



One Off 57' - 1985

<https://www.yachtadvert.com/2780-standfast-one-off-57'.html>

1 000 EUR incl vat



General

Year : 1985

Beam : 16.01 Ft

Hull : Monohull

Area : , Belgium

Builder : Standfast

Length : 57.55 Ft

Draft : 9.68 Ft

Life Raft : No

Leasing in progress : No

Engines

Model : D2 55

Power Unit. (HP) : 55

Tank : 280 L

Engine Brand : Volvo Penta

Engine(s) : 1

Hours : 2000

Facilities

Flybridge : No

Helm : No

Electronics

Autopilot : No

GPS : Yes

VHF : Yes

Watermaker : No

Radar : No

Sounder : Yes

Chartplotter : No

Converter 12/220 : No

Bridge equipment

Hydraulic Gangway : No

Bath platform : No

Winter cover : No

Sprayhood : No

Teak cockpit : No

Furling mainsail : No

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 : Yes

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 : No

Gas stove : No

Heater : No

Dishwasher : No

TV : No

Various

Standfast One Off 57' now in the online auction. everyone can bid until 18 May 2026.

Standfast One-Off 57 ocean racer with history
Anyone looking for a sailing yacht with character, speed, and a story you don't come across every day will find something special in this Standfast One-Off 57. She was built in 1985 at Standfast as a one-off design by Guy Ribadeau Dumas, with a clear mission: to sail long-distance races and not just participate, but truly perform. Her lines give it away immediately. The S-shaped hull, generous dimensions, and purposeful deck layout make her a true cruiser-racer that feels at home at sea. With a length of 17.54 metres, a beam of 4.88 metres and a draft of 2.95 metres, she is a serious presence built in composite and designed to make speed.

This Standfast is also intertwined with Belgian sailing history. She is known as the only Belgian vessel ever to have completed the Whitbread Round the World Race twice. And that's not all: her owner sailed her for 26 years, both commercially and competitively, with highlights including multiple Fastnet Races and countless victories in the Tall Ships Races. You can feel it in everything: this is no average cruising yacht, but an ocean-going racer with proven offshore credentials and true race DNA.

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What makes her so suitable for long-distance racing?
Her design and construction have been focused on speed and endurance from the start. The combination of a slim, efficient hull shape, wheel steering outside, and a single rudder gives her a direct, sporty feel underway. With a cruising speed around 13 km/h and a top speed around 15 km/h, she proves that this sailing yacht not only has a great story, but can also genuinely move. She was built as a long-distance racer, reflected in her spartan yet functional interior, where space and weight have been deliberately optimised.

How is comfort on board for crew and family?
Inside, the yacht offers surprisingly usable living space, helped by a headroom of approximately 2.05 metres. The accommodation is practically laid out with a dinette and cooking appliance, and mattresses are present. She has ten fixed berths plus four additional berths, making her attractive for race crews, delivery passages, or a large family looking for an ocean-capable sailing yacht. There is no heating consistent with her sporty approach but her basic amenities still make extended stays on board perfectly comfortable.

What can you expect from the engine and technical systems?
She is equipped with a Volvo Penta D2-55 inboard diesel engine from 2008, delivering 55 hp, electrically started, with approximately 2,000 running hours. The engine is operational and provides a solid basis for harbour manoeuvres and motoring in light winds. With a diesel tank of about 280 litres and a stated consumption of around 6 litres per hour, her range is practical for a vessel in this class. Onboard instruments include a tachometer, oil pressure gauge, temperature gauge and fuel tank gauge. Electrically, she is fitted with an alternator, inverter and shore power, and she has five batteries with a total capacity of approximately 525 Ah. Onboard voltage is 12V and 24V appropriate for serious offshore equipment.

How complete are her navigation systems and offshore equipment?
For those searching terms like ocean-going yacht, offshore sailing yacht, fast cruiser-racer or Standfast sailing yacht, it's reassuring that she already comes with a navigation package that suits her profile. She includes AIS, GPS, VHF radio, wind instrument, depth sounder, compass and log/speed meter. On deck, she has pulpits and pushpit seats, guardrails, fenders and lines. Safety features such as a lifebuoy and a self-draining cockpit add to the confidence you expect from a yacht with offshore ambitions. Anchoring is possible with one anchor, secured with chain and line.

What points of attention are there with this Standfast One-Off 57?
Transparency is

part of an auction listing, and one clear point is noted: the upper deck needs partial renewal. Her overall condition is described as reasonable, and she was last taken out of the water for maintenance in 2026. This makes her especially interesting for a buyer seeking a fast ocean racer with history, who is willing to plan targeted work to bring her fully up to their own standard. Her foundation is impressive, her story unique, and her potential significant.

With her Belgian registration, listing as Flemish maritime heritage, and reputation as a fast yacht for long-distance racing, this Standfast One-Off 57 is an opportunity for enthusiasts who don't just want to sail, but also want to become part of a well-lived piece of sailing history.

