Custom David Thomas Challenge 67

£ 350.000



Boot-fabrikant:	Custom David Thomas	Lengte:	20,42 m
Boot-type:	zeilboot	Breedte:	5,26 m
Categorie:	tweedehands boot	Bouwjaar:	1991
Ligplaats:	Verenigd Koninkrijk, Lymington	Hutten:	4
		motor:	Steyr SE236E40 Engine (2023), 230 PK (169 kW), diesel

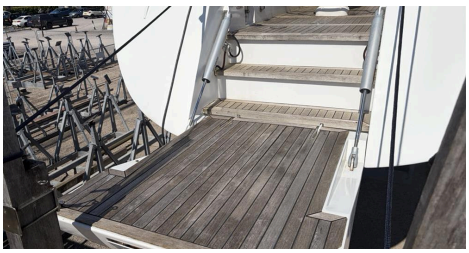
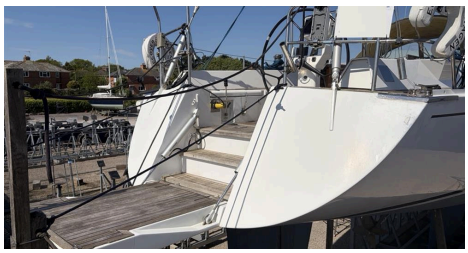
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Website: https://www.findaboat.co.uk
Talen: Engels







Details

Boot-ID	**s320924**
Designer	**David Thomas**

Technische gegevens

Diepgang	**3,10 m**
Watertank	**650 ltr**

motor

Model	**Steyr SE236E40 Engine (2023)**
Motorvermogen	**230 PK (169 kW)**

Uitrusting

Navigatie	**autopilot, GPS, NAVTEX, plotter, radar, VHF-radio**
Technische uitrusting	**220V landstroom aansluiting, acculader, airconditioning, bilgepomp, generator, omvormer, onderwater diepte aanstreping, ontziltingssysteem, boegschroef, stromend water systeem**
Uitrusting dek	**teak dek, zwemplatform**
Interieur	**afzuigkap, barbecue, magnetron, spoelbak**
Consumenten-electronica	**cd, tv**
Veiligheid	**reddingsvesten, reddingsvlot**
Zeilen	**gennaker, spinnaker**

Beschrijving

Thomas Custom 67 ECOVER OF SKAGEN
Thomas Custom 67 | David Thomas Design | Built 1991, Rebuilt 2009

Ecover of Skagen began life in 1991 as Group 4, Mike Golding's winning entry in the Challenge round-the-world race. Built by Devonport Management Ltd to David Thomas's design, she was constructed to withstand sustained offshore punishment - a fact her high tensile steel hull and robust engineering still reflect.

In 2009 she underwent a complete rebuild at Danish Yacht in Skagen, Denmark, emerging as a thoroughgoing luxury cruising yacht. The Challenge interior was stripped and replaced with classical joinery in bird's eye maple with a teak sole; the decks were hand-laid in teak with black caulking; all electrical, hydraulic and plumbing systems were renewed; and a Nordic Mast carbon spar was fitted. The result bears no resemblance to her racing origins save the structural integrity that makes her genuinely capable offshore.

She has since cruised extensively, including a transatlantic passage in 2017 as part of the ARC, with time in St Lucia, Antigua, Martinique and Grenada. She has been maintained since returning to the UK in 2021, and the current owner has invested consistently in keeping her ready for sea.

Key Features & Recent Refit
LOA 67ft / 20.42m; Beam 17ft 3in; Draft 10ft 2in; Displacement 50,000kg
Steel hull; cast iron keel; full depth skeg and steel rudder
New Steyr SE236E40 230hp engine (2023); approximately 15 hours at January 2026
Maxpower 24v 10kW bow thruster; new motor and solenoid 2023
All battery banks replaced throughout 2023
Fisher Panda P25i 24kVA generator; fully refurbished 2023
Rod rigging 5-year service completed 2024; all running rigging replaced 2024
Reckmann hydraulic genoa furler; Halmatro hydraulic vang, backstay rams and outhaul
North Sails furling genoa (2020); full sail inventory including trysail and storm staysail
Furuno electronics suite: Max, Sea, Nav, Net II, Class A AIS, radar, GPS, Navtex, VHF; Simrad AP50 autopilot
8 berths in 4 cabins; all en-suite; owner's full-beam aft double; two guest cabins; crew forepeak
Central plant reversible air conditioning throughout; Webasto serviced 2023
Sea Recovery watermaker; 1,378 litres fuel; 650 litres fresh water

Broker's Summary

Ecover of Skagen represents a rare convergence of proven structural integrity and quality finish. Her steel hull and Challenge-built backbone give a blue-water buyer genuine reassurance; her 2009 refit and the systematic maintenance of recent years mean there is little left to do before departure. The new engine alone represents a material reduction in the uncertainty a purchaser normally accepts when buying a yacht of this age and size. At the asking price, she offers capability, comfort and ocean-ready condition that would cost considerably more to assemble from scratch.
Full Specification and InventoryFew yachts offered for sale carry a history as clear and well-documented as Ecover of Skagen. She was built in 1991 by Devonport Management Ltd as one of the original Challenge 67 fleet, and competed as Group 4 under Mike Golding, winning her class in the round-the-world race against prevailing winds and currents. That pedigree is not merely decorative: it tells you that the underlying structure of this yacht was designed and built to sustain the most demanding offshore conditions a yacht can encounter.

In 2009 she was taken to Danish Yacht in Skagen, Denmark, for a rebuild of thoroughgoing ambition. The Challenge interior and deck arrangement were stripped entirely. She emerged with a classical cruising layout finished in bird's eye maple with a teak sole, hand-laid teak decks with black caulking throughout, a carbon spar from Nordic Mast, and a complete replacement of all electrical, hydraulic and plumbing systems. The result is a vessel that reads and presents as a purpose-built luxury cruising yacht. Her racing origins are evident only in her hull form, her structural robustness and the exceptional quality of her winch and hydraulic arrangements.

The current owners purchased her in France in 2014 and have sailed her extensively, including a transatlantic passage in 2017 as part of the ARC, followed by extended cruising in St Lucia, Antigua, Martinique and Grenada. She returned to the UK in 2021 via the Azores.

Maintenance during the current ownership has been systematic and well-documented. In 2023 a new Steyr SE236E40 230hp engine was fitted, giving her barely 15 hours at the time of listing. The hot water system was refurbished, all batteries replaced throughout, rudder bearings renewed, bilge pumps and windlass serviced, and hydraulic hoses replaced. In 2024 the rod rigging received its full five-year service and all halyards were replaced, navigation lights were renewed, and all mast LED lights replaced. The life raft, lifejackets and fire extinguishers have all been serviced within the past two years. This is not a yacht requiring a list of deferred work; she is ready for her next passage.

Ecover of Skagen accommodates eight in four cabins, each with its own en-suite heads and shower. The owner's cabin occupies the full beam aft, with a double berth of 150 by 210 centimetres, a two-seat sofa, dressing table and ample stowage. Two guest cabins forward of the saloon and a crew cabin in the forepeak complete the arrangement. The saloon is generous by any standard, with leather sofas, a dining table seating six, a Bose sound system and a concealed widescreen television that rises electrically from behind the seating. A separate nav station carries the full Furuno electronics suite and Simrad autopilot.

On deck the layout is clean and seamanlike. The hydraulic systems manage the genoa furler, vang, backstay rams and mainsail outhaul, reducing the physical effort required of a short-handed crew. Anderson primary and secondary winches handle the sail plan efficiently, and the Reckmann hydraulic genoa furler is well suited to extended offshore passages. The teak bathing platform opens hydraulically via remote control, giving straightforward access from a tender or from the water.
Full Specification & Inventory
Principal Dimensions
LOA: 67ft / 20.42m
LWL: 55ft / 16.76m
Beam: 17ft 3in / 5.26m
Draft: 10ft 2in / 3.1m
Displacement: 50,000 kg / 110,231 lb
Hull Material: High tensile steel
Builder: Devonport Management Ltd
Designer: David Thomas
Year Built: 1991
Year Rebuilt: 2009, Danish Yacht, Skagen, Denmark
Official Number: 721998
Classification: MCA SCV Cat 0 (6 persons), Cat 2 (14 persons) — not currently in date
Accommodation: 8 berths in 4 cabins

Construction
Hull: High tensile steel shell plating over T-bar longitudinals and angle ring frames
Keel: Cast iron, by Iron Brothers Ltd
Keel Bolts: 16 x 30mm
Rudder: Steel; full depth skeg; ertalite bearings. Rudder removed, bearings replaced 2023
Deck: Hand-laid teak with black caulking throughout
Bathing Platform: Teak; hydraulically operated via fixed and wireless remote control
Antifouling: 2023

Engine & Machinery
Engine: Steyr SE236E40, 230hp (new 2023)
Engine Hours: Approx. 15 hours at January 2026
Gearbox: ZF63A
Throttle: ZF Microcommand 91100 electric throttle (serviced 2023)
Propeller: 28" Gori 3-blade folding (2009)
Steering: Lewmar carbon steering wheel
Bow Thruster: Maxpower 24v 10kW; new motor and solenoid 2023

Electrical Systems
Voltage: 24VDC and 220VAC
Domestic Batteries: 6 x Rolls R12-200 AGM (all new 2023)
Emergency Lighting: 2 x Exide EP900 AGM 100Ah
Generator Start: 1 x Optima Blue Top 50Ah / 975CCA
Engine Start: 1 x Optima Blue Top 50Ah / 975CCA

Bow Thruster / Windlass: 4 x Optima Blue Top 50Ah / 765CCA
GMDSS Batteries: 2 x Exide Sonnenschein GF12 044Y
Battery Chargers: 2 x 100A Mastervolt (house); 1 x 30A Mastervolt (bow thruster / windlass); 1 x 10A GMDSS; 1 x 10A emergency lighting; 1 x 15A engine / genset start; 1 x 30A bow thruster
Alternator: 150A at 24VDC
Generator: Fisher Panda P25i, 24kVA, 3 x 230V 50Hz (2009; fully refurbished 2023). Approx. 1,804 hours at January 2026
Shore Power: 3 x 208V or 3 x 400V through 20kVA transformer; 1 x 220VAC at 32A backup; 2,500W inverter bus
Hydraulic Powerpack: Anderson 2 x 3kW 24VDC; Halmatro manual hydraulic panel
Hydraulic Hoses: All replaced 2024 (mast, furlers, transom platform)
Lighting: LED throughout (new 2023)
Navigation Lights: All new 2024; mast LED LOPO lights replaced 2024

Plumbing & Tankage
Fresh Water Pressure: Jabsco hydrophore system (2009; serviced 2024)
Fresh Water Pumps: Jabsco Double Stack 24v, 22 lpm (new 2023); new accumulator tanks
Water Heaters: 2 x water heaters; full refurbishment and new elements 2023
Watermaker: Sea Recovery (2009)
Bilge Pumps: Jabsco; all serviced 2023
Fuel Capacity: 1,378 litres diesel
Fresh Water Capacity: ; tanks cleaned, new seals and senders 2023
Grey / Black Water: 340 litres; grey waste sump boxes replaced 2023
Tank Monitoring: Monitoring system fitted; tanks vented to mast; pipework pressure tested

Navigation & Electronics
Chart Plotter / PC: Furuno Max, Sea navigation and communications PC integrated with Nav, Net II helm display (2009)
GPS: Furuno GP32 (2009)
Navtex: Furuno NX300 (2009)
Compass: Furuno satellite compass (2009)
AIS: Furuno FA150 Class A transceiver (2009)
Radar: Furuno Nav, Net black-box (2009)
VHF / DSC: Furuno DSC VHF (2009)
Autopilot: Simrad AP50
Instruments: Furuno FI system with 4 displays at helm (2009)
Satellite Communications: Thrane & Thrane Fleet Broadband 250 (2009)
Alarm System: IP addressable fire and bilge alarm with SMS alerting (2009)
Navigation Computer: Navigation / communications computer via UPS

Rig & Sails
Mast: Nordic Mast 3-spreader carbon, painted white (2009)
Boom: Nordic Mast carbon Park Avenue, painted white (2009)
Spinnaker Pole: Nordic Mast carbon, painted white (2009)
Rig Dimensions: P: 22.28m | J: 7.825m | E: 7.4m | IG: 24.24m
Standing Rigging: Rod rigging; 5-year service completed 2024
Running Rigging: All replaced 2024
Reefing: 2 reef points; single-line or traditional slab reefing
Genoa Furler: Reckmann hydraulic
Hydraulic Systems: Anderson 2 x 3kW 24VDC powerpack; Halmatro manual hydraulic panel; Halmatro hydraulic vang, twin backstay rams and mainsail outhaul
Primary Winches: Anderson 72ST 2-speed (x2)
Secondary Winches: Anderson 58ST 2-speed (x2)
Halyard Winches: Anderson 58ST 2-speed (x2)
Mainsheet: Anderson captive reel winch
Genoa Tracks: Harken (2009)
Genoa: North Sails furling genoa (2020)
Mainsail: North Sails full-batten Spectra laminate with ECOVER logo (2009)
Yankee: North Sails Spectra laminate with tiger stripe livery (2009)
Staysail: North Sails Spectra laminate with tiger stripe livery (2009)

Gennaker: North Sails nylon cruising gennaker with ECOVER logo (2009)
Storm Sails: Dacron trysail and storm staysail by Hoods

Deck Equipment & Anchoring
Cockpits: Forward guest cockpit and aft sailing cockpit with fold-away dining table
Stanchions: Full stanchions and guard wires with additional handholds on cabin top
Windlass: Lewmar 24VDC 2kW with 100m chain (serviced 2023)
Chain: 1 x Solid Zinc G40 100m (new 2023)
Cleats: Aluminium, fore and aft
Deck Wash: Anchor wash and deck wash pumps; new raw water pump 2023
Deck Hatches: All removed and overhauled as required 2023
Cushions: Cockpit cushions supplied

Accommodation
Layout: 8 berths in 4 cabins; all en-suite; bird's eye maple joinery throughout; teak sole
Owner's Cabin: Full-beam aft; double berth 150 x 210cm; two-seat sofa; dressing / writing table; full-length hanging locker; hidden secure locker; LCD TV; en-suite heads and shower
Guest Cabin (Starboard): Lower berth 100 x 210cm; upper berth 80 x 210cm; drawers and hanging space; en-suite heads and shower
Guest Cabin (Port): Lower berth 85 x 210cm; upper berth 80 x 210cm; drawers and hanging space; en-suite heads and shower
Crew Cabin: Forepeak; twin berths 210cm; drawers and hanging space; en-suite heads and shower; accessible from deck or port guest cabin
Saloon: 250cm headroom; leather sofas; dining table for 6; concealed electric widescreen TV; Bose sound system; extensive stowage; wet locker to starboard
Galley: Open plan, aft to starboard; bird's eye maple cabinetry; Corian worktops; ENO 4-burner gimballed gas stove with oven and grill; 2-drawer refrigerator; top-access chest freezer; Siemens microwave; extractor fan; stainless sink with mixer tap
Navigation Station: Open station adjacent to companionway; full-size chart table; full AC and DC control panels
Heads: Vetus electric heads throughout

Domestic Systems
Air Conditioning: Central plant reversible system with air-handlers for all cabins; Webasto serviced 2023 with new saltwater coolant pump
Entertainment: Bose sound system in saloon; LCD TV in owner's cabin; TV in saloon (new 2023); CD / radio in crew cabin
Lighting: LED throughout (new 2023)

Safety Equipment
Liferaft: Crewsaver 95062 Ocean ISO 8-person container, over-24hr pack (2023; serviced 2024)
Lifejackets: Viking (serviced 2023)
Fire Suppression: Seafire 1230 automatic unit with shutdown and monitor control (2023)
Fire Extinguishers: 4 x 2kg dry powder; 1 x 4kg dry powder; 1 x 6kg dry powder (all 2023; all serviced 2024)
Alarm System: IP addressable fire and bilge alarm with SMS alerting
Gas Certification: 2023
Navigation Lights: All new 2024

Summary of Recent Maintenance
2023: New Steyr engine; new battery banks throughout; hot water system refurbished; fresh water pumps replaced; rudder bearings renewed; bilge pumps serviced; windlass serviced; new bow thruster motor and solenoid; hydraulic hoses replaced; grey waste sump boxes replaced; water tank seals and senders replaced; new LED lights; new navigation lights; Webasto air conditioning serviced; generator refurbished; ZF throttle serviced; deck hatches overhauled; antifouling; gas safety certification; life raft, lifejackets and fire extinguishers serviced; raw water deck wash pump replaced
2024: Rod rigging 5-year service; all halyards and running rigging replaced; hydraulic hoses replaced (mast, furlers, transom platform); mast LED LOPO lights replaced; navigation lights replaced; fire extinguishers serviced; liferaft serviced; fresh water pressure system