

# Indigo Drum - Bayclass Ketch - 60'

**Year** 1993 **Length** 60ft. **Price** US \$150,000 **Hull Material** Other **Engine type** Twin **Fuel** Diesel



**Make/Model** Bayclass Montego Bay  
**Year** 1993

**Price** US\$150,000

**Name** Indigo Drum

**Vessel Type** Staysail Ketch

**LOA** 60'

**LOD** 56'

**Hull Construction:** Mild steel

**Deck Construction:** Mild steel



The first impression of most people seeing Indigo Drum is that she was built with the engineering quality of a small ship rather than a yacht and, having been prepared to a very high standard, is an ideal companion for a circumnavigation in both comfort and style. She is a very capable and strong sailing yacht and, being a twin-engined ketch with hydraulic winches and a bow thruster, is comfortably handled by two people. She is currently mid-way through an extensive refit following damage sustained during Hurricane Ivan in September 2004. When completed she is a \$500,000 "world class" cruising yacht.

## Accommodation and Layout

She has three cabins, all with en-suite bathrooms, a deck saloon, galley, engine room and substantial stowage. There is a large anchor locker forward and lazarette aft which form watertight collision bulkheads.

Heads 2 x freshwater vacuum toilets

1 x seawater vacuum toilet

Holding Tank with pump-out facility

Three showers

## General Description and Comments

Indio Drum is currently mid-way through an extensive refit following damage sustained during Hurricane Ivan in September 2004.

Initial repairs were carried out in Venezuela to a good standard and have been signed off by a qualified

marine surveyor. However, completing the job proved to be beyond the competence of the local repairers. The yacht was therefore relocated to Curacao where work and improvements continued by, and under, the supervision of the owners. For those not familiar with Curacao, the yard she is in is amongst the best in the Caribbean. There is a large oil refinery on the island which ensures a plentiful supply of engineering skills and equipment, and fully trained Dutch welders, joiners, mechanics and electricians work out of the yard for between US\$40 to US\$55 per hour. Alternative skilled trades are easily available for as little as US\$20 per hour. Daily flights to both the US and Europe ensure easy supply of any materials not available locally, but combining the best of Europe and the Caribbean, not only is it a very pleasant place to live, only specialist items need be imported. Food and accommodation costs are also pleasantly inexpensive.

For business reasons, the current owners have now returned to the UK and, in view of their unfortunate experience in Venezuela, are reluctant for work to be carried out in their absence. Also, the length of time that has passed since their yacht was damaged has rather exhausted their energy and enthusiasm for the project. They have therefore decided to sell her so they may get back to sailing sooner rather than later. In her current state she presents a wonderful opportunity for someone with the knowledge and experience to complete the refit. The quality of the equipment that she comes is all first rate from Harken deck equipment, Proctor masts, RayMarine electronics etc. Prior to being decommissioned all systems worked save for a minor problem with the outboard engine.

To date, the current owners have also been repairing her for their own use, rather than simply to sell, and therefore everything has been done to the best quality. Improvements they have made include: upgrading the ventilation to the anchor locker; welding stainless steel tubes by way of the dorade boxes to ensure water integrity; improving the fairleads; installing new deck hatches and gas locker; as well as improvements to the plumbing including conversion to a sea-chest system. In many ways they are sad not to be completing the project personally for their own enjoyment but, being unable to be in two places at the same time, they would rather close this chapter and move on with their lives. Indigo Drum is stripped down and ready for final steelworks, sandblasting and painting of the bilges, decks and keel, which the current owners are happy

