



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

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

## CONTACT

<b>Sales office</b>	De Valk Monnickendam B.V.	<b>Telephone</b>	+31 (0)299 65 63 50
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## DISCLAIMER

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



# CLASSIC SAILING YACHT

## GENERAL

<b>Model</b>	CLASSIC SAILING YACHT
<b>Type</b>	sailing yacht
<b>LOA (m)</b>	14,50
<b>Beam (m)</b>	4,00
<b>Draft (m)</b>	2,60
<b>Draft min (m)</b>	1,20
<b>Year built</b>	1942
<b>Launched</b>	<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>
<b>Builder</b>	Schouten/Muiden, De Unie/Groningen
<b>Country</b>	The Netherlands
<b>Designer</b>	J.P.G. Thiebout
<b>Displacement (t)</b>	16
<b>Ballast (tonnes)</b>	lead in steel - 1500 kg in the keel



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<b>Hull material</b>	steel
<b>Hull colour</b>	white
<b>Hull thickness (mm)</b>	Approx. 4 mm
<b>Hull shape</b>	round-bilged
<b>Keel type</b>	centreboard
<b>Superstructure material</b>	steel
<b>Rubbing strake</b>	steel
<b>Deck material</b>	steel
<b>Deck finish</b>	non-skid paint
<b>Superstructure deck finish</b>	non-skid paint
<b>Cockpit deck finish</b>	teak - New aluminium cockpit with teak finish (2006-2008)
<b>Antifouling (year)</b>	2026
<b>Deckhatch</b>	5x
<b>Portholes</b>	yes
<b>Fuel tank (litre)</b>	polyethylene - Approx. 340 litre in two tanks
<b>Fuel tank 2 (litre)</b>	steel - Approx 8 ltr stainless steel tank for the diesel heater.
<b>Level indicator (fuel tank)</b>	VDO
<b>Freshwater tank (litre)</b>	polyethylene - Approx. 420 litre in two tanks
<b>Level indicator (freshwater)</b>	VDO
<b>Blackwater tank (litre)</b>	stainless steel - Approx. 85 litre
<b>Level indicator (blackwater)</b>	Only an alarm, no level indicator
<b>Wheel steering</b>	hydraulic
<b>Outside helm position</b>	yes
<b>Emergency tiller</b>	yes
<b>More info on hull</b>	Paintwork of the hull in 2023 and superstructure in the winter 2025-2026.
<b>Extra info</b>	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.
<b>Extra info</b>	The minimal draft will be around 1.20m. and the draft with the keel down around 2.60m.



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## ACCOMMODATION

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



## MACHINERY

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



## NAVIGATION

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

## EQUIPMENT

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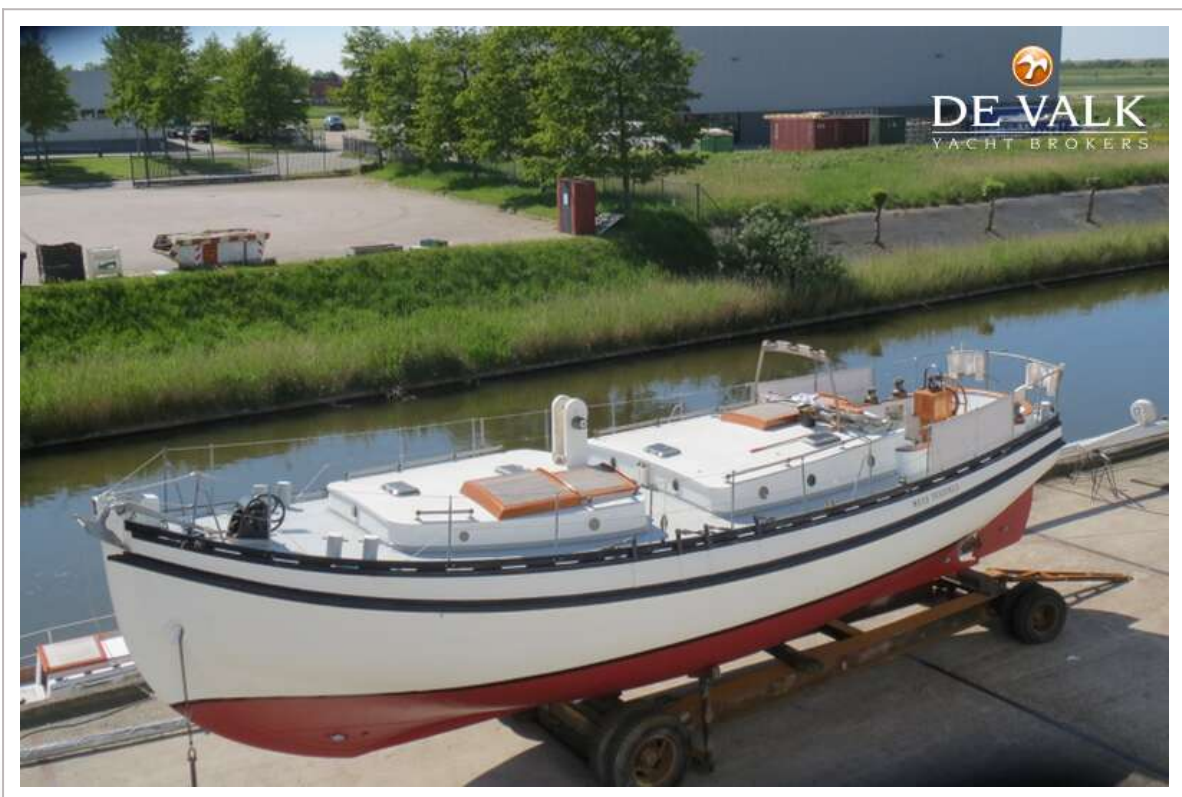
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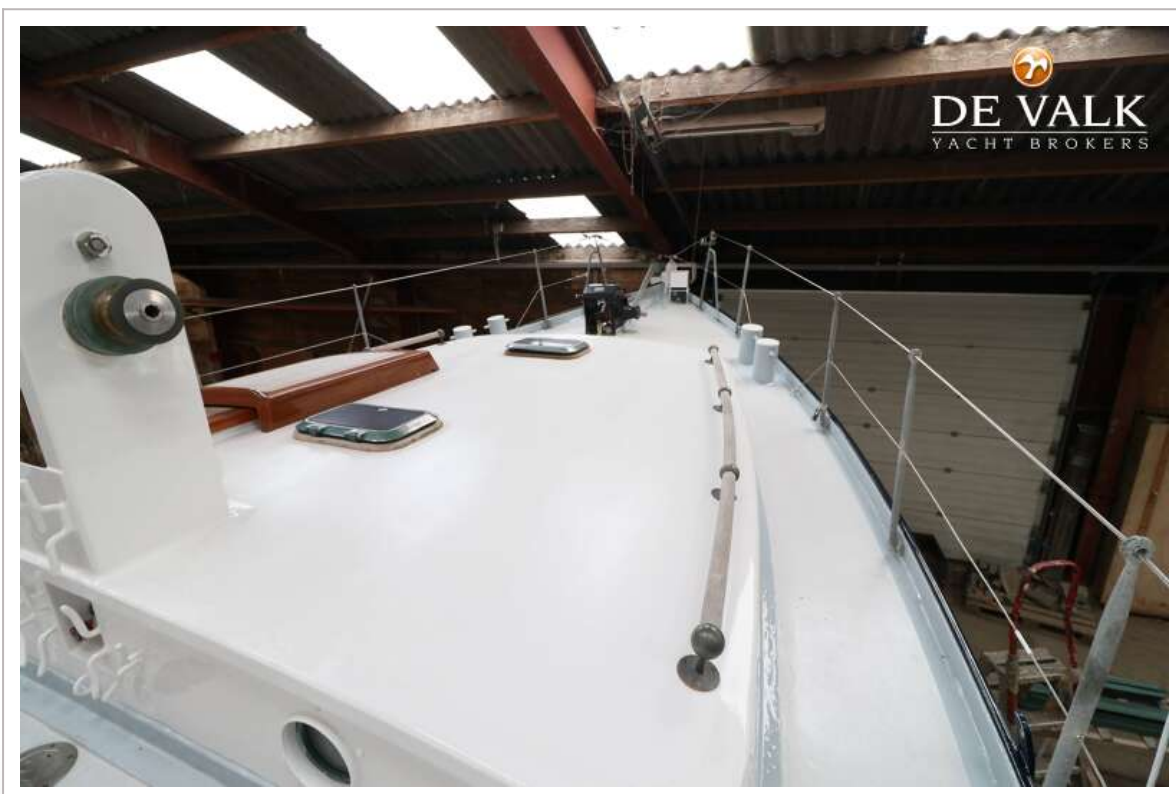
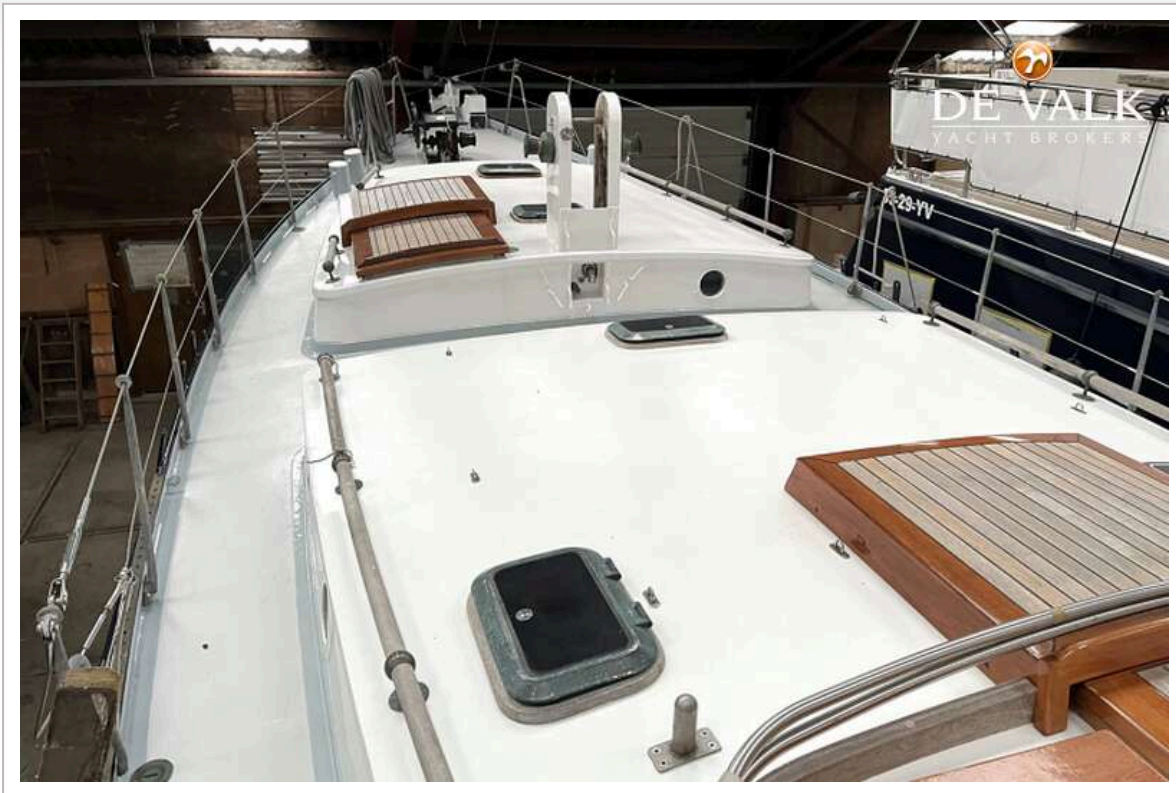
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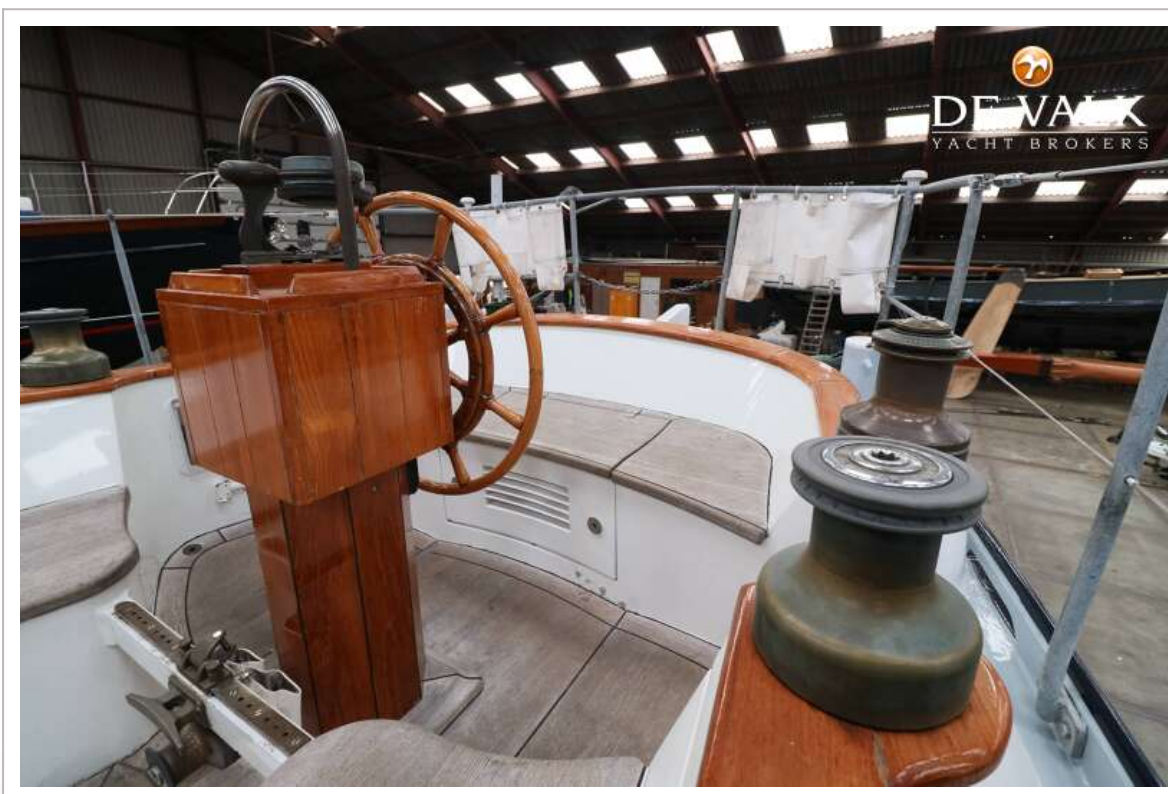
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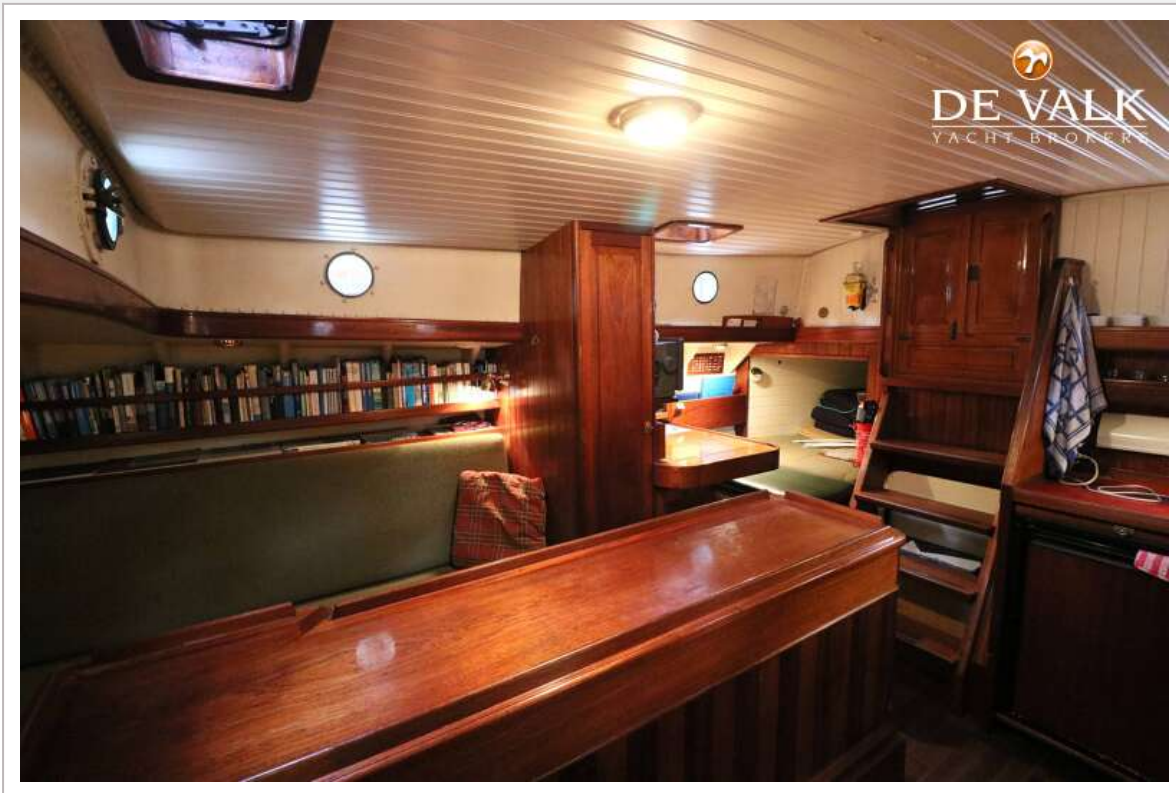
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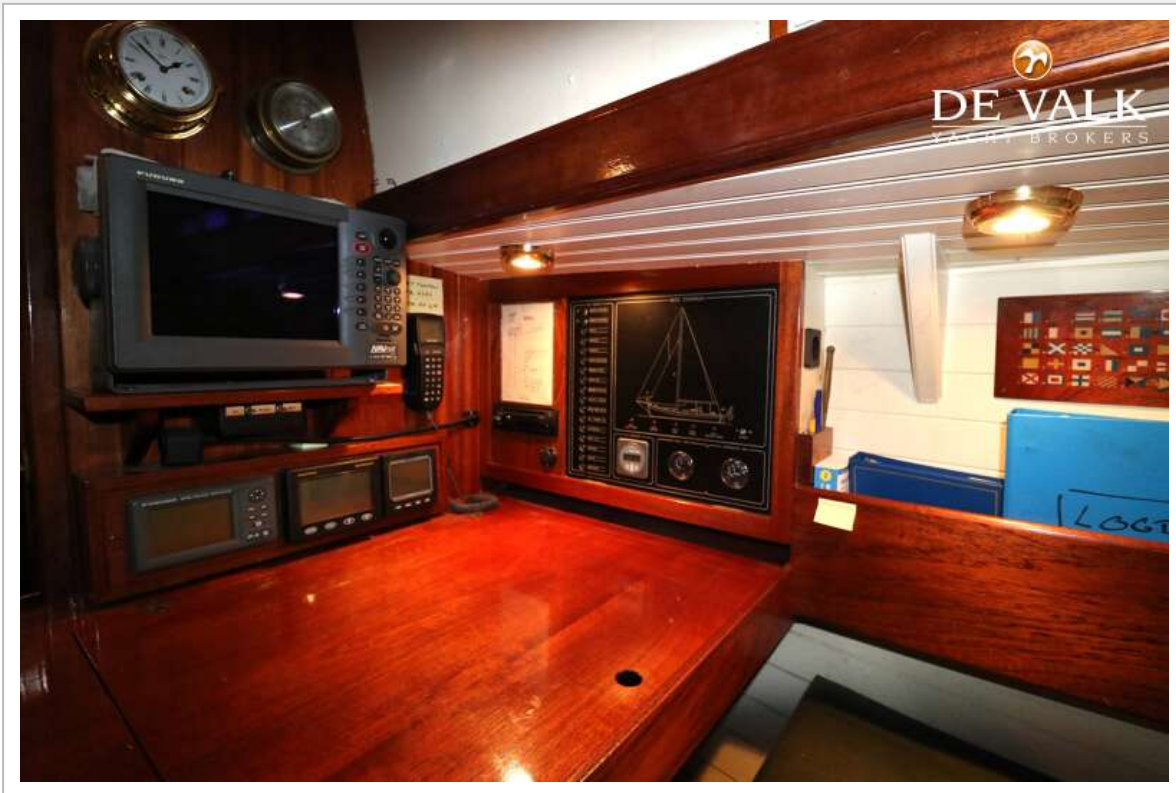
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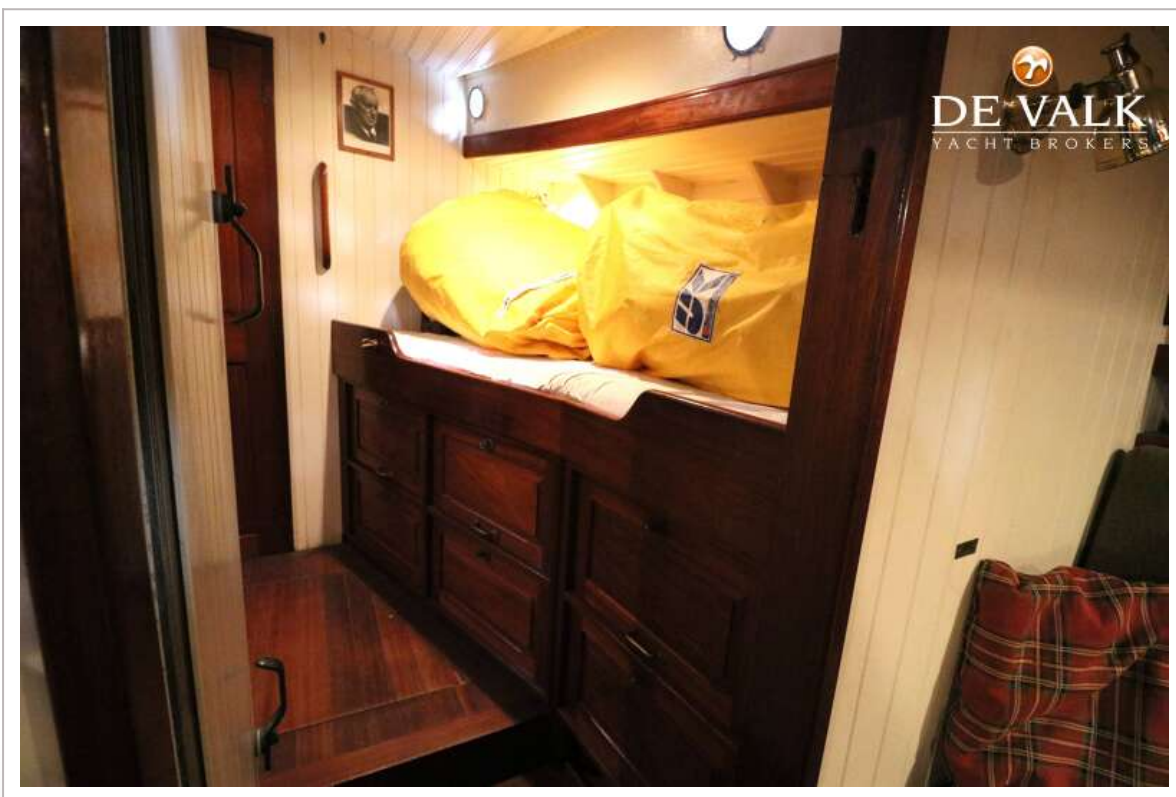
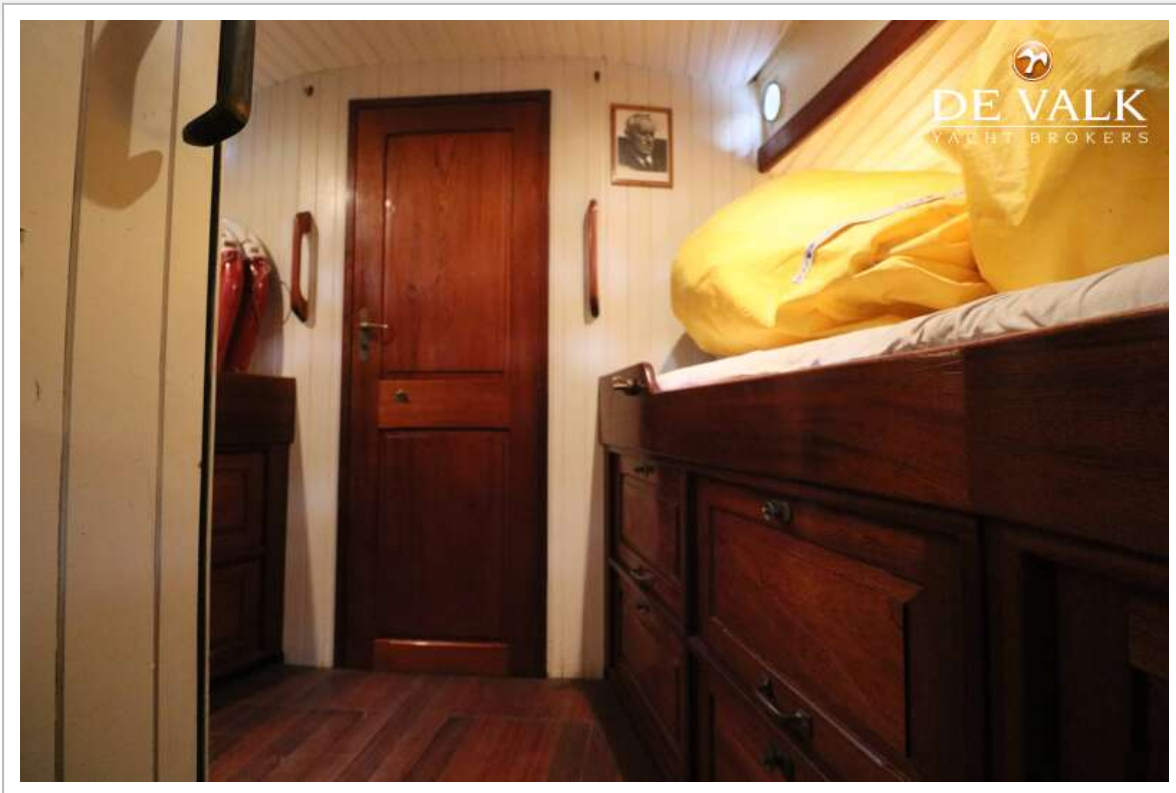


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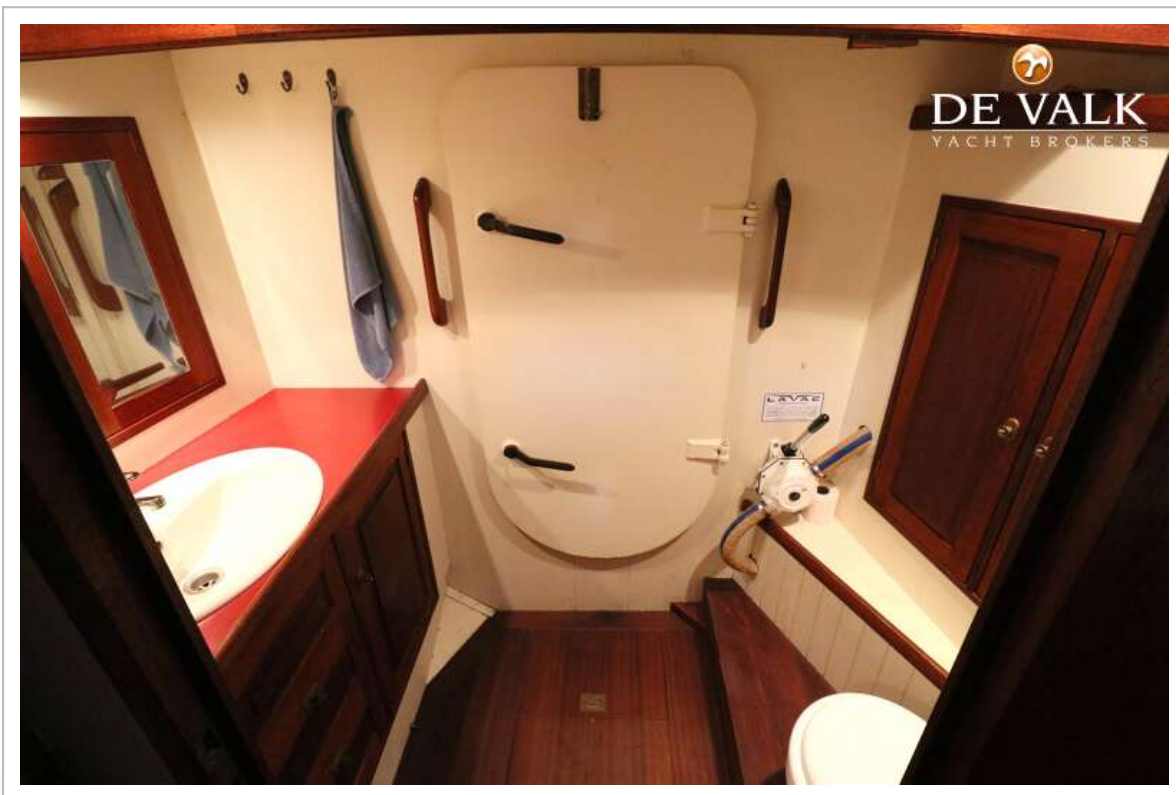




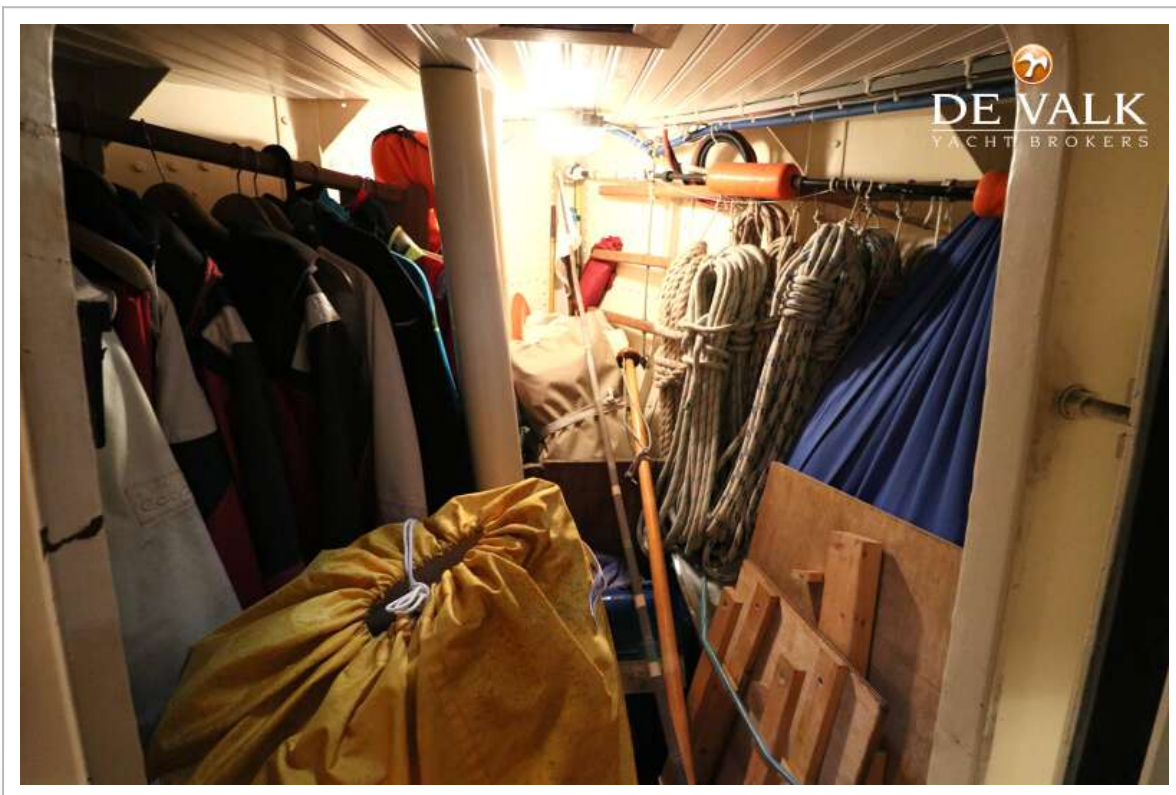
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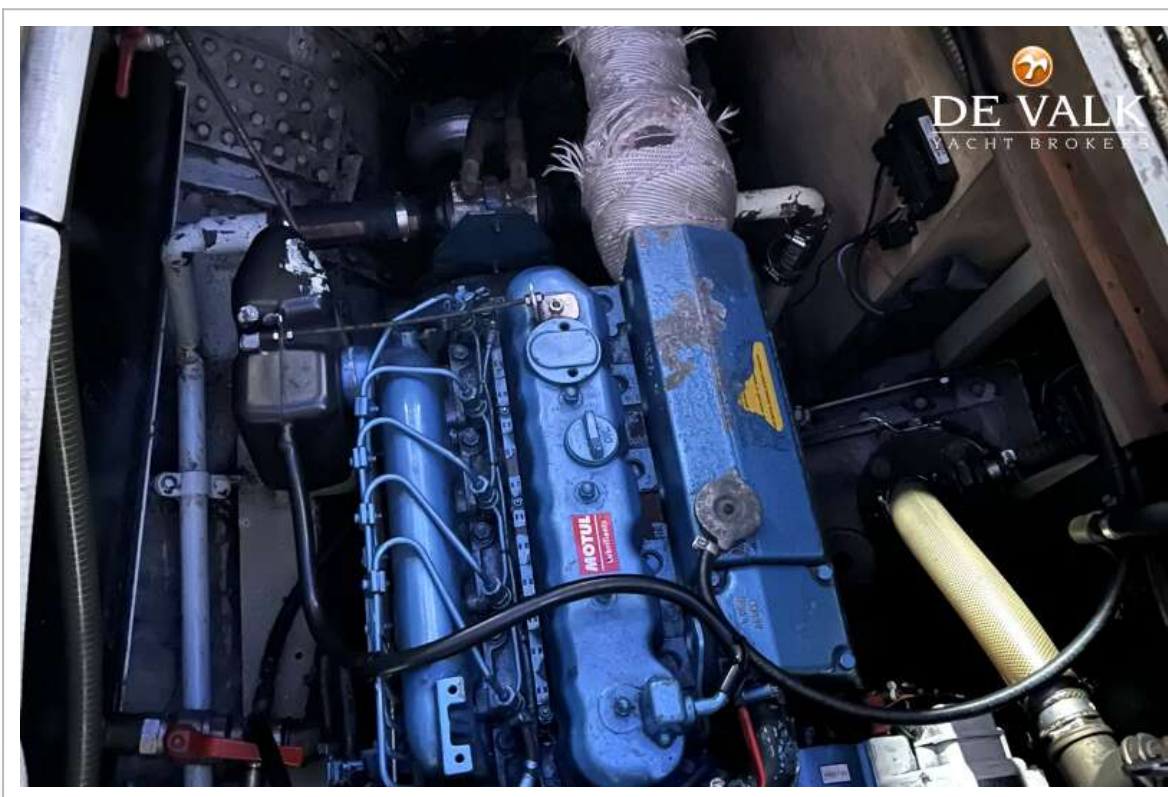
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