



37 Ketch - 1976

<https://www.yachtadvert.com/2540-gib-sea-37-ketch.html>

10 000 EUR incl vat



General

Year : 1976
Beam : 12.47 Ft
Hull : Monohull
Area : , Netherlands

Builder : Gib Sea
Length : 38.39 Ft
Draft : 6.23 Ft
Life Raft : No
Leasing in progress : No

Engines

Model : 4JH3E
Power Unit. (HP) : 40
Tank : 130 L

Engine Brand : Yanmar
Engine(s) : 1
Hours : 1646

Facilities

Flybridge : No

Helm : No

Electronics

Autopilot : No

Sounder : Yes

Chartplotter : No

Converter 12/220 : No

Radar : No

Pilot details : <p>true</p>

GPS : Yes

VHF : Yes

Watermaker : No

Bridge equipment

Hydraulic Gangway : No

Bath platform : No

Winter cover : No

Sprayhood : Yes

Teak cockpit : No

Furling mainsail : No

Mast : 2

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 : No

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

Gib Sea 37 Ketch now in the online auction. everyone can bid until 20 April 2026.

Gib Sea 37 Ketch (1976) €œPhilou€ €“ classic ketch-rigged sailing yacht with seaworthy lines

The Gib Sea 37 Ketch €œPhilou€ is a characterful GRP sailing yacht from 1976, built by Gibert Marine and designed by Michel Joubert. This type is known as a round-bilge cruiser with a pleasant balance between comfort and sailing performance, appealing especially to sailors who appreciate a classically lined vessel with a ketch rig. With a length of 11.70 metres, a beam of 3.80 metres and a draft of 1.90 metres, Philou offers a mature displacement and a stable platform on both inland waters and coastal waters.

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Design, hull and handling

The round-bilge GRP hull gives the Gib Sea 37 Ketch a calm motion in the waves and good directional stability. The single rudder and wheel steering in the cockpit provide familiar handling, while the self-draining cockpit contributes to safety and ease of use in varying conditions. This is a sailing yacht that has proven itself in practice: the vessel has sailed for many years on the North Sea and along the coasts of Belgium, France and England, and also has experience heading towards the Mediterranean. That cruising history underlines that the design is intended for serious miles, with a comfortable cockpit layout for longer days on board.

Ketch rig and sail plan: trimming with control

A key advantage of this Gib Sea 37 is the ketch rig with two aluminium masts. The sail plan consists of mainsail, genoa and mizzen, with the headsail fitted with a furling system. In practice, this means the sail area is spread over multiple sails, making trimming straightforward and reefing or adapting to changing wind often less demanding than on a comparable sloop rig. For cruising with a small crew, this is an attractive concept: you can balance the boat using combinations of genoa, mainsail and mizzen, and sail comfortably in a wide range of conditions. In 2021, Ullman Dacron sails were fitted (mainsail, mizzen and genoa), which is a relevant point for many buyers when assessing a used sailing yacht.

Engine and performance under power

Under the cockpit is a Yanmar 4JH3E inboard diesel engine with 40 hp, electric start and fitted with the usual instruments such as tachometer, oil pressure and temperature gauges, and a fuel gauge. With approximately 1,646 running hours, there is a clear indication of use, consistent with a vessel that has genuinely been sailed. The stated cruising speed is around 11 km/h with a maximum of approximately 13 km/h, while diesel consumption is quoted at around 2 litres per hour. The diesel tank has a capacity of 130 litres, which, combined with the consumption, provides a practical range for harbour manoeuvres, passages in tidal waters, or motoring hours during longer crossings.

Comfort and layout: headroom and berths

Inside, Philou offers headroom of approximately 1.80 metres, making time on board practical for weekend trips and holidays. There are two cabins and a total of five fixed berths, plus two additional berths for guests or (grand)children. Equipment includes mattresses, an oven and hot water, making the vessel suitable for comfortable stays in spring and autumn. The manual toilet discharges directly overboard; buyers are advised to check this against regulations and the intended cruising area. Heating is present in the form of hot-air heating, making the yacht attractive for longer stays on board outside the summer months. The water tank has a capacity of 60 litres, typical of a classic cruising yacht where water management is part of the onboard routine.

Navigation, electrics and deck equipment

For navigation and ease of cruising, the boat is equipped with, among other things, an autopilot, depth sounder, GPS, VHF radio and wind instrument. Electrically, there is 12V and 220V on board, with shore power, battery charger, alternator, inverter and voltmeter. There are four batteries with a total capacity of 296 Ah, providing scope for normal onboard use while at anchor or overnighting in a marina. On

deck, the equipment is aimed at comfortable and safe use, with sprayhood, guardrails, pulpit and pushpit seats, swim ladder, and the usual fenders and lines. Ground tackle consists of one anchor with chain and line.

Points of attention and potential for the next owner

The stated condition is reasonable, and specific points of attention have been identified that a buyer should take seriously. There are signs of osmosis, elevated moisture readings in some areas of the deck, and moisture damage in the interior joinery around windows due to old leaks. The gas installation is also not compliant with current regulations. This makes Philou particularly interesting for a buyer looking for a classic, seaworthy, ketch-rigged sailing yacht and willing to invest in targeted optimisation. Positively, maintenance invoices and an inspection report are available, and the vessel was out of the water in 2026 with antifouling applied in the same year.

Anyone looking for a Gib Sea 37 Ketch with a recognisable Joubert design, a pleasant ketch rig, recent sails and a complete basic fit-out for cruising will find in *Philou*; a vessel with presence, history and clear opportunities to develop further to personal preferences.

