

Horizon

Proven Bluewater Cruising Yacht



85.000+ nautical miles | Two circumnavigations | Designed for short-handed ocean sailing

Introduction

Horizon was built with an eye for detail.

A 50-foot ketch. Hull, deck, superstructure and keel in seaworthy aluminium.

One-off design

A unique design, inspired by the work of the legendary Steve and Linda Dashew, who created a series of bluewater sailing yachts such as “Sundeer” and “Beowulf”. Fantastic, but too expensive.

The creation of Horizon was guided by the current owner/skipper.

In close cooperation with naval architect Peter Bosgraaf, Horizon was designed by him as a safe and comfortable ocean-going sailing yacht for a small crew.

Some individual features of Horizon can undoubtedly also be found on “standard” sailing yachts, but the combination of requirements in the design specification led the owner to create a one-off design.



Big oceans. Small crew.

From sheltered local waters to the open ocean, Horizon takes you there safely. From mooring in Sixhaven in Amsterdam to anchoring in the lagoon of Ahé in the Tuamotus.



Horizon gives you comfort on long voyages: a robust yacht with little heel and spacious sleeping accommodation in the forward and aft cabins. And in really bad weather, the amidships sea berth and the saloon settee provide a good alternative.

For expedition voyages, autonomy is essential. Generous diesel and freshwater tanks are integrated into the design. Efficient energy management is part of that. Raising the sails is manual — that is what you have a ketch rig for. The anchor windlass is electric; you simply do not haul it up by hand in deep water. Clear choices.

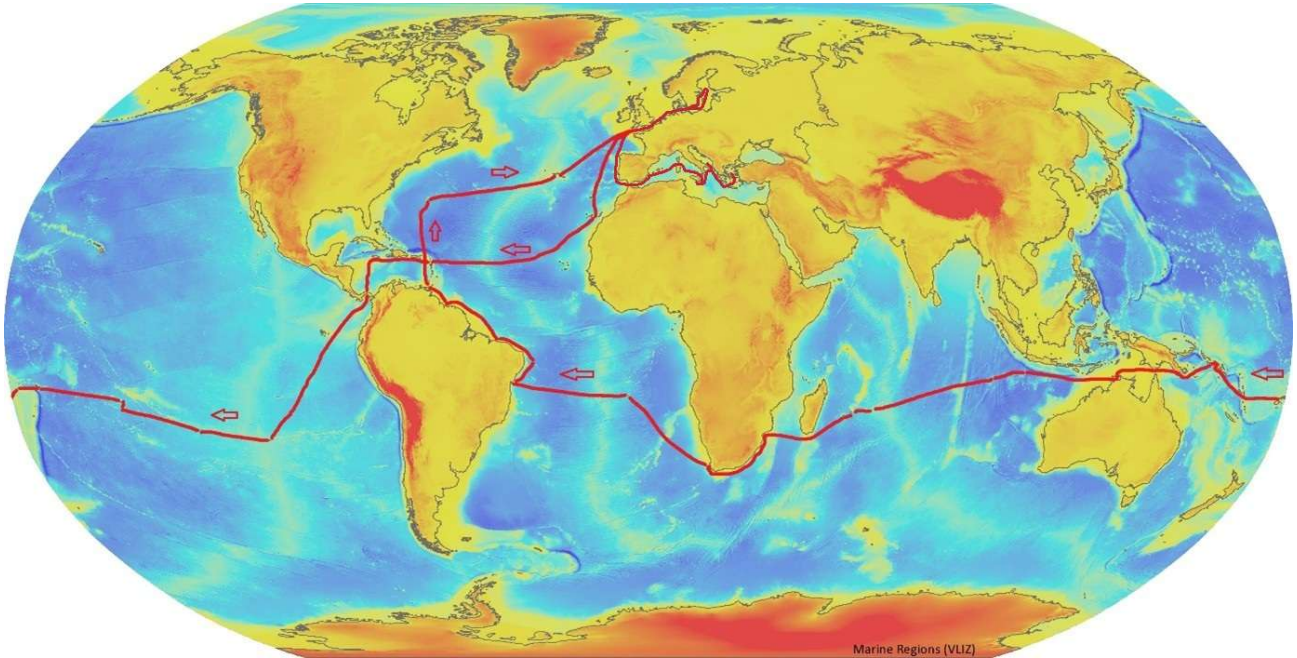
Keep it simple.

The same applies to functional separation: engines, pumps, generator, tools and workbench in the engine room. Sleeping in private cabins. Showering in the shower room. Galley next to the saloon and navigation station. One thing does not interfere with another. And so one person does not get in the way of the other either.

Peace, space, stability.

85,000+ nautical miles

With the same skipper / owner, Horizon has crossed the world's oceans under her own keel. Just a selection of the adventures:



2008	IJsselmeer, Wadden
2009–2010	Baltic Sea, Denmark
2011	English Channel
2013–2016	Mediterranean, Spain, Italy, Greece
2016–2018	1st circumnavigation
2019–2021	Refit during Covid
2022	Baltic Sea, Denmark, Sweden
2024–2026	2nd circumnavigation

Horizon sails a wide variety of waters, from the standing-mast route in Groningen to the Strait of Messina, from the IJsselmeer to the South Pacific, from Helgoland to Niue.



Discover remote places



This is not merely a youthful dream, but a real-life experience. Sharing the Panama Canal locks with ocean-going ships. Exploring the Galápagos Islands. Enjoying the high volcanic peaks of the Marquesas Islands. Joining the tourist bustle of Tahiti. Experiencing the authenticity of the villages of Ghupuna, Port Mary, Santa Ana in the Solomon Islands. The isolated Saint Helena, steeped in the history of the Boer Wars and Napoleon Bonaparte. Experiencing the culture of settlements along the Suriname River. Comparing the French character of Martinique with the English influences of Antigua and Bermuda.

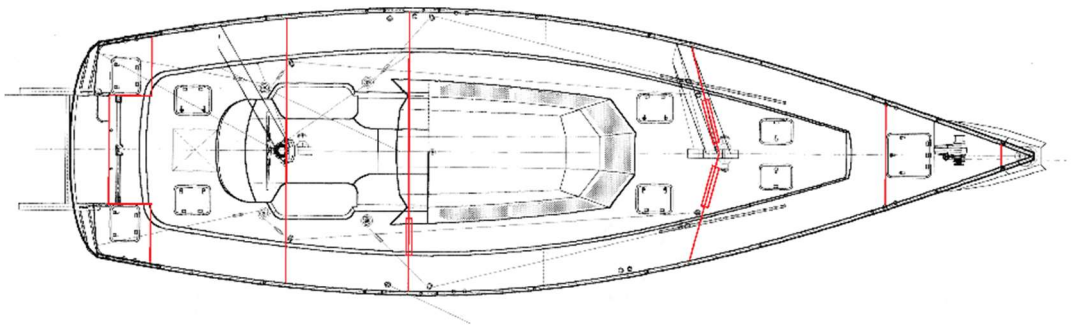
Design & Safety

The key characteristics of a safe and comfortable yacht can only be achieved when they are embedded in the original design.

Compartmentalisation:



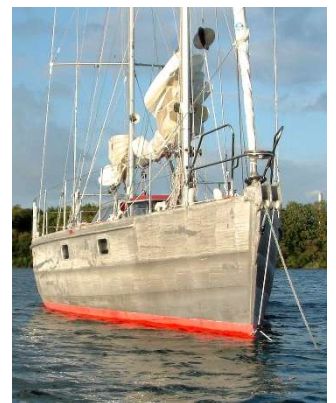
There are four watertight bulkheads creating five watertight compartments. Three watertight doors are incorporated in the interior.



Length makes smooth sailing

Hull shape:

The waterline length is maximised within the 50-foot design. This provides not only speed, but also course stability, while manoeuvring in harbours and tight anchorages remains easy thanks in part to the choice of keel and propeller. The bow is sharp at the waterline. Horizon cuts through the waves instead of suffering the notorious pounding over the waves.



Ergonomics:

The saloon is optimally arranged for sailing in open water: although the space is generous and feels spacious, handholds and walls are always close at hand. If you are caught by an unexpected wave, you cannot fall far.

The special seats at the pilothouse entrance are the best seats on board: all-round visibility, a view of the instrument panel, direct contact with the people outside and a central position, even in wet conditions.



Sailing at ease

From the navigation station there is a clear view of the horizon and the navigation equipment, with direct contact with the crew in the cockpit.



Steering:

A yacht must be manoeuvrable while also maintaining course stability. The ketch rig allows the sail plan to be trimmed for every condition, making the yacht course-stable. A fast and strong rudder system makes the yacht manoeuvrable. A well-designed hull provides optimum steering behaviour in waves.

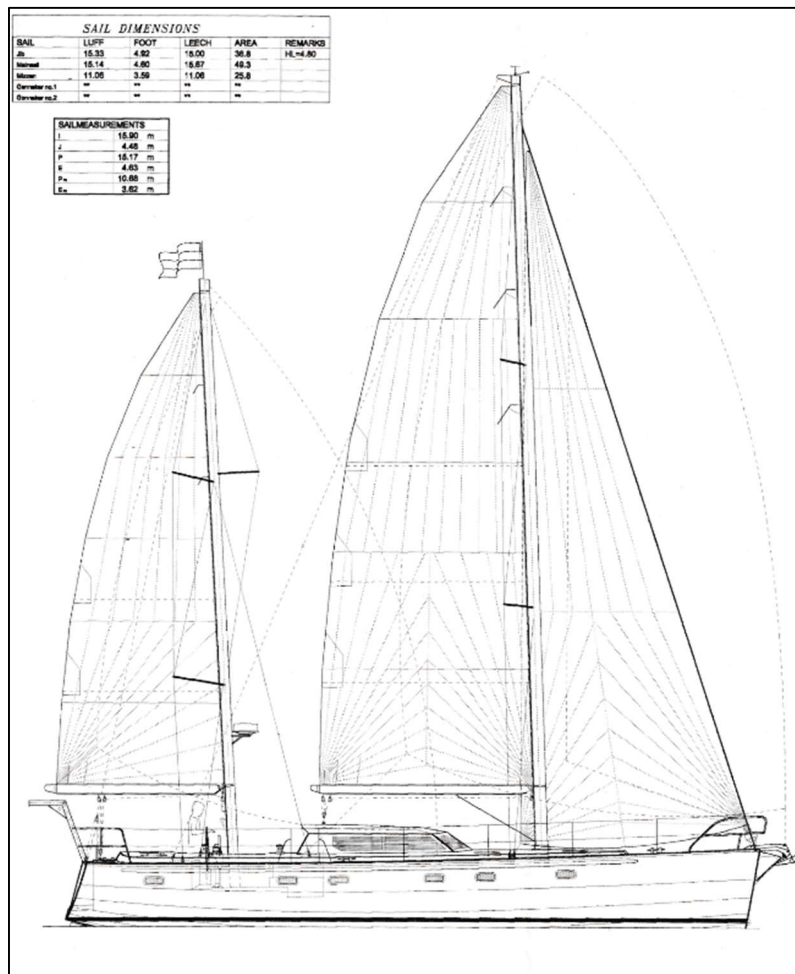
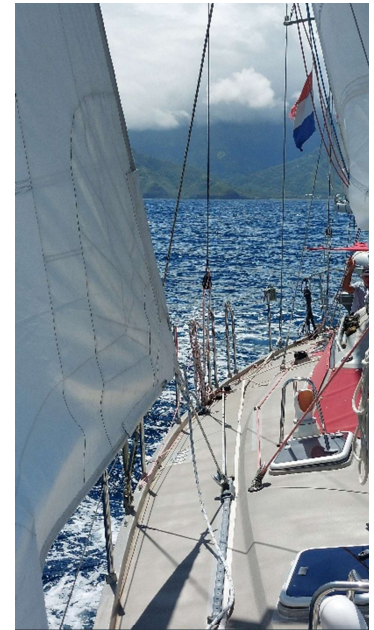


The steering system is hydraulic. This makes the steering extremely powerful and fast, while keeping the installation flexible. All systems are mounted below deck and are therefore protected from the effects of salt water.

The autopilot is hydraulic as well. The W-H Autopilot AP-4 is by far the best helmsman on board. It has more than lived up to its reputation in storm conditions.

The total sail area of 116 m² is divided over three sails.
Depending on wind strength, wind angle and wave pattern, you can adjust the ketch rig. Close-hauled, once properly trimmed, Horizon can steer herself — without a helmsman or autopilot!

You are in control



In short:

Intrinsic safety through choices made in the design process. A relaxed crew through built-in ergonomics. And comfort in rough seas make long voyages a great adventure.

Systems on board

Energy supply:

For long ocean passages, a robust energy supply is essential.

The diesel generator provides sufficient quiet power to charge the large battery bank quickly.

An adequate and well-fused distribution network delivers power to small and large consumers such as the refrigerator, autopilot and navigation equipment.

Via the inverter, ordinary kitchen appliances such as a kettle and coffee maker can be used.

As a back-up, the hydrogenerator, like the main engine, provides sufficient power to supply at least the navigation equipment and autopilot.

Fuel:

When crossing an ocean, you can also encounter extensive areas of little or no wind.

Horizon was designed with a generous fuel tank, sufficient for approximately 1,500 nautical miles under power. On a passage from Ascension Island to the Azores, approximately 3,000 miles, you can comfortably alternate between sailing and motoring depending on the wind.

The diesel system is, of course, carefully designed with a day tank, filters and vents for trouble-free operation.

The large inspection hatches make maintenance easy and thorough.



Autonomy on the ocean

Propulsion:

You want to be able to rely on it: start and go.

At the heart of the mechanical drive is the naturally aspirated 92 hp diesel engine. Simple and robust.



The engine fits exactly through a hatch in the cockpit sole. Convenient for installation and removal.

A well-engineered propeller shaft system makes motoring with Horizon a pleasure. The controllable-pitch propeller allows optimum motor-sailing, reverse propwalk, and feathering while sailing. This makes the entire engine installation efficient.

Water supply:

A simple way to achieve autonomy is to carry sufficient fresh water.

Large water tanks are integrated into the design, positioned low in the yacht for stability.

For extra comfort, a pressurised water system is installed, and hot water is also available via the boiler.

A foot pump is also provided as a back-up in the event of a power failure.

Two filters complete the system, making it robust and simple.

Navigation:

For safe and efficient passage-making, the dot on the chart alone is not enough; “situational awareness” is also essential.

The navigation table and its instruments are complete and clearly arranged.

The digital chart shows you where you are. Via AIS, you get a digital picture of other shipping, both near and far. The radar screen adds information representing the physical surroundings.



Weather updates, including weather routing, are received via the satellite connection.

The VHF radio enables targeted communication with nearby vessels: listening and calling.

Together with your own observations, the instrumentation provides a complete picture and enables the skipper to make well-founded decisions for safe passage-making.

Heating:

Pleasant and quiet warmth helps everyone function well on board.

Integrated convectors are installed throughout the cabins and saloon, heat supplied by the Webasto water heater. The wet cell also has a warm-air fan.



Life on board

It is not the technology that makes the yacht special. It is more the space and tranquillity that Horizon gives her crew during long ocean passages.

Maintenance becomes a pleasure:

One of the key design specifications is that you can work on the engine while life on board simply continues.

Who does not know the mess on board when the companionway steps have to be removed and side panels taken away, requiring the cabin in question, which serves as storage space, to be cleared first?

That is why Horizon has a spacious engine room across the full beam of the yacht, between the saloon and the aft cabin.

All machinery is therefore easily accessible, reachable and well illuminated.

“I’m just in the engine room!”, otherwise they will come looking for you...



Flexible sleeping:

You live and sleep together in a small space, in changing conditions. A good night's sleep is essential.

The forward cabin gives the skipper and skipper's partner plenty of room. In the wide bed you can even sleep athwartships, comfortably while heeled.



In the aft cabin, the other crew members have a great place to sleep in the two separate berths.



For a change, there is also the saloon settee and the amidships sea berth, for when the sea gets rough or simply when you feel like it.

Well rested, nice sailing

This already illustrates Horizon's design philosophy: small crew and big voyages.

With a two-person crew, Horizon is easy to sail. For long ocean passages, a third or even fourth crew member may nevertheless be desirable for safety reasons.

Horizon makes this possible.

Watchkeeping the Horizon way:

On board Horizon, watchkeeping at night with three crew members is generally a three-part rotation: 2 hours on, 4 hours off. With two watches during the night and 8 hours of sleep, you stay alert. In practice, this schedule works well for a 21-day passage (Galápagos–Marquesas). With four people we use a different schedule: four 3-hour watches, giving each person 9 hours of sleep during the night. Easy.



Because of the central location of the galley, the person on watch can happily make drinks and food without disturbing those sleeping. Because the galley is directly opposite the navigation table, you can keep an eye on all the instruments while preparing food. Very handy!

Everyone on board is involved in everything this way. Quality time.

Safe cooking in the galley:

A cooking stove at sea can also be a hazard: during a heavy lurch caused by a large wave, either the hot contents of the pan end up in your lap or you fall onto the pan yourself.

In Horizon's design, the cooking stove is therefore installed athwartships rather than on gimbals. And you yourself stand securely in the recess between the seat and the worktop.

Because of the yacht's stability, narrow, high-sided pans are sufficient to keep their contents in the pan.



So good cooking is safe cooking.

Happy sailing in safety by design

Protection from the elements:

Sun and water, heat and cold are ever-present at sea. There is a sheltered place to be found



throughout the yacht. Inside, you can relax on the saloon settee, fore-and-aft or athwartships, or actively keep watch from the special seats at the pilothouse entrance, or outside in the cockpit directly behind the pilothouse.

Or enjoy the fresh air under the bimini stretched over the cockpit between the many stays of the two masts.

Or inside in the aft cabin.

Or on the comfort seat on the foredeck or in the wide side deck.

In the (sub)tropics, finding a place in the shade is usually the challenge; on board Horizon, that is no problem.

Maintenance

Horizon has of course been well maintained over the years. A few examples:

In 2021, the Perkins M92B was replaced with the same type of engine, one-for-one. Instead of carrying out a major service after 11 years and 44,000 nautical miles of intensive use, a trade-in deal proved very attractive. So we took it.

Naturally, the starter batteries, damper plate and soft engine mounts were replaced at the same time.

The new engine has approximately 2,220 hours on the clock.

In 2022, the standing and running rigging was replaced with new rigging by Tuned Rigs & Ropes Enkhuizen.

In 2021, the underwater hull was completely blasted and recoated with epoxy by Hooghiemstra Uitwellingerga. And, of course, antifouled.

In 2020, the generator was preventively inspected and re-adjusted at the Fisher Panda factory.

In 2020, the controllable-pitch propeller unit and propeller shaft were preventively inspected and re-adjusted at the West-Mekan factory.

In 2024, the four Lifeline batteries were replaced with new ones.

In 2026, a new Furuno GPS GP-39 was installed. The old unit was still functioning perfectly well (there is still a second one installed in the aft cabin), but addressing the well-known rollover-date problem made investment in a new GPS unavoidable.

In 2026, all sails and also all mast-track cars were replaced by North Sails Cape Town.

The equipment mentioned in the examples above is so important for the safe operation of Horizon that preventive maintenance has never been economised on.

Quite apart from that, routine maintenance is a daily, or at least regular, activity. It is part of the lifestyle on board a bluewater cruiser.

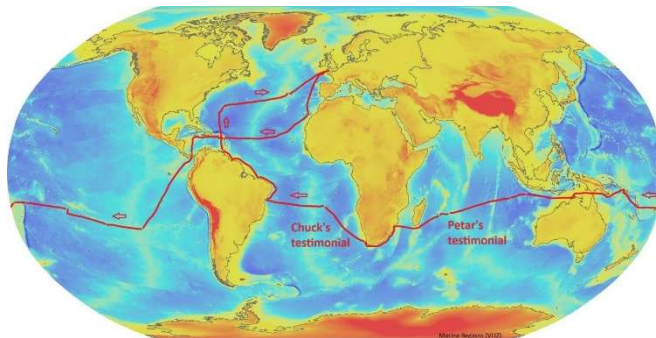
As with any ocean-going yacht, Horizon has a number of routine maintenance items that can be dealt with by the next owner. These are fully documented and can be discussed during the inspection.

85.000 miles done. Ready for what comes next.

Naturally, the current owner is willing to provide help and advice when carrying out maintenance work. You will not be on your own.

References

During the latest circumnavigation, several crew members joined us for some ocean passages. They spent several months experiencing Horizon in the real world, on the open ocean.



Testimonial by Chuck, USA

I sailed on Horizon from Cape Town, South Africa to Cabedelo in Brazil in January and February 2026 and believe:

Designed to go anywhere.

Multiple layers of safety

If you want an expedition boat that will take you anywhere in the world safely...Horizon

Chuck



Testimonial by Petar, Bulgaria

I sailed on Horizon from Darwin, Australia to Cape Town, South Africa (August to December 2025) and advise:

Safe wide side decks and secure handholds where needed.

Ketch rig giving safe handling in strong winds

“next level” of operation compared to standard cruising boats

She will give you peace of mind exploring all seas and oceans

Petar

Specification

Dimensions	14.96 x 4.40 x 1.75 x 18.1 metres (length x beam x draught x air draught) LOA 16.80 metres (incl. bowsprit and davits)
Material	Aluminium
Year	2007
Location	Netherlands
Engine	Perkins M92B 92 hp
Berths	5 + 1

Overview:

The Stern 50 is a ketch-rigged aluminium yacht for the true enthusiast. Ready for a trip around the world. Designed by Bosgraaf Yacht Design.

Special design details for safety and comfort during bluewater sailing:

- 5 watertight compartments (with 3 watertight doors)
- no large open spaces in saloon, so no risk of falling when in big waves
- special settee in pilothouse at door to cockpit, ideal for watchkeeping, overlooking nav station and outside world
- sea berth for comfortable sleeping
- saloon settee used as 2nd sea berth
- full-beam engine room for easy access to equipment without disturbing daily business in saloon and sleeping areas
- ketch for lower air draught and smaller sails, easier to handle short-handed
- relatively shallow draught for comfortable anchoring in tight spaces

Horizon has already sailed more than 85,000 nautical miles on coastal waters and all oceans, all with the first and only owner (builder and skipper) and one or more crewmembers.

General:

Designer	Bosgraaf Yacht Design
Hull shape	Multi-chine
Deck construction	Aluminium (sandblasted for anti-slip)
Superstructure	Pilothouse, aluminium (sandblasted for anti-slip)
Windows	Surface mounted windows: 20 mm cast PMMA, clear.
Hatches	Lewmar Ocean/Mid hatches
Vertical clearance	18.1 m
Draught	175 cm
Displacement	18,000 kg
Ballast	7,000 kg
Steering system	Steering wheel, hydraulic, outside
Rudder	Single. Balancing rudder
Headroom	Salon at entrance: 251 cm Saloon: 196 cm Galley: 188 cm Nav.corner: 185 cm Rear cabin 167 cm Front cabin: 196 cm
Boat insulation	sprayed 2-component PUR (engine room Rockwool)
Antifouling	2021: by Hooghiemstra, blasting + epoxy + antifouling 2025: antifouling

CE	N/A (Wet Pleziervaartuigen 1996 Article 2 sub i, built for own use)
Purpose of use	designed and built for navigation at sea, including the high seas and oceans

Refit 2019-2022:

- new standing rigging
- new engine Perkins M92B
- generator overhaul at factory Fisher Panda
- propeller shaft system overhaul at factory West-Mekan
- new Phyton flexible coupling
- new damper plate
- hydrogenerator overhaul at factory Watt&Sea
- underwater ship treatment complete
- new gearbox and E-motor anchor winch (Muir)

Maintenance:

- 2024 new 4 Lifeline batteries GPL-8DL
- 2026 new Furuno GPS GP-39
- 2026 new set of sails by North Sails Cape Town (Jib, Main and Mizzen)

Accommodation:

Layout inside/outside	forepeak with anchor box; forward cabin with double bed; saloon with wet cell, galley and navigation table; engine room; aft cabin with 2 berths and separate toilet; 2x lazarette (Port and Starboard); scoop
Cabins	2
Berths	5 + 1
Type interior	Plywood finished with mahogany timber, Herreshoff modern white/mahogany
Water tank & material	Aluminium integral : total 1000 liters in 2 tanks
Water tank gauge	Yes, The Tank Tender
Waste water tank	Aluminium integral : total 120 liters in 1 tank
Waste water gauge	Yes
Waste water pump	Yes
Deck suction	Yes
Water system	Double hydrophore system, with spare foot pump
Hot water	Yes, 500W electric 220V + heat from generator cooling water, 60 litres, Allpro
Outside water	Deck Shower
Showers	Yes, in wet cell, separate shower room
Toilets	2x Raritan Vacuflush. On 1 of them waste water treatment system Raritan LectraSan MSD type I (needs repair)
Television	No (though digi TV splitter on VHF antenna present)
Cooker & fuel	Eno 4 burner with oven. Propane.
Oven	Yes
Microwave	Yes
Fridge	Waeco Coolmatic BD50F with evaporator DV series 90 VD14N
Freezer	Waeco Coolmatic BD50F with evaporator DV series 90 VD16

Heating	Webasto water heater DBW2010. Circular Tichelmann system with convectors (plus warm-air fan in wet cell and saloon)	
Air conditioning	No	
Bed dimensions:	forward cabin	: 204 x 230 cm
	sea berth	: 200 x 67 cm
	aft cabin	: 202 x 63 cm (2 pieces)
Salon upholstery	Salon sofas navy blue, berths burgundy red	
Mattresses	Custom made cold foam	

Engine, electrics:

Brand	Perkins	
Model	M92B	
Serial number	RE30850U605967Y	
Year	2015; installed/commissioned 2021	
Number of cylinders	4	
Power	92 hp	
Engine hours	2,220 hours (status 07-06-2026)	
Propulsion	West-Mekan "Continuous Pitch Propeller", three-blade, electrically adjustable	
Cooling system	Indirect	
Fuel tanks	Total 1,000 litres in 2 tanks (including 1 day tank, 188 litres above engine)	
Fuel tank material	Aluminium	
Fuel tank gauge	Yes, The Tank Tender	
Tachometer	Yes	
Oil pressure gauge	Yes	
Temperature gauge	Yes	
Batteries	Household battery bank: 4x Lifeline GPL-8DL 255 Ah (2024) Total 510 Ah @ 24 VDC Secondary back-up: 2x Powerider PRDG12-260AT 260 Ah (2025) Total 260 Ah @ 24 VDC	
Starter battery	Perkins 2x Optima RedTop (2020)	
Starter battery	Genny 1x Optima RedTop (2020)	
Battery charger	Household battery bank: Victron MultiPlus 2500W / 24V Secondary back-up battery bank: Cristec CPS3 24V 30A charger + Victron DC/DC 17A Perkins starter battery: CTEK MXT 4.0 (24V / 4A) (2021)	
Alternator	Yes, standard on main engine	
Generator	Fisher Panda AGT6000 6 kW, 180 A @ 24 VDC (1,576 hours)	
Inverter	Household battery bank: Victron MultiPlus 2500W / 24 VDC Secondary back-up battery bank: Victron 800W / 24 VDC	
Voltmeter	Household battery bank: 4x individual battery monitoring @ 12V Secondary back-up battery bank: 2x individual battery monitoring @ 12V Perkins starter battery: 2x individual battery monitoring @ 12V	
Shore power	Yes, 16 A (switchable 110 VAC @ 16 A)	
Water generator	Hydrogenerator Watt&Sea 600W, 970 mm (2016)	
Voltage	12 V 24 V 220 V	
Battery monitor	Victron BVM-501	
Main battery fuses	Class T fuses, double-pole, 400 A	
24V DC Group fuses	4x Class T fuses, double-pole, 200 A	
24V DC branch fuses	49x Carling Circuit Breakers D-Frame DD-type, 5 A – 100 A	

Navigation and electronics:

Compass	Whitlock
Log/speed	Echopilot Gold FLS
Depth gauge	Echopilot Gold FLS (forward looking sonar)
Wind gauge	Openwind (wireless) (2022)
Navigation lights	Yes, LED
Autopilot	Hydraulic, WH Autopilots AP-04, 0.5 hp
GPS	Furuno GP32 (1x) Furuno GP39 (1x) (2026)
Chart plotter	Lowrance HDS7m (2013)
Radar	Lowrance 4G (2013)
AIS	Easytrx transceiver
VHF	ICOM IC-M505 DCS/ATIS
Navtex	Furuno NX300 (antenna 2022)
Satellite comm.	Iridium GO exec, external antenna, DataHub by PredictWind.
Radar Reflector	Dual active radar reflector Echomax XS (2022)
Navigation PC	Fanless eBOX700-891-FL-PCI-DC Intel Core i3-7101TE CPU (2024)
Charts	Navionics 2016 for Atlantic, Pacific, Indian oceans (SD cards for plotter) Navionics 2024 for Mexico + Caribbean, Chile + Argentina (SD cards for plotter) Scanned Imray charts + originals 2012 for Mediterranean Sea (files for PC, WaypointsGPS Datacharter calibrated)

Rig and sails:

Sailplan type	Semi-top, ketch, full roach
Number of masts	2
Spars material	Aluminium. Dyform 8 to 14 mm (refit 2022, Tuned Rigs & Ropes)
Sails manufacturer	North Sails
Mainsail	2026 50 m ² , NorDac ND94HA white, reefs (3x)
Mizzen	2026 26 m ² , reefs (2x)
Jib	2026 40 m ²
Furling foresail	Furler (continuous line)
Storm jib	Yes, 2007
Gennaker	No
Winches	Andersen 52ST 40ST 28ST
Bowsprit	Fixed aluminium welded construction with anchor bow roller and gennaker attachment point, L=50 cm
Whisker pole	stored onto mast

Deck Equipment:

Main Anchor	Original Bruce 50 kg
Anchor windlass	Muir VCR1500 24VDC Vertical (2007-refit 2022)
Stern anchor	Rocna 40 kg
Sprayhood	Fixed aluminium to pilothouse
Outdoor cushions	3x Comfort Seat (2x2013 1x2022)
Boat cover	2x sailcover Main + Mizzen (2026), furling jib cover (2007, needs repair)
Sea rails	Yes, 90 cm high, with 2x "doors" on each port side
Swimming ladder	Yes, diver version

Dinghy	AB 2016, 2.80 m fixed aluminium bottom (needs repair)
Outboard engine	Mercury 5 hp 2-stroke, 2017
Davits	Yes, fixed aluminium
Mast climber	Topclimber® for solo mast climbing
Mast steps	mizzen 2x main 2x (bottom part for reaching stowed-away sails if needed)

Safety:

Life buoy	Yes
Life raft	Waypoint 4-person, container, 2006, inspected 2022, due for inspection
EPIRB	Ocean Signal SeaSafe E100G, expiry MAR 2027
Bilge pump	5x electric fixed, 1x manual Whale, 1x electric mobile
Fire extinguisher	2x (2022)
MOB system	AIS SART MOB DCS EasyRescue-Pro in lifejacket, 1x (2016), inspected 2022
	AIS SART MOB DCS 3x (2024)
Radar reflector	EchoMax XS dual-band active radar reflector (2022)
	1x spare alu octahedron radar reflector (not installed, ready for installation)
Flares	Ocean Pack (validity expired 2023)
Propane bottle locker	Yes, with drain, for 2 bottles
Safety line	1x safety throw line (2022)

Viewing

Are you looking for a true bluewater cruiser?

Will you sail Horizon on further adventures across the wide oceans?

Horizon is not for everyone.

She is designed for sailors who want to go.

Call to arrange a viewing and for further information.

Our archive contains original invoices, construction drawings, manuals, logbooks, etc. These are available for inspection, of course.

Starting a new adventure with Horizon is, of course, exciting. We will provide you with all the support you need. You will not be on your own.

Address Yacht Brokarage

Jachthaven Strand horst

Palmbosweg 18

3853 LB Ermelo

(+31) 341-561333

haven@strandhorst.com

Opening Hours

Monday to Saturday

08:30 to 17:30

Sunday

10:00 tot 17:30