

26.6 m 2012 Frers 88, TULIP
€3,300,000 Tax: Paid, Netherlands
 Mallorca, Spain



Boat Details

Make:	Frers	Class:	Racer/Cruiser	Cabins:	4
Model:	88	Hull Material:	Aluminium	Heads:	4
Year:	2012	Drive Type:	Shaft Drive	Fuel Type:	Diesel
Length:	26 m 61 cm	Beam:	6 m 12 cm	Max Draft:	5 m 10 cm
Price:	€3,300,000	Boat Location:	Mallorca, Spain		
Condition:	Used	Name:	TULIP		

N.B. Ven | Bart de Ven international yacht brokerage

Mulderstraat 17, Utrecht, Netherlands

Tel: **+31 (0) 30 69 777 33** Fax: **+31 (0) 30 69 777 55**

mail@bartdeven.com

www.bartdeven.com.

Description

First class pedigree: Frers naval architecture for the exterior, Sinot design for the interior, built in the Netherlands and launched in 2012. Designed and built for a very experienced Dutch owner she has proven to be a true worldcruiser. Aluminum hull and superstructure, carbon rigging, liftkeel 3m20/5m10, super isolated and soundproofed.

Tulip has her full beam master cabin plus two comfortable guest cabins forward, all with bathroom ensuite. The two guest cabins have a pullman bed and can accommodate three guests each. Crew quarters for two are aft, excellent privacy. Tulip was built with no expenses spared and she is for sale now for the first time. A sleek and timeless beauty with an edgy touch. Always used privately by her owners, never chartered. Lying Palma. VAT paid.

Tulip has now returned from an extensive 10 yr refit (winter 2022/2023), she is ready, she has just been launched after a full paintjob and looks incredible!

Information & Features

2011 Perkins M 215 C (Engine 1)

Type:	Inboard	Drive Type:	Shaft Drive	Folding Propeller:	true
Fuel Type:	Diesel	Power:	150 kW		
Hours:	2750	Propeller Type:	4 Blade		

Dimensions

LOA:	26 m 60 cm	Min Draft:	3 m 20 cm
LWL:	22 m 4 cm	Max Draft:	5 m 10 cm
Beam:	6 m 12 cm		

Weights

Displacement:	52,000 kg
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Tanks

Fuel:	2,800 l
Fresh Water:	2,080 l
Holding:	600 l

Accommodations

Cabins:	4
Heads:	4

Exterior

Arriving at the dock the first impression of Tulip is her amazingly clean deck lay-out. The aftdeck is wide and open and comprises two huge lazarettes allowing for uncluttered storage of toys, spare parts, fenders etc.

The steering position features the enormous, trademark Frers, steering wheel with it's lower radius disappearing into a trench. And Frers came up with the ingenious idea of adjustable seats all around the wheel that rotate (electric hydraulic) inwards to hide for a flush deck when racing.

One large cockpit with really large and wide benches reveals the wish for a boat that can be actively sailed with friends. The custom-made folding table easily sits the whole crew for al fresco dining.

The ice-blue pilothouse stands out against the particularly flush deck, with long tinted windows surrounding the structure. Combined with her matching-coloured carbon rig, dark metallic brown paintwork, flat underbody and lifting-keel, the result is a highly on-trend boat.

Tulip is designed to be easily handled by a small crew, her large flush foredeck makes it easy to work. Examples include jib sheets that disappear under deck and reappear a metre before the primaries, and a hydraulically rotating anchor arm that stows forward of the large sail locker.

Accommodations

Inside, Tulip continues to do what she does on the outside. Dutch company Sinot Yacht Design designed the interior. Colours are bold while dark palisander wood contrasts with light smoked oak.

Tulip is set up to sail with six guests and two crew. These areas are well separated with guest accommodations all forward, and the galley, mess, engineroom and crewcabin aft of the raised saloon. The saloon is a leisure area with a card table, TV and library zones, plus a small chart table forward. The main feature is a zebrano wood table that lifts up, down, in and out electronically.

The huge, slightly curved pilothouse windows provide good views and sun-roof glazing over the entire central length ensures that plenty of daylight finds it's way into the interior. Bulkheads (honeycomb for weight and insulation) are lined with oak and details such as coves and borders are made of dark rosewood.

The two guest cabins forward of the saloon are split by the corridor and lifting keel box and have their own bathroom ensuite with heads and separate shower. The starboard guest cabin features a double bed plus pullman and the portside cabin features bunkbeds. The lower bunkbed can convert into a double, in such a way that each guest cabin can sleep three guests.

A forward master cabin with bathroom ensuite was chosen for optimal privacy. The cabin is very spacious and includes a vast in-built closet hidden behind curved doors that blend into the bulkhead.

The crewcabin for two crew, with it's own bathroom ensuite, is situated on portside aft and can be accessed through the galley and crew mess. The crew bathroom has a Miele washer/dryer combo.

Tulip is extremely well soundproofed and insulated, making her remarkably silent and quiet, even with all systems running. There's no problem at all to sleep with the engine running.

Galley

The galley area is situated on starboard aft, a few steps down from the saloon and includes a crew mess on the aftside. The galley area has a large window by the stove and an overhead hatch for added daylight and ventilation. Workspace is plentiful and the galley is equipped with a gimbaled Siemens 4-burner induction cooker and oven with extractor fan above, two sinks (one with macerator), custom made fridge and freezer.

Engine room

The engine room is accessed through the galley and has an emergency escape through to the deck on portside. The Perkins Sabre turbodiesel main engine is centrally located and is connected to a ZF80A gearbox and 60mm SS shaft to the Brunton 4-blade varifold propellor, protected by propspeed.

Cummins Onan generator, 5.200 hours. Shore power Magnus SP100 24 kVA 80A.

Batteries 8 x 160AH/24V Mastervolt lithium.

Battery chargers: 4 x Mastervolt.

Inverter: Mastervolt MASS SINE 24/5000.

Voltage: 230V AC Single phase 50Hz.

FEIT TSL24/28 deckwash pump.

Bilgepumps: 8 x RULE with additionally 1 x electric pump and 1 x diesel pump as backup.

Seawater pump for fire extinguishing with connections bow, stern and midship.

MARVAIR airconditioning reverse cycle.

Duct strip heaters for additional heating.

Watermaker Tecnicomar Sailor MD1500 slim version.

Rigging and sails

Hall high modulus carbon mast.

Hall carbon boom with lazyjacks.

Carbon standing rigging.

BAMAR GFSI 25 flushdeck Furling on forestay.

Reckman SF12 furler on removable inner forestay.

North 3Di main (195m²) and jib (140m²) 2017.

Gennaker (591m²) 2019.

Code (337m²), staysail (84m²), stormjib original.

Boomvang Navteq A850-VC-060C

Primary winches: 3-speed Harken 1111 with double pushbutton controls

Mast foot winches: Harken 990

Navigation

Compass: Simrad RC25 fluxgate, 2 x C Plath Venus H
Echosounder/LOG/WIND: B&G H3000 cockpit, mast, helm
VHF: Thrane&Thrane Sailor 6222 VHF DSG and 2 x ICOM IC-M23
Radar: Nobeltec IR2-4D
Autopilot: Simrad AP50
GPS: Furuno GP32
Plotter: TIME ZERO
AIS: CTRXCarbon +
Emergency: McMurdo EPIRB, SART, Sailor TT3042E INMARSAT C DISTRESS
Sailor 150 Fleet Broadband
PLC's in crewmess, nav corner saloon, steering pedestal.

Additional Information

Steering: mechanical, wire to quadrant.
Toilets: Tecma Privilege electric with macerators.
Hull fully insulated including decks underside.
Fire extinguishers: engineroom Fire Pro AF-X FP3000, 5 x foam 24L, 2 x powder 6kg.
Stereo: Bose/Sonos
TV: Sony
Bimini over cockpit and steering, easily removable.
Liferaft: 2 x Zodiac Extrem 8p, SOLAS A, including EPIRB and all safety equipment.
Tender: Neptune grey with black hull, 4m30 RIBLINE. Deck chocks and sea fastenings. Jockey pole.
Outboard: Yamaha F60.
Lifevests: Spinlock
Anchor chain: 13mm, 100m.
Retractable swim platform with shower and boarding staircase on starboard.
Smoke detectors
PLC alarms on all systems.

Disclaimer

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