

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	Beam cwl	6,38m / 20.93 ft
Registry	Denmark	Draft	3,12m / 10.23 ft
Classification	Lloyd's Hull Certificate	Displacement	90 tons / 198'412 lbs
Lying	Vedbaek, Denmark	Propulsion	Hybrid e-Prop. / Volvo Penta D8 550 HP
Price	8'500'000 EUR	Accommodation	6 guests in 3 twin cabins
VAT Status	VAT paid		4 crew in 2 cabins

INTRODUCTION

Launched by the iconic Royal Huisman shipyard in 1999, FOFTEIN is a 30-meter aluminium sloop designed by Germán Frers. Her interior and exterior styled by Pieter Beeldsnijder is a tribute to artisan craftsmanship and enduring style, creating a warm and sophisticated living environment.

Originally commissioned by a passionate marine photographer and discerning world traveler, she combines timeless elegance, exceptional sailing performance, and cutting-edge modern sustainability.

With only two owners since new, FOFTEIN has been cared for with a consistency and dedication rarely found in yachts of her class.

What makes FOFTEIN truly unique is how she seamlessly bridges tradition and innovation. In 2020, she became one of the first classic sailing yachts to receive a full hybrid propulsion and energy upgrade from Huisfit, Royal Huisman's elite refit division. This transformation allows her to cruise silently for hours, regenerate energy under sail, and comply with the world's most demanding environmental standards—without sacrificing the essence of her original design.

Purpose-built for long-range passage-making, FOFTEIN carries the strength and soul of a true bluewater yacht—designed for those who don't just cruise the world but explore it.

Whether crossing oceans or anchoring in remote coves, FOFTEIN delivers luxury, performance, and serenity—without compromise. Meticulously maintained, continuously upgraded, and offered in pristine, turn-key condition, FOFTEIN stands apart as a yacht of rare distinction. She is not simply a sailing vessel—she is an heirloom, a statement, and an invitation to embrace the sea with grace, comfort, and conscience.

KEY FEATURES:

- **Uncompromising quality & iconic design:** high pedigree yacht built by royal huisman – world-renowned dutch shipyard known for quality, longevity, and custom craftsmanship - and designed by Germán Frers – renowned naval architect delivering exceptional sailing performance and ocean-going safety.
- **Global cruiser heritage** – proven circumnavigation capability with arctic and red sea experience. Ocean-ready.
- **Impeccable condition:** maintained in pristine condition throughout, reflecting meticulous care and world-class craftsmanship.
- **Extensively refitted to superyacht standards:** a truly transformative refit of exceptional scale and scope, leaving no detail overlooked — effectively presenting as a near-new vessel.
- **Hybrid propulsion & state-of-the-art systems:** featuring cutting-edge hybrid technology (conversion by huisfit - Royal Huisman) and advanced onboard systems for optimal performance, efficiency, and sustainability – 8h silent electric cruising, regenerative power under sail, lithium-ion battery banks, etc. For peaceful departures, emission-free cruising and anchorage stays.
- **Eco-compliant and future-ready for navigation in zero-emission protected zones** like Norwegian Fjords, Galápagos.
- **One of a kind: unmatched in style, capability, and engineering** — a truly unique offering with no direct comparables in today's superyacht landscape.
- **Exceptional value:** represents a significant value proposition: a vessel of this caliber would require a €25–30m+ new build investment, excluding vat and delivery timeline.

ACCOMMODATIONS

Owner	Cabins	1
	Berths	2
	Bathrooms	1 en-suite
Guests	Cabins	2
	Berths	4
	Bathrooms	2 en-suite
Crew	Cabins	2
	Berths	4
	Bathrooms	1

CONSTRUCTION

Interior design	Classic raised cherry panel interior by Peter Beeldsnijder
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	<p>Exterior hull, bulwarks and superstructure are AWLGRIP Oyster White H8193/F8222. The bulwarks and superstructure were repainted in 2013.</p> <p>The hull was painted in January 2011. The ship has thereafter been 5 years indoors and the paint work is still in mint condition. Waterline paint is AWLGRIP Claret G7305/F7029.</p> <p>Mast, spreaders and Boom repainted January 2011 AWLGRIP Oyster White H8193/F8222.</p> <p>Interior ceiling panels are original and painting in Awlgrip Cream H8002/F8016.</p>

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 Fwd& Aft, D2, D3, D4, D5, V1, V2, V3 and V4's.
	Mast was removed before last refit and re-stepped in May 2024. Full survey performed by Rondal prior to re-stepping.

Running rigging	Gleistian / 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
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Mast	Rondal tapered plate mast with Spreaders
Boom	Rondal Carbon Fibre In-boom roll reefing
Spinnaker boom	Rondal Carbon Fibre
Furlers	Rondal HF 250 / HF350

SAILS / WINCHES / AWNINGS

All sails are made by North Sails

Foresails	Fore triangle sail 248m ² (Foresail new 2021 / Inner Foresail new 2021)
Mainsail	Main sail 230 m ² (new 2021)
Sail area	Total sail area 478 m ²

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
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Awnings	Cockpit biminis and dodgers in Sunbrella Oyster white by Doyle Sailmakers (new approx 2018) Sun Awning Main and foredeck Oyster white from Antigua sails (new February 2014)
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DECK EQUIPMENT

Boarding	Port / starboard side boarding ladder(s)
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

MACHINERY

Main Engine	Volvo Penta D8 550 HP 405 kW at 1800 rpm, 6 cylinder in line. 800 hours. New 2018. Complete 500 hours service done spring 2025.
Generator 1/ E-Propulsion/ Power Pack	1 x Yasa 750R shaft generator/propulsion 50 kW. 200 hours. New 2024. 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. 1200 hours, and 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 maneuverability.

DP Light – Simplified Dynamic Positioning

The vessel features a DP Light system — a lightweight dynamic positioning function that links the bow thruster with the autopilot to automatically maintain a set heading. Ideal for station-keeping in light to moderate conditions, DP Light is especially useful during anchoring, slow-speed operations, or when awaiting clearance to dock, offering reduced workload and improved safety.

Combi Rudder and Bow Thruster Joystick

At the helm, the Combi Joystick combines control of the rudder and bow thruster into a single, ergonomic Joystick. This allows for:

- Precise maneuvering in tight spaces by coordinating rudder and lateral thrust with one hand.
- Effortless rudder control, enabling large-angle turns often required during docking or slow-speed handling, mimicking the rudder steering of larger vessels.
- A more intuitive helm experience and improving confidence in close-quarters handling.

Maneuvering Mode – Variable Pitch, Fixed RPM

Foftein also features a dedicated Maneuvering Mode, in which the engine RPM remains constant and propulsion is controlled entirely through variable pitch propellers. This setup provides:

- Instantaneous response to ahead/astern commands without waiting for engine speed changes.
- Greater finesse during low-speed handling and docking maneuvers.
- Enhanced control in confined marinas

Together, these bespoke systems create a helm environment that offers commercial-grade responsiveness and handling, giving the captain full confidence and control.

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.

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
Stern thruster	None
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.

PERFORMANCE

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

NAVIGATION EQUIPMENT (RENEWED 2020)

Autopilot	B&G H5000 Sailingpilot
Compass / gyro	B&G Precision 9 compass
GPS	Furuno GP39
Plotter	B&G Zeus 3 9 Crew mess
GPS / Plotter	B&G Zeus 3 Glass helm monitor 1 x 19 and 1 x 16.
Radar	Simrad R112 HALO broadband radar
	Furuno DRS 4D-NXT
AIS	Sailor 6282
Chart plotter	Time Zero/Maxsea and Navionics
Navtex	Sailor 6390
Barograph	WEMPE (original)
Log	B&G MFD H5000 Airmar 3 data x 2
Depth sounder	B&G MFD H5000 ATBB-depth 170
Wind speed + direction	B&G MFD H5000 B&G 213 Mast unit
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

TANKAGE

Fuel tank	Full Readings: Port tank 1800 Ltrs, Starboard tank 1925 Ltrs, Day-tank 210Ltrs. Total 3935 Ltrs. Fuel pre-filtering system onboard (Filters changed spring 2025)
Fresh water tank	Port 1415 Ltrs, Stbd 1391 Ltrs, Total 2806 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.

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 AcquisitionSystem (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 20)
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 (expire 2031)
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.

Refit History

Foftein has undergone two major refits at the prestigious Royal Huisman Shipyard over the past seven years.

- **First Refit (2019–Spring 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.

This refit focused on replacing, completing, and further enhancing the onboard systems. Key upgrades included new Danfoss converters, doubled battery capacity to 200 kWh, the addition of a YASA motor to the genset for increased charging capability, heat recovery systems from both the main engine and genset, and advanced hybrid system controls.

The vessel is now a state-of-the-art full hybrid sailing yacht, capable of running all-electric for up to three hours at 7 knots before generator activation is required. When operating, the generator is barely audible. She is equipped with a 200 kWh battery bank and a high-performance electric propulsion motor, enabling quiet and efficient movement.

For longer passages, a diesel-electric mode is available, with the custom-built generator producing more power than consumed—even with full hotel load. For faster cruising, the Volvo Penta D8 diesel engine can drive the propeller shaft directly. This provides full operational flexibility between electric, diesel-electric (electric motor plus generator), or conventional diesel propulsion—all selectable from the cockpit.

Power management and control systems have been fully optimized to reduce consumption and enhance operational flexibility. This enables silent cruising or rapid recharging, depending on preference. Generators have been fine-tuned to charging curves and RPMs, and the electric motor can function as a shaft generator. The main engine is also capable of operating in generator mode. All generators can be set to automatic mode, starting and stopping based on preselected battery state-of-charge levels. When the main diesel engine is running, the shaft generator/electric motor keeps up with onboard demand while maintaining full battery charge.

The yacht's sailing systems and hydraulics have also been upgraded, with the addition of new remotes. All sail-handling functions are accessible via a compact, heavy-duty handheld controller. Once sails are prepared, all sheets can be managed from the main keyboard, which includes remote control for autofurling and winch handling. The yacht can be sailed by a single individual with ease.

Most hotel systems have been renewed in recent years. All functions are controlled via the vessel's main touchscreen interface or an industrial-grade marine tablet that connects to the onboard PLC system. This tablet can also be used for navigation or other applications and connects securely to the ship's network. Systems such as AC, refrigeration, ice making, stove, wine chillers, sound, and laundry are all upgraded to the highest standard.

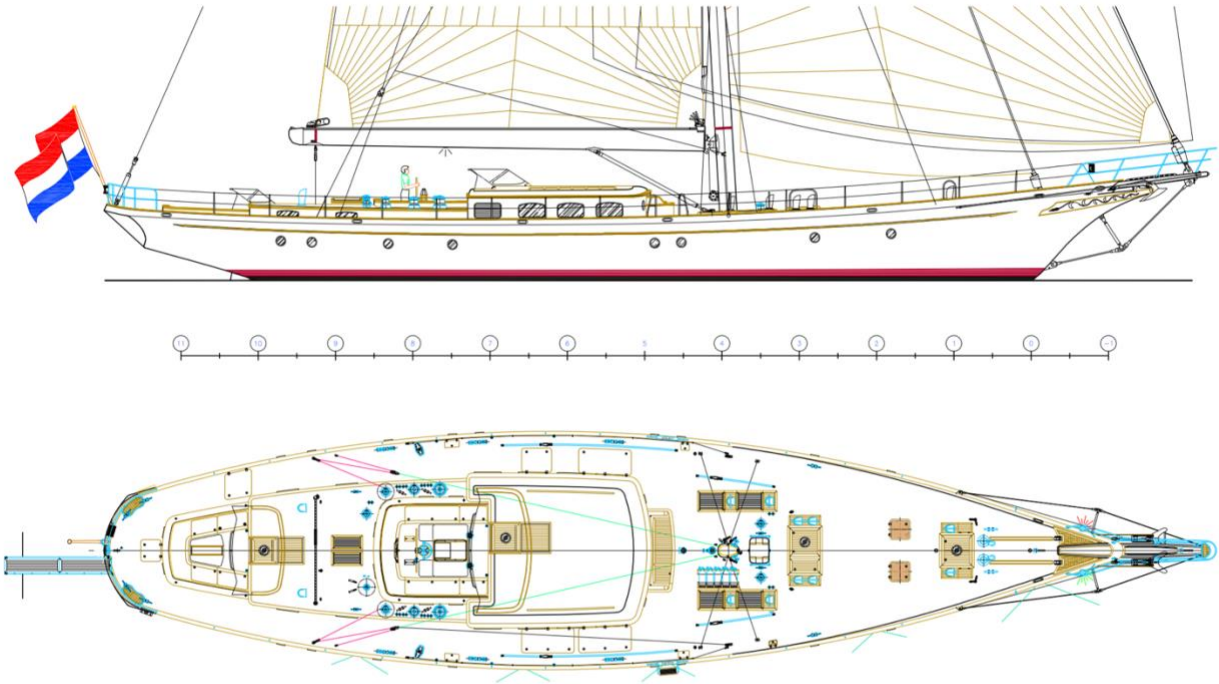
At anchor, especially in Scandinavian waters, battery power alone supports normal hotel loads for more than 24 hours before requiring generator use.

The yacht now follows a design philosophy centered on reduced energy consumption without compromising comfort. Most technical installations have been tuned or replaced to meet this goal, including pumps, converters, frequency drives, ventilation, and compressors, all now operating on intelligent setpoints. New converters and drives ensure higher efficiency. An onboard sewage treatment system extends the yacht's autonomy both in port and at anchor.

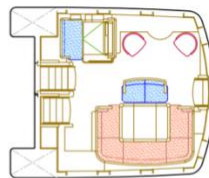
Navigation and communication systems have been modernized, and a discreet Starlink installation has been added—integrated without disrupting the vessel's elegant exterior. The onboard networks are secured to the highest standards and automatically switch to the preferred source.

While under sail, the yacht regenerates power through the propeller shaft linked to the electric motor and benefits from heat recovery from the chillers, generator, and main engine. The engine room is clean, orderly, and well maintained.

All safety systems have been renewed, including the emergency fire pump, battery aerosol suppression system, lifesaving equipment, life raft, and radio communication gear.



Deck layout



Interior layout



Sailplan

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