

Doeve Brokers/Valuurs vof
 Sworn & EMCI Certificated Brokers
 & Valuurs S&P Yachts & Ships

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Schooner 26.31

Dimensions (m)	40.00/26.31 x 5.90 x 1.60	Ref. no.	150604
Mooring	Near Harlingen, Netherlands	Year	1912
		Material	steel

Vision Doeve Brokers

Former sailing freighter that, after sailing as "Harle Tief" as a motor cargo vessel on the German Wadden Sea, has been converted into a seagoing charter vessel, and until recently, she was used as a Youth Care training ship. The Dutch charter certificates are expired. In our eyes she is very suitable as a sailing live aboard vessel which is suitable to sail in the coastal waterways of Europe. The interior of "De Tukker" is not luxurious, but simple, practical, and especially robust. The vessel is in our view highly suitable for obtaining a berth in various museum harbors.

General information

Yard:	Shipyards NL-Martenshoek
Hull shape:	flatbottom
	round bilges
Hull material:	steel
Deck material:	steel
	teak on aftdeck
Superstructure material:	steel
	wooden hatches covers over hold
Construction method:	riveted
	new steel is welded
	rubbing strake around
	bulwark
	wide side decks (gunnels)
	clipper bow
	4x watertight bulkhead(s)
Steering system:	hydraulic
	wheel
	on steering pedestal
Displacement (approx.):	79 GT
	23 NT
Airdraft (approx.):	24,50 m
Owner:	Dutch owner
Registration:	B-registered
	Costs for the change of ownership and / eventually deletion are for purchasers amount.
Colour / Paint System:	black hull
	green bulwark
	cream superstructure
	see photographs
	last underwater treatment 02-2019
Certificates:	will be delivered with a:
	inland waterways certificated (TRIWW / ES-TRIN)
	zone 2 Netherlands
	zone 3
	zone 4
	Waal, Lek & NL Rhine
Suitable for / as:	seaworthy
	inland waterways
	suitable as a year round live- aboard
General information:	offered in the condition that she is in
Additional information:	forepeak with chain locker
	Hull shape is suitable for drying out.

Technical information

Enginepower:	240 Hp
	177 kW

Engine brand:	GM Detroit
Engine model:	8V71N
Number of cylinders:	8
Construction year engine:	approximately 1985
Running hours (approx.):	5900 on the hour counter
Fuel:	diesel
	emergency shut-off valve(s) in fuel system
Fuel tank (approx.):	2x 1500 litre
	steel tank(s)
	600 litre
	daytank(s)
Cooling system:	closed
	box cooler
Propulsion:	greased lubrication of propeller shaft
Gearbox:	hydraulic
Heating:	Roca Gavina Comfort central heating
	on diesel
	radiators
Engine instruments:	present
Electricity system:	24 / 230 / 400 Volt
	400 Volt shore power connection
Batteries:	690 Ah traction batterie bank Hawker
	2x 230 Ah emergency batterie(s)
	starter batterie(s) generator
	2x starter batterie(s)
Battery charger:	Victron Skylla-TG battery charger 24/100
Earth-leakage breaker:	present
Genny:	BW whisper set
	7 kVA
	Mitsubishi diesel
Inverter:	Victron Phoenix inverter 24/900
Fresh water tank (approx.):	7000 litre
	2x steel tank(s)
Water pressure system:	hydrophore pump
Hot water system:	present
Holding tank (approx.):	10000 litre
	2x steel tank(s)
Diesel waterseparator:	present
Engineroom:	insulated engineroom
Bilge pump:	with manifold
	also deckwash pump
	manual pump
Gas system:	present
	Gas certificate 2010

Accommodation

Interior:	simple interior
	hardwooden floor(s)
	see photographs

Insulation:	partly
Cabins:	4 cabins
Berth:	Forward: 12x 1-pers
	Midships: 6x 1-pers
	Aft: 1x 1-pers
Lay-out plan (not to scale):	see attachment
Bathroom:	3x washbasin
	5x cold running water
Toilet / Heads:	2x pumptoilet
	1x toilet
Galley:	L-shape galley
Cooker:	4-burner hob
	on gas
	in combination with the oven
	stainless steel
Oven:	gas oven
Fridge / Refrigerator:	Miele fridge / refrigerator
Freezer:	freezer
Worktop:	hardstone worktop
Washbasin:	2x stainless steel sink
Water tap:	mixer tap with hot & cold running water
Entertainment:	radio/CD player
Additional information:	lots of storage space
	inventory

Navigation equipment

Navigation equipment:	compass
	ARC Automatic Identification System (AIS)
	Furuno daylight radar
	Furuno VHF FM8500 VHF
	Icom ICM 801 GMDSS VHF
	Simrad GN33 chartplotter / GPS
	clock
	barometer
	Nav5 GMDSS Navtex
	ships bell
	VDO anemometer
	horn
	VDO Sumlog
	Simrad IS15 windset

Rigging and sails

Rigging type:	ketch rigged
	schooner rigged
Mast:	rear mast
	Oregon Pine
	front mast (2009)

	Oregon Pine
Lowerable:	spreader
	yes
Boom:	wooden boom
Gaff:	wooden gaff
Jib boom / Bowsprit:	wooden bowsprit
Leeboards:	Bankirai wooden leeboards (2003/2010)
	2x leeboards winch
Material of the sails:	Dacron
Sails:	107 m² mainsail
	37,6 m² jib (2011)
	27,6 m² yankee (2010)
	50,3 m² mizzen
	breejib
	37,6 m² hunter
	21,4 m² topsail
	13,5 m² topsail
	all by De Vries
Additional information:	pin rail
	bobstay

Equipment

Anchor equipment:	manual anchor winch
	warping drum
	also for mast lowering
	2x Klipp anchor
	anchor chain
	in hawse-hole
Awnings:	over the hold hatches
Searail / Pulpit:	guardrail around aftdeck
	searail on bulwark
Davits:	present
	manual winch
Safety:	2x 20-pers liferaft without certificate
	10x immersion suit(s)
	20x life jacket
	3x life buoy
	EPIRB
	flares
	automatic fire extinguishing system in engine room
	7x fire extinguisher
	fire alarm system
Additional information:	skylight
	table with storage inside
	Survey report of the underwatership is available
	gangway