HAAS international

THE SAILING YACHT BROKER

Royal Huisman "FOFTEIN"

Main Characteristics

Type	Cutter rigged sloop	**Hull material**	Aluminium
Shipyard	Royal Huisman Shipyard, NL	**Length O. A.**	30,21m / 99.09 ft
Naval architect	German Frers	**Length W. L.**	23,10m / 75.77 ft
Interior designer	Pieter Beeldsnijder	**Beam max**	7,10m / 23.29 ft
Year	1999 Last refit 2021-24	**Beam cwl**	6,38m / 20.93 ft
Registry	Malta	**Draft**	3,12m / 10.23 ft
Classification	Lloyd's Hull Certificate	**Displacement**	90 tons / 198'412 lbs
Lying	Palma de Mallorca, Spain	**Engine**	Volvo Penta D8 550 HP
Price	6'500'000 EUR		optional electric/hybrid propulsion
VAT Status	VAT paid	**Accommodation**	6 guests in 3 cabins
			4 crew in 2 cabins

INTRODUCTION

FOFTEIN — Stewardship of a Royal Huisman Legacy

FOFTEIN is far more than a proven bluewater yacht: she is a Royal Huisman to be entrusted rather than simply owned. Originally commissioned by a passionate global explorer and experienced sailor, she was built to deliver world-class sailing performance, understated luxury and true ocean-going capability.

Launched in 1999 by the legendary Royal Huisman shipyard, this 30m aluminium sloop was designed by Germán Frers, with exterior and interior styling by Pieter Beeldsnijder. Like the finest collector cars or haute horlogerie pieces, FOFTEIN belongs to a category of craftsmanship and rarity that is increasingly difficult — and extraordinarily costly — to replicate today.

One of her most distinctive features is the private aft owner's cockpit, offering a rare sense of privacy and ownership on board. It creates a dedicated owner's domain, distinct from guest areas, and can also be transformed into a fully enclosed sleeping area with mosquito nets. The result is a uniquely intimate space that brings the owner closer to the sea and the surrounding nature.

Under the care of just two owners, FOFTEIN has been lovingly maintained and continuously upgraded throughout her life, including an extensive refit of exceptional scope. Beautifully preserved and ready to sail away with her next custodian, she reflects a rare continuity of care and attention.

Her state-of-the-art hybrid propulsion and energy system is a discreet enhancement that brings greater silence, comfort and efficiency to life on board, ensuring a quiet and effortless cruising experience under way, without changing her identity as a timeless, capable and highly individual Royal Huisman.

The moment one steps on board, FOFTEIN reveals her exceptional craftsmanship, enduring value and stewardship appeal, with a quiet authority, unmistakable presence and refinement that immediately distinguish her from other superyachts.

KEY FEATURES:

- **Highest pedigree** — designed by Germán Frers, styled by Pieter Beeldsnijder and built by Royal Huisman, arguably the world's most respected shipyard.
- **Timeless Style & Modern Soul** — a rare synthesis of classic elegance and advanced technology
- **Exceptional private aft owner's cockpit** — a rare and highly desirable layout feature
- **Proven Global Cruiser** — built for long-distance sailing and ocean-going reliability
- **Pristine, turn-key condition** — after two extensive refits
- **Hybrid propulsion and energy system** — enhanced silence, comfort and efficiency
- **Eco-compliant & future-ready** — suited to navigation in zero-emission protected zones such as the Norwegian Fjords and Galápagos
- **Long-term value & legacy appeal** — a yacht to preserve, enjoy and pass on
- **Exceptional value** — a compelling alternative to new build, as a yacht of this calibre would likely require a €25–30m+ investment today, excluding VAT and delivery timeline

CONSTRUCTION

Hull	Aluminum hull, 5083/H321 for sheets, 6061 T6 for extrusions
Superstructure	Aluminum sides with a carbon fiber roof
Deck material	Teak Decking replaced in 2013. Deck house teak replaced in 2024-2025.
Windows	18x opening glass and stainless portholes and 6x motorized opening saloon windows with pneumatic seals. Each Porthole and salon windows are linked to the PLC alarm monitoring system. A page dedicated to all the portholes and saloon windows on Skada screen showing open and closed windows and portholes. Alarm will sound when boat heels more than 5 degrees or when Engine is put in gear.
Paint	Exterior hull, bulwarks and superstructure are AWLGRIP Oyster White H8193/F8222. The bulwarks and superstructure were repainted in 2019. The hull was painted in 2019. The ship has thereafter been 5 years indoors and the paint work is still in mint condition. Waterline paint is AWLGRIP Claret G7305/F7029. Mast, spreaders and boom repainted 2019 in AWLGRIP Oyster White H8193/F8222. Interior ceiling panels are original and painting in Awlgrip Cream H8002/F8016.

INTERIOR

Owner:	Cabins	1 aft
	Berths	2
	Bathrooms	1
Guests:	Cabins	2 amidship
	Berths	4
	Bathrooms	2

Saloon:		1 deck saloon
Crew:	Cabins	2 forward
	Berths	4
	Bathrooms	1
	Main galley	1 aft of the deck saloon
	Crew galley	1 small forward
	Crew mess	1

The interior of FOFTEIN is the work of Pieter Beeldsnijder, thoughtfully designed to evoke timeless elegance, warmth, and seafaring comfort. Cherry wood panelling predominates throughout, with classic joinery and refined detailing that nod to traditional yacht craftsmanship while creating a comfortable, lived-in ambiance.

Access between spaces is practical: from the central sociable cockpit, one enters the deckhouse, while an aft cockpit leads down steps directly into the master suite, offering the owner enhanced privacy.

The luminous deck saloon, offering a 360-degree panoramic view, is a coveted design feature that enhances both comfort and connection to the surrounding seascape. Its elevated position improves visibility while underway and transforms the space into a peaceful retreat while at anchor. Comfortable built-in seating, a polished dining table, and rich wood accents create an inviting and warm atmosphere for all guests. The main navigation station is seamlessly integrated and features state-of-the-art equipment with touch-screen controls for all onboard systems.

Located aft and slightly below the saloon, the galley is fully equipped with modern, high-end appliances and includes a dedicated pantry offering generous storage for extended cruising.

A corridor leads to the aft master suite, which includes a comfortable seating and work corner, two large twin berths, and an en suite bathroom. The dedicated companionway connects to the private aft cockpit, which can be transformed into a sheltered lounging area.
Two guest cabins, located forward of the deck saloon, typically feature twin berths and their own en suite bathrooms.

Crew quarters are located separately in the forward section of the yacht, housing up to four crew in two cabins. This area also includes a crew mess, a small galley and a bathroom and benefits from a dedicated entrance from the deck, ensuring efficient and discreet service.

RIG/ SPAR DIMENSIONS

Main mast dimensions	L = 36,00m / 118,11ft P = 32,60m / 106,961ft E = 11,90m / 39,04ft J = 13,80m / 45,28ft J1 = 9,40m / 30,84ft
Standing rigging	Riggarna rod rigging All rods and fittings including Micro Stem balls, Circular tip cup assembly and turnbuckles were replaced July 2013 by Marine Results with OYS components. Includes: Whisker Stays, Bobstay, Forestay, Inner Forestay, Backstay, D1 forward & aft, D2, D3, D4, D5, V1, V2, V3 and V4's. Mast was removed before last refit and re-stepped in May 2024. Full rig service performed by Rondal prior to re-stepping.
Running rigging	Gleistien / Dyneema Main sheet, Foresail and inner foresail sheets new 2025 Port and Starboard Runners new 2021 Check-stays and running backstays new 2021 Main halyard new 2021 (carbon) Foresail and inner foresail halyards new 2021
Mast	Rondal tapered plate mast with Spreaders
Boom	Rondal Carbon Fibre In-boom roll reefing
Spinnaker boom	RondalCarbon Fibre
Furlers	Rondal HF 250 / HF350

SAILS / WINCHES

All sails are made by North Sails

Foresails	Fore triangle sail 248m² (Foresail new 2021 / Inner Foresail new 2021)
Mainsail	Mainsail 230 m² (new 2021)
Sail area	Total sail area 478 m²
Winches	Lewmar 2x 111 hydraulic 2 speed winches 2x 88 hydraulic 2 speed winches 3x 77 hydraulic 2 speed winches 2x 77 single speed manual winches 1x 54 single speed manual winch

MACHINERY

Drive modes	Multiple propulsion modes selectable from the cockpit: - Electric-only - Diesel-electric (electric motor + generator) - Conventional diesel (Volvo Penta D8 driving the propeller directly)
Main Engine	Volvo Penta D8 550 HP 405 kW at 1800 rpm, 6 cylinder in line. New 2018. Running hours: 1'323h (10/26) Complete 500 hours service: spring 2025.
Generator 1/ E-Propulsion/ Power Pack	1 x Yasa 750R shaft generator/propulsion 50 kW. New 2024. Running hours: 200h (08/26). Sailing hydraulics pump (Parker PV-046) inline.
Generator 2/ Power Pack	Custom made high output gen set. Volvo Penta D3 170 (New 2018) with 2 x Yasa 750R generators (New 2022. Stacked). Max power output 110 Kw. Spare hydraulic pump (Parker PV-046) inline. Running hours: 1'487h (10/26), service spring 2025
Gearbox	ZF Marine 360A
Prop Shaft	Stainless steel
Propeller	1x Hundested, VP5FR, 900 mm diam. four blade, skew back with electric pitch control. Regeneration possible.
Monitoring	SKADA alarm and monitoring system with touch screen control in crew mess and aft companionway

CUSTOMISED STEERING AND PROPULSION

FOFTEIN is equipped with a suite of advanced, integrated steering and propulsion systems designed to deliver exceptional control, precision, and manoeuvrability.

DP Light – Simplified Dynamic Positioning: The vessel has a DP Light system, which connects the bow thruster and the autopilot. This system helps the boat automatically stay in one position and keep its direction. It is very useful when anchoring, moving slowly, or waiting to dock. DP Light makes these tasks easier and safer, especially in calm to moderate conditions.

Combi Rudder and Bow Thruster Joystick: the Combi Joystick lets you control both the rudder and the bow thruster with one hand. This makes precise manoeuvring easy in tight spaces and wide turns possible during docking.

Manoeuvring Mode – Variable Pitch, Fixed RPM: In Manoeuvring Mode, the engine speed stays the same, and the propeller blades change their angle to control the boat's movement. This gives fast response when switching between forward and reverse, smooth and precise control at low speeds or while docking, better handling in tight marina spaces.

PERFORMANCE

Max speed:	Under power	12kts	/ Under sail	15kts
Cruising speed:	Under power	8-10kts	/ Under sail	10kts
Electric speed	Under electric	8Kts		

ELECTRIC SYSTEM

Voltages	12V DC 24V DC 790V DC 230V AC 400V AC 3phase
Hybrid system(V/W)	24 x OX power 8,4 Kw LifePo4 Flat cell batteries totaling 200Kwh. New 2023.
	7 x Danfoss Editron EC-C1200 converters for hybrid system operation.
	2 x Danfoss EC-LTS1200-410 Bell chargers for precharging and 24V supply.
24V service system	2 x 12V Exide 214A Service batteries for lights and navigation. New 2024.
Start systems	Main Engine: 2 x Exide AGM 12V 114A
	Generator: 1 x Exide AGM 12V 50A
Hybrid to service charge	Victron 24V DC to 230V AC 3000W
Start battery chargers	Victron 1 x 24V DC 30amp. New 2020. Victron 1 x 12V DC 7A
Shore power	400 V AC phase selection
Lightning	24v DC.

NAVIGATION EQUIPMENT

Autopilot	B&G H5000 Sailingpilot (new 2020)
Compass / gyro	B&G Precision 9 compass (new 2020)
GPS	Furuno GP39 (new 2020)
Plotter	B&G Zeus 3 9 Crew mess (new 2020)
GPS / Plotter	B&G Zeus 3 Glass helm monitor 1 x 19 and 1 x 16 (new 2020)
Radar	Simrad R112 HALO broadband radar (new 2020)
	Furuno DRS 4D-NXT (new 2020)
AIS	Sailor 6282 (new 2020)
Chart plotter	Time Zero/Maxsea and Navionics (new 2020)
Navtex	Sailor 6390 (new 2020)
Barograph	WEMPE (original)
Log	B&G MFD H5000 Airmar 3 data x 2 (new 2020)
Depth sounder	B&G MFD H5000 ATBB-depth 170 (new 2020)
Wind speed + direction	B&G MFD H5000 B&G 213 Mast unit (new 2020)
Rudder indicator	Royal Huisman Scada system and Autopilot (new 2024)
Searchlight	24V DC Luminell SL1 (new 2024)
Camera	FLIR Ray/Teledyne M364 (new 2024)
Horn	Super S-2 by Kahlenberg (original)

COMMUNICATION (RENEWED 2020 AND 2024)

4G-5G	Mast antennas with Pep link Balance 20X
Onboard WIFI	Forti Gate and Fortiswitch prioritizing
VHF radio telephone	Sailor GMDSS 6222 and 2 x handset Sailor TT-6204
Handhelds	6 x Icom M73
Inmarsat C	Thrane &Thrane Easy mail with alarm button
Satcom	Sailor 900 VSAT Thrane & Thrane/Cobham.
	Starlink with antenna UTA-222
Sat Phone	1 x Iridium 9555 Handheld
Computers	1 x navigation P.C.
	1 x office P.C.
Screens	1 x B&G Glasshelm

AUXILIARY EQUIPMENT

Water maker	HEM, model 30/3200 capacity 12'000 ltr/day. Membranes replaced 2020.
Power Pack	Hycom HPU, 2 pump combinations, for pitch control and circulation/cooling.
Bow thruster	Aradex VM 600M, 42 HP retractable bow thruster
Air conditioning	Mar-IX Inside Air-conditioning and heating system 2019. Two staged heating boilers and heat regeneration from AC and engines.
Water treatment	UV Sterilizer MP2-SL by Aquafine
Steering gear	Mechanical and Hydraulic steering with two rams commanded by Segatron, B&G sailing autopilot and emergency steering pump (2019).
Diving gear	5 x BCD and reg, 7 x 15L bottles, 1x compressor Bauer junior 2 new 2019, 225/330bar. Last serviced 2024. Air quality test summer 2025.

DECK EQUIPMENT

Boarding	Port / starboard side boarding ladders
Gangway	Aft boarding passerelle
Bathing ladder	Side boarding ladder(s)
Deck shower	1
Anchors	2 x Ultra anchors 110 KG
Windlass	2x Steen SS electric anchor winch with SS anchor chain Capstans
Deck wash system	By GSP pump or fresh water
Paint	AWLGRIP Oyster white
Cushions	Light Blue
Awnings	Cockpit biminis and dodgers in Sunbrella Oyster white by Doyle Sailmakers (new 2018) Sun Awning Main and foredeck Oyster white from Antigua sails (new February 2014)

TANKAGE

Fuel tank	Port tank 1'800 Ltrs, Starboard tank 1'925 Ltrs, Day-tank 210 Ltrs. Total 3'935 Ltrs. Fuel pre-filtering system onboard (Filters changed spring 2025)
Fresh water tank	Port 1'415 Ltrs, Stbd 1'391 Ltrs, Total 2'806 ltrs
Grey water tank	Fwd 551 Ltrs, aft 430 Ltrs
Black water tank	Fwd 554 Ltrs, aft 345 Ltrs
Black water sludge	277 Ltrs. Hamann HLCC0125 Sewage treatment system onboard. New 2024.

MANAGEMENT SYSTEM

Sertica Planed Maintenance System (PMS): The Sertica PMS is a specialized software solution designed to help shipowners, fleet managers, and technical departments manage and optimize maintenance, purchasing, safety, and performance processes for vessels and other assets.
Royal Huisman SCADA system for alarm handling and monitoring of the main systems on board.
Program software for PLC's.
5x Programmable Logical Controllers (PLC) for main system automation.
2x Industrial computer systems running Windows for the Supervisory Control and Data Acquisition System (SCADA)

ENTERTAINMENT

TV/Video	Crew mess. New 2025.
Sat-TV	IP
Radio/Hi-fi	2 x Bluesound home entertainment system with subwoofers (Lyndorf and Dali) and Bose speakers. Outlets in cockpit. New 2025. Pioner audio in crew mess.

APPLIANCES

Refrigerators	Main galley fridge (original) Vegetable cooler (original) Smaller fridge drawers (new 2020) Crew galley fridge (new 2013) Owner fridge (new 2020)
Deep freezer	Main galley (original new compressors 2020)
Bottle cooler	Main saloon (2020)
Wine cooler	2 x Glass front (new 2020)
Ice cubes	Hoshizaki Front loader (new 2020)
Microwave	Miele Galley
Stove	Smeg oven and induction top (2024) 2 element cooking tops in crew galley (original)
Dish washer	Miele Professional (new 2020)
Washing machine	Miele Professional, front loader (new 2020)
Dryer	Miele Professional, front loader (new 2020)

TENDER & TOYS

Tender engines	1x Yamaha 15hp (2011) 1x Yamaha 40hp (2020)
Toys	3 x SUP
Waterski	1 x Scuba Scooter
Free Diving Gear	6 x sets

SAFETY

Life raft	1 x 12-man Survitec Zodiac MK IV X-trem Solas A pack life raft, new 2024. Serviced 2025. 1 x Jonbuoy services 2025.
Life jackets	12 x type 275N 2x Livemar 150n child and dog.
Bilge alarm	SKADA Alarm system
Fixed fire extinguishing	2 x Tyco 13 Kg Novec 1230 for engine room (serviced 2025), 1 x Sea Fire 2 Kg outboard storage (serviced 2025)
Fire extinguishers	2 x CO2 5kg 1x CO2 2kg 7x foam 2L 1x foam 9L 2x powder 2kg (serviced 2025)
EPIRP	2 x (406/121.5MHz) Oceansignal normal and freefloat (expire2031)
SART	2 x Mcmurdo S5A AIS SART
GMDSS Radio	2 x Icom GM 1600E

REFIT OVERVIEW

The extensive transformation of FOFTEIN reflects a bold vision: to preserve the elegance and pedigree of a classic sailing yacht while reimagining her systems for a cleaner, quieter, and more autonomous future.

Over the course of two major refits at Royal Huisman Shipyard, every decision was guided by a philosophy of sustainable innovation without compromise. The goal was not simply to modernize—but to optimize: to reduce energy consumption, increase efficiency, and enhance self-sufficiency, all while preserving the comfort, reliability, and timeless sailing experience expected of a yacht in this class.

This meticulous upgrade journey has resulted in a vessel that blends cutting-edge hybrid technology with world-class craftsmanship, offering a new standard in performance, silence, and control—whether at sea, under sail, or anchored in remote waters.

FOFTEIN has undergone two major refits at the prestigious Royal Huisman Shipyard:

First Refit (2019–2021):
The initial transformation focused on converting the propulsion system from conventional to hybrid.

- New custom built genset, based on a Volvo Penta D3, 1 YASA motor and a Parker hydraulic pump.
- New main engine Volvo Penta D8 with a YASA shaft generator.
- Converted to silent and dry exhaust on the Main engine and the generator.
- New ZF 360A gearbox with PTO/PTI for shaft generation, hydraulic pressure from the M.E. and electric propulsion.
- Hybrid conversion, with a high voltage 700VDC bus and a 100KWH lithium battery bank.
- New 31KW Aradex bow thruster.
- All new Aradex converters and chargers connected to the hybrid system.
- New hydraulic unit for the steering system, rudder angle indicator,
- Steering system power supply.
- All B&G sailing and navigation equipment renewed.
- New autopilot.
- Re-painted the superstructure and the bulwark.
- New Mar-IX Inside Air-conditioning and heating system
- New appliances: such as the dishwasher, dryer, wine cooler, ice cube machine, stove, freezer compressor, fridge drawers, and microwave

Second Refit (2021–2024): Following a season of sailing, a faulty valve led to water ingress strictly limited to the engine room, reaching up to the floorboard level. Combined with positive operational insights from the first hybrid season, this led to a second, more comprehensive refit.

- Doubled battery capacity to 200 kWh for increased endurance
- New Danfoss converters installed
- Additional YASA motor added to the genset for higher charging capacity
- Heat recovery systems added to both main engine and genset
- Advanced hybrid control system installed for improved power management
- Vessel now capable of full-electric operation for up to 3 hours at 7 knots
- Generator operation is near-silent when active
- Multiple propulsion modes selectable from the cockpit:
    - Electric-only
    - Diesel-electric (electric motor + generator)
    - Conventional diesel (Volvo Penta D8 driving the propeller directly)
- Optimized power management system:
    - All generators programmable in automatic mode, based on battery state-of-charge
    - Shaft generator and electric motor provide power and battery charging during diesel operation
    - Main engine can operate in generator mode

- Upgraded sailing systems and hydraulics:
    - New remote controllers for all sail-handling functions
    - Compact, rugged handheld unit manages sheets, autofurling, and winches
    - Main sailing keyboard enables simplified single-handed operation
- Most hotel systems renewed and controlled via:
    - Main touchscreen interface
    - Industrial-grade marine tablet (also used for navigation, securely linked to PLC and ship's network)
- Upgraded hotel appliances and systems include:
    - AC, refrigeration, ice maker, stove, wine chillers, audio, and laundry
- Over 24 hours of hotel load operation at anchor using battery power alone
- Technical installations optimized for energy efficiency:
    - New pumps, converters, frequency drives, ventilation units, compressors
    - All systems operate with intelligent setpoints and energy-saving logic
- Onboard sewage treatment system installed to increase autonomy in port and at anchor
- Navigation and communication modernized:
    - Starlink installed discreetly and fully integrated
    - Secure onboard networks with automatic source switching
- Under sail:
    - Regenerative energy via electric motor and propeller shaft
    - Heat recovery from chillers, generator, and main engine
- Engine room fully cleaned, orderly, and professionally maintained
- All safety systems renewed:
    - Emergency fire pump
    - Battery aerosol suppression system
    - Lifesaving equipment, life raft, and radio communication systems

Foredeck

Central cockpit

Al fresco dining

Aft owner cockpit

Aft cockpit transformed into lounging area

Deck saloon

Nav station in deck saloon

Owner stateroom

Owner stateroom

Owner bathroom

Twin guest cabin

Guest bathroom

Main galley

Crew mess

Crew cabin

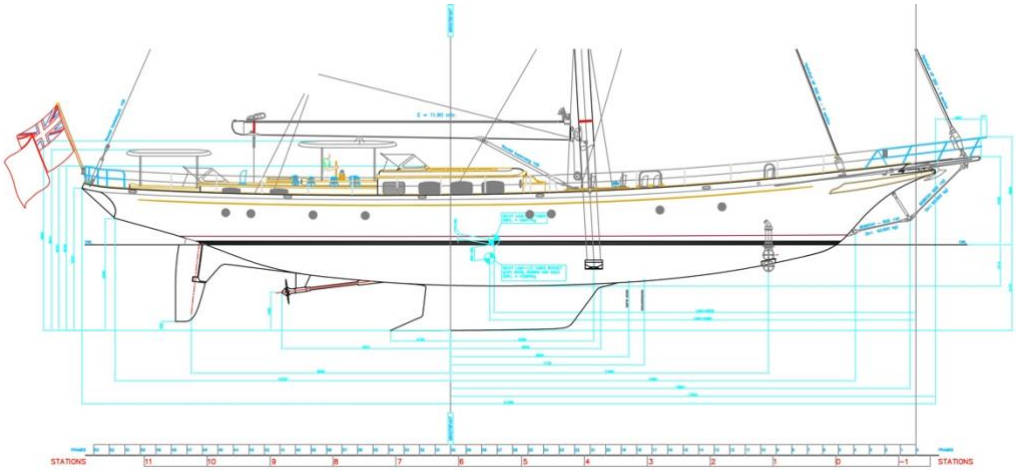
Crew bathroom

Engine room

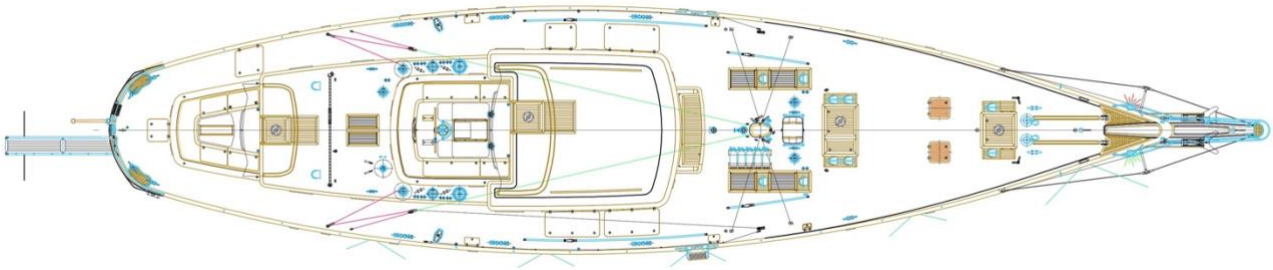
Engine room

Engine room

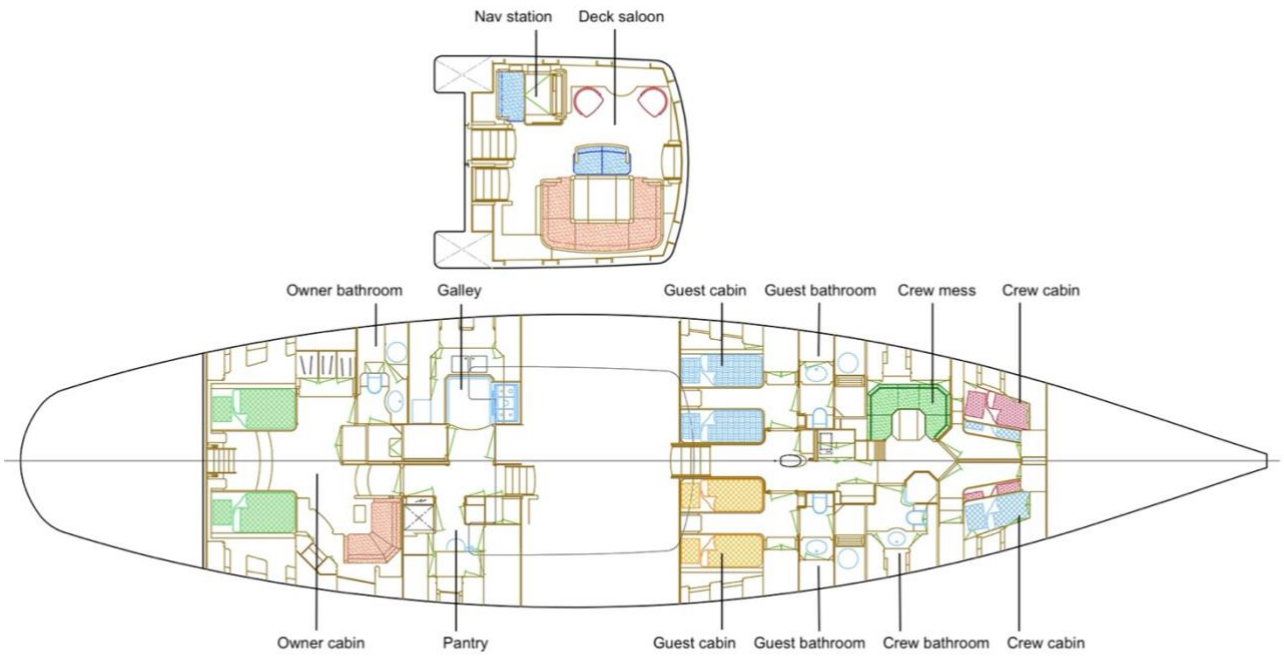
Sailplan



Hull plan



Deck plan



Interior layout

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