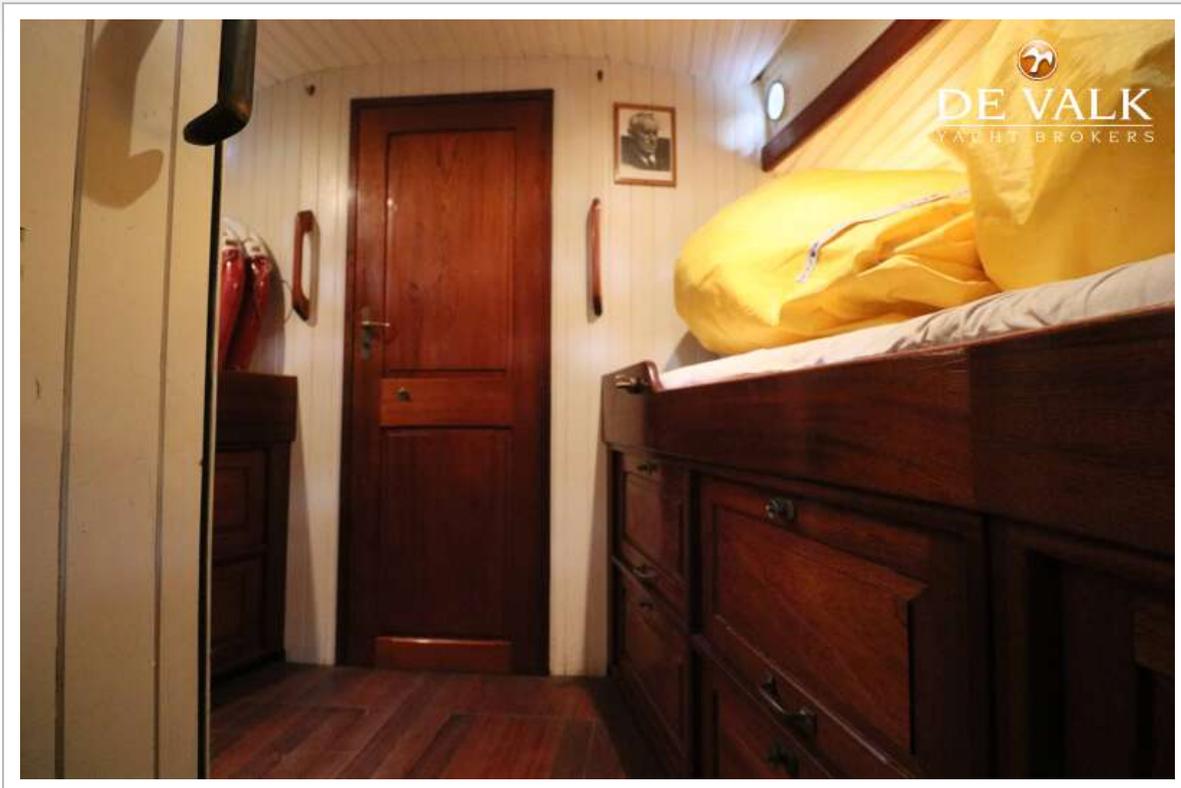
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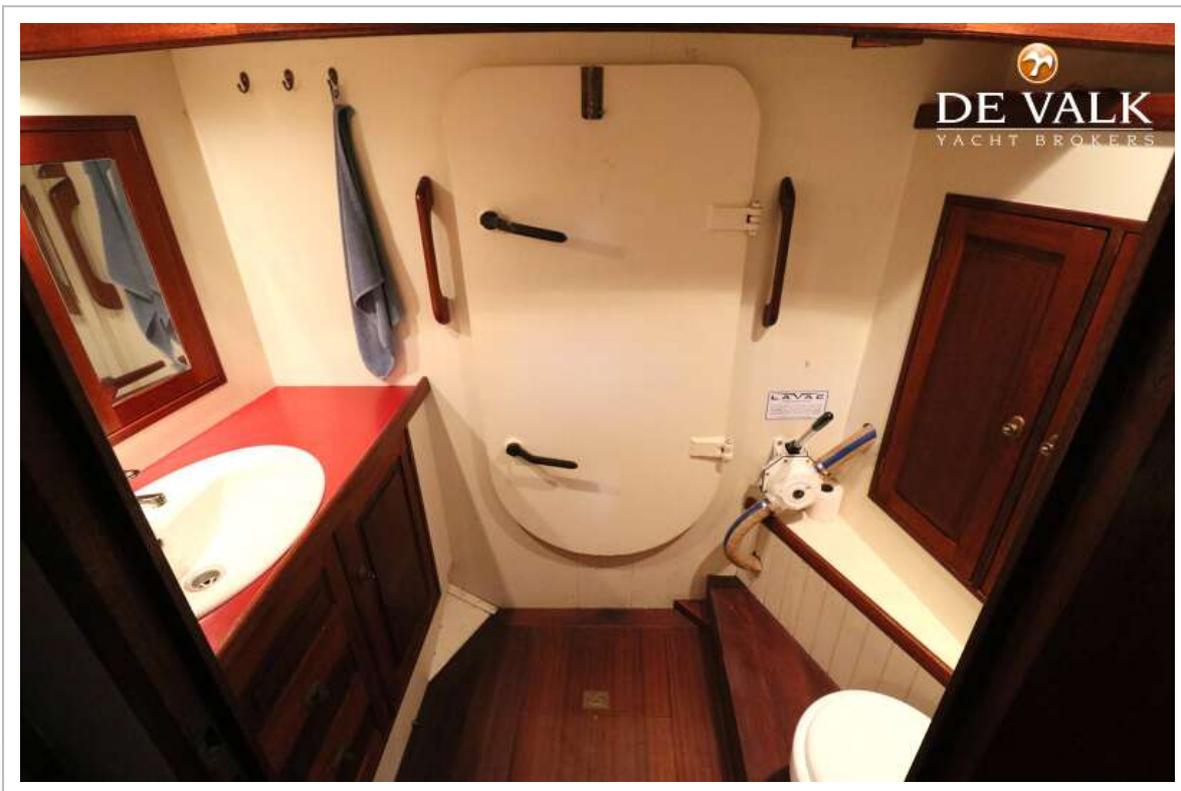
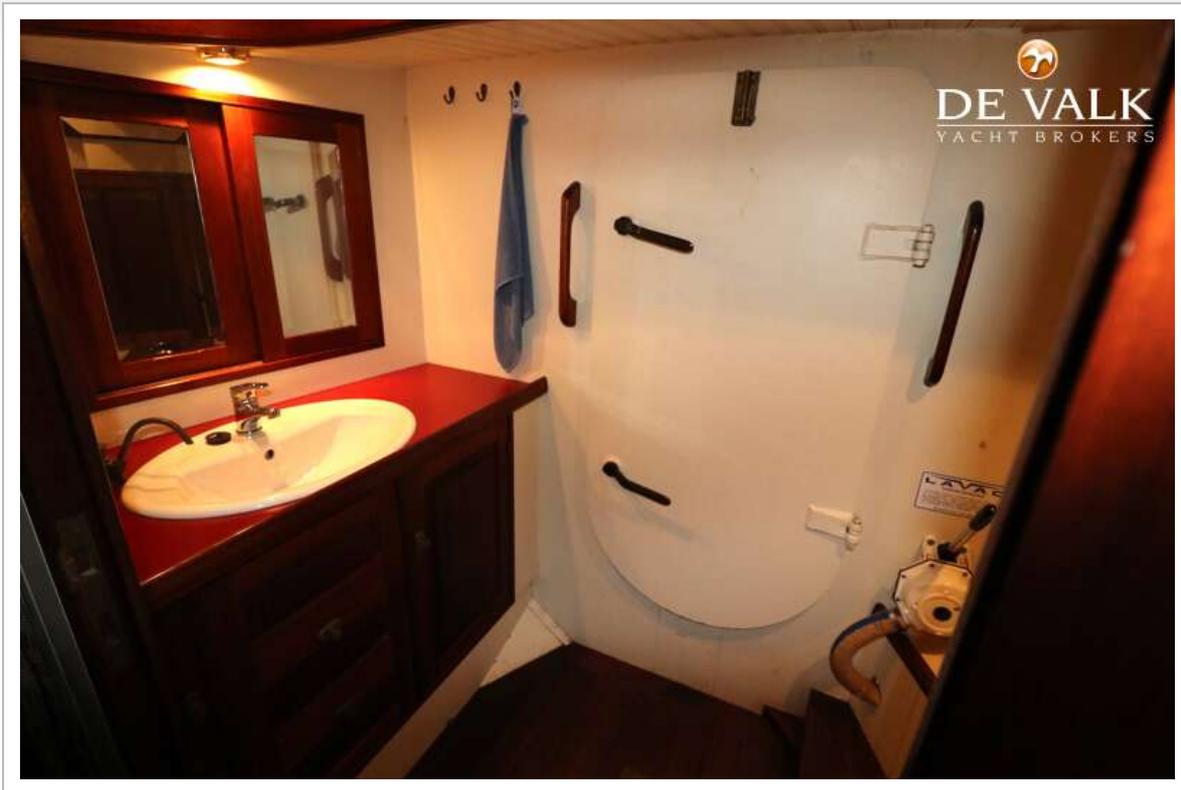
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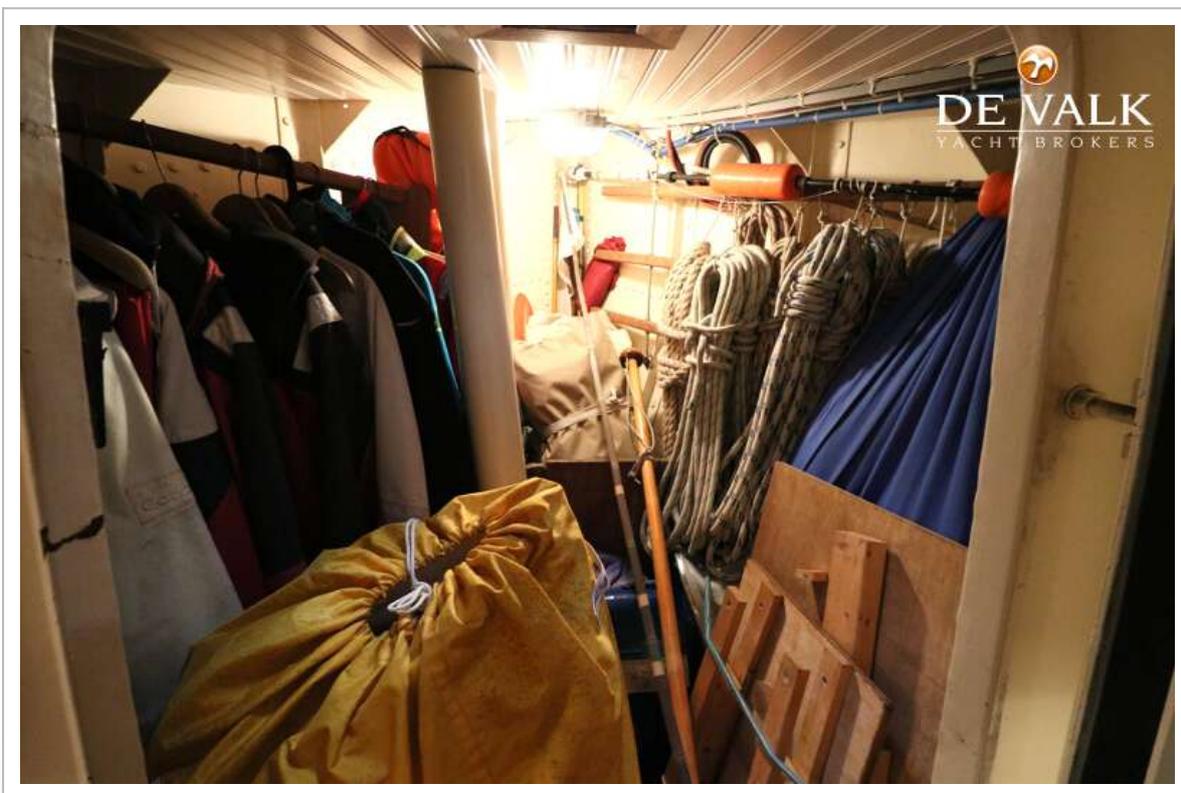
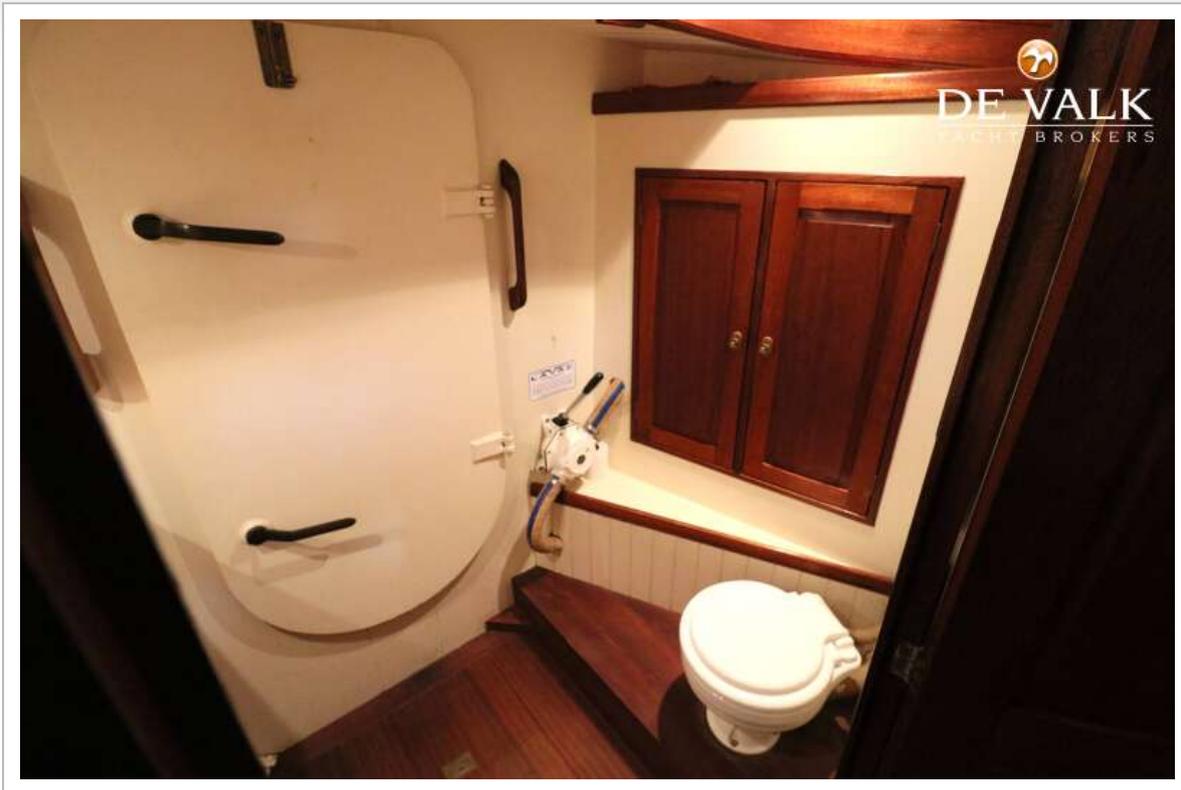
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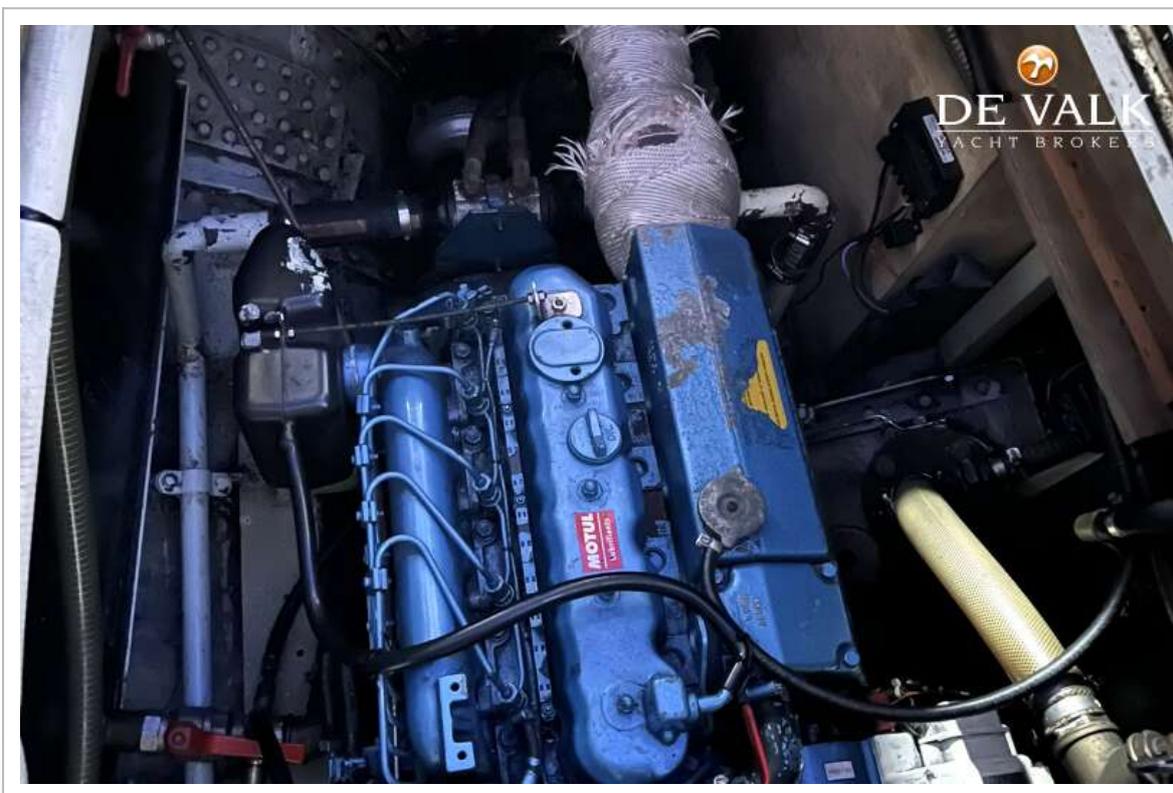
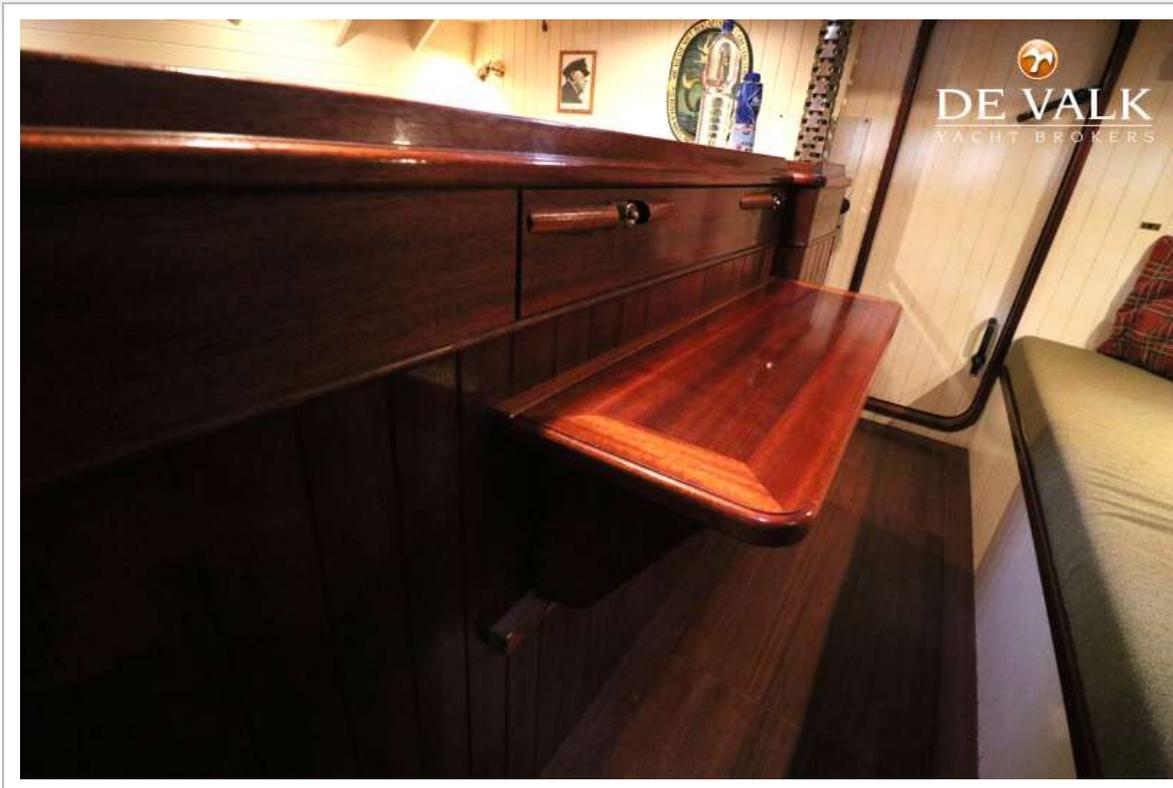
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