



1640 - 1994

<https://www.yachtadvert.com/2210-reinke-1640.html>

1 000 EUR incl vat



General

Year : 1994
Beam : 14.76 Ft
Life Raft : No
Leasing in progress : No

Builder : Reinke
Length : 53.81 Ft
Hull : Monohull
Area : , Turkey

Engines

Power Unit. (HP) : 55

Engine(s) : 2
Tank : 1400 L

Facilities

Flybridge : No

Helm : No

Electronics

Radar details : <p>true</p>
Pilot details : <p>true</p>
GPS : Yes
Plotter details : <p>true</p>
Converter 12/220 : No

Radar : Yes
Autopilot : No
Sounder : Yes
Chartplotter : Yes
VHF : Yes
Watermaker : No

Bridge equipment

Hydrolic Gangway : No
Bath platform : No
Winter cover : No
Sprayhood : Yes
Teak cockpit : No
Furling mainsail : No
Mast : 1

Gangway : No
Davits : No
Electric windlass : No
Cockpit awning : No
Teak deck : No
Furling genoa : No
Spinnaker : No

Main equipment

Stern thruster : No
AC : No
Black Water : No
Tender : No

Bow Thruster : No
Marine Generator : No
Hot water : No
Flaps : No
Tender Engine : No

Household appliances

Freezer : Yes

Microwaves : No

Electric stove : No

Washing machine : No

TV antenna : No

SAT-TV : No

IceMaker : No

Oven : Yes

Gas stove : No

Heater : No

Dishwasher : No

TV : No

Various

Reinke 1640 now in the online auction. everyone can bid until 19 January 2026.

Reinke 1640 from 1994 Steel Sailing Yacht with Ocean Experience

The Reinke 1640, built in 1994, is a steel sailing yacht with a length of 16.40 meters and a width of 4.50 meters. This ship was designed by the renowned German yacht designer Kurt Reinke and was built under license at the Deutz shipyard in Cologne. The yacht was originally launched under the name "Lady Bianca" and later served as "Polarwind," an expedition sailing yacht used for charter trips in the Southern Hemisphere, including Tierra del Fuego.

Construction and Materials

The hull of the Reinke 1640 is entirely made of steel, contributing to the robustness and ocean-worthy character of the ship. The superstructure is also made of steel, and the deck features a functional layout suitable for long sea voyages. The mast is made of aluminum, and the rigging consists of a genoa, mainsail, and jib. Both the mainsail and foresail are equipped with a furling system, enhancing ease of sailing. The sails are in reasonable condition.

The clearance height is 21.40 meters, making the ship suitable for ocean voyages but less so for inland waters with low bridges. The draft is 1.80 meters, offering a good balance between stability and accessibility to ports. Inside, there is a headroom of 1.90 meters, providing sufficient comfort on board.

Interior and Living Space

The interior is finished with high-quality woods such as teak and cherry wood, giving a warm and classic appearance. The layout focuses on comfort and functionality, with six fixed berths, a dining area, a fully equipped galley with an oven, stove, refrigerator, and freezer, and a wet cell with an electric toilet and shower. Hot water and central heating are available, making the stay on board pleasant even in colder climates.

Technical Equipment and Motorization

The Reinke 1640 is equipped with two inboard diesel engines, each with 55 hp, both with four cylinders and electric start. The engines are operational. The fuel tank has a capacity of 1400 liters, providing a significant range. The electrical installation includes a battery charger, alternator, inverter, shore power connection, solar panels, and six batteries with a total capacity of 600 Ah. Navigation equipment is abundant, including AIS, radar, GPS, chart plotter, autopilot, depth sounder, log, wind meter, compass, and VHF radio.

Current Condition of the Hull

The ship is currently in a condition where it is not seaworthy. Inspection revealed multiple corrosion-caused holes in the hull, particularly in the area between the keel and the propeller shafts. Some of these holes were sealed with green putty, indicating previous sealing attempts. The damage is mainly concentrated on the port side, where the steel plates are corroded from the inside. Severe corrosion was also found in the aft section, near the wastewater tank and under the shower tray. The first crossbeam in the rear compartment also shows significant rust formation.

History and Use

The Reinke 1640 has an interesting history. After its construction in 1994, the ship was used for ocean voyages and commercial charter trips for many years. In 2020, the ship was sold to the current owner, who discovered water infiltration shortly after purchase. The ship was immediately placed on dry land, preventing water damage to the interior. A lengthy legal procedure followed, but without result. Since then, the ship has not been actively used and is therefore being sold in its current condition.

There is a comprehensive survey report from 2021 describing the condition of the hull in particular. This can be downloaded from the documents. We advise interested parties to review this thoroughly before registering for the viewing day and/or participating in the auction.

Potential and Future Possibilities

Although the ship is currently not ready to sail, the design and construction of the Reinke 1640 offer possibilities for restoration and future use. The solid construction, spacious living area, and extensive equipment make the ship suitable for long journeys and even living on board. For a buyer with technical knowledge or willingness

to restore, this ship could be a project with potential for renewed deployment at sea.

Summary

The Reinke 1640 is, after refit, once again an ocean-worthy steel sailing yacht with a rich history and functional equipment. The ship requires structural repairs to the hull before it can be put back into use. With its dual motorization, extensive navigation equipment, and comfortable interior, it is a ship that, after restoration, could once again be suitable for long-distance voyages or as a liveaboard vessel.

