

Doeve Brokers/Valuurs vof
 Sworn & EMCI Certificated Brokers
 & Valuurs S&P Yachts & Ships

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Dutch Barge 18.50

Dimensions (m)	18.50/17.60 x 4.52 x 0.85	Ref. no.	160911
Mooring	Near Aalsmeer, Netherlands	Year	1905
		Material	steel

Vision Doeve Brokers

Former inland cargo vessel which has traded in the NL- Biesbosch area. The present owner completely gutted the vessel and completely rebuilt her with lots of expertise by professionals. Cost or effort has been spared to get this barge into her current condition and maintaining her. The vessel is from the inside and outside fully sandblasted and then finished with a teak interior by a real professional. The owner's cabin is equipped with a 2-persons French bed. There are also two cabins each with a staple bunk bed and a very decent bathroom. In the aft cabin is the galley with round seat. The wheelhouse is equipped with a comfortable sofa with new upholstery and the steering position. The whole barge is in a very good condition and is highly recommended by us for anyone who does not want to do any jobs but wants to live aboard or go boating without any delays.

General information

Yard:	Shipyard NL-Made en Drimmelen
Yard rebuilt:	Shipyard De Bock en Meijer, NL-Leimuiden
	Interior: Peter van Klink, NL-Aalsmeer
	electricity: Jachttechniek Buis-NL-Giessen
Rebuilt year:	1995/1997
Hull shape:	flatbottom
Hull material:	iron
Deck material:	iron
Superstructure material:	steel
Construction method:	riveted
	new steel is welded
	rubbing strake around
	bulwark around
	3x bulkhead
	closed bollard cabinets
Steering system:	hydraulic
	inside and outside steering position
	wheel
	balance rudder
Windows:	brass window frames
	brass portholes
	teak wooden outside doors
Displacement (approx.):	42 ton
Ballast (approx.):	12 ton
	laid down on bottom
Airdraft (approx.):	2,95 m everything down
Owner:	Dutch owner
Registration:	B-registered
	Costs for the change of ownership and / eventually deletion are for purchasers amount.
Colour / Paint System:	white hull
	white bulwark
	white superstructure
	completely blasted (inside and outside) (1996)
	two component system
	2014 last underwater treatment
	very well maintained
Certificates:	no certificate requirement
Suitable for / as:	suitable for bigger waterways
	inland waterways
	suitable as a year round live- aboard
Additional information:	all the bad steel is replaced (1995)
	Hull shape is suitable for drying out.
	forepeak with chain locker
	Great vessel for cruising on the European canals and rivers.
	Great vessel for cruising on the French canals and rivers.

Technical information

Enginepower:	80 Hp
	59 kW
Engine brand:	Ford
Revolutions:	2300 RPM
Engine model:	6640
Number of cylinders:	4
Construction year engine:	unknown
Running hours (approx.):	unknown
Fuel:	diesel
Fuel tank (approx.):	1x 500 ltr steel tank(s)
	waterbag(s)
	1x 300 ltr steel tank(s)
	waterbag(s)
Cooling system:	intercooling
	wet exhaust
Propulsion:	4 blade propeller
	greased lubrication of propeller shaft
	shaft bearing (2014)
	Aquadrive constant velocity prop shaft with thrust bearing
Gearbox:	PRM hydraulic
Speed (approx.):	11 km/hour cruising speed at 1600 RPM
Heating:	Kabola B17 tap central heating
	on diesel
	convectors
	radiators
	Kickspace 600 electric
Bow thruster:	Kalkman electric bow thruster
	24 Volt
	12 Hp
Electricity system:	24 / 230 Volt
	230 Volt shore power connection
	professionally installed system
	with automatic changeover
Batteries:	2x 120 Ah starter batterie(s) (2017)
	4x 230 Ah domestic batterie(s) (2017)
	1x 70 Ah starter batterie(s) generator (2017)
	2x 230 Ah bow thruster batterie(s) (2017)
	Mastervolt battery monitor
Battery charger:	Mastervolt Mass battery charger 2/100
Battery isolator:	battery isolator
Isolation transformer:	present
Earth-leakage breaker:	present
Genny:	Deutz diesel
	7,5 kVA, 230 Volt
	1500 RPM
	1000 hrs on the hour counter (approx.)
Inverter:	Mastervolt Mass inverter 24/2500
Fresh water tank (approx.):	3x 1000 ltr stainless steel tank(s)
Water pressure system:	2x hydrophore pump

Hot water system:	through the central heating & close in boiler/water calorifier
Diesel waterseparator:	present
Deck wash pump:	present 230 Volt
Gas system:	yes, bottle(s) in bottle box

Accommodation

Interior:	teak interior teak wooden floor(s) with ash professionally done perfectly, see photographs
Insulation:	glass wool & hard foam plates
Cabins:	3 cabins
Berth:	owners cabin: 1x 2-pers Guest cabin(s): 2x 1-pers Guest cabin(s): 2x 1-pers
Lay-out plan (not to scale):	see attachment
Upholstery:	very well maintained
Bathroom:	shower cubicle hot & cold running water washbasin with hot & cold running water tiled bathroom in 1 area together with the toilet
Toilet / Heads:	toilet
Galley:	sideways
Cooker:	4-burner hob on gas stainless steel cookerhood
Oven:	electric oven
Microwave:	present
Fridge / Refrigerator:	Coolmatic fridge / refrigerator 24 Volt
Freezer:	small ice compartment
Worktop:	plastic worktop
Washbasin:	stainless steel sink
Water tap:	hot & cold running water
Entertainment:	stereoset flatscreen TV
Headroom (approx.):	ownerscabin (approx.) 2,13 m guest cabin (approx.) 2,13 m guest cabin (approx.) 2,30 corridor / walkthrough (approx.) 2,22 m bathroom / toilet (approx.) 2,27 m wheelhouse (approx.) 1,99 m galley (approx.) 2,01 m
Additional information:	very well maintained

Navigation equipment

Navigation equipment:	Navicom RT420 portable VHF
	compass
	3x window wiper
	clock
	barometer
	horn
	navigation lights
	rudder indicator

Rigging and sails

Mast:	steel
Lowerable:	yes
	manual

Equipment

Anchor equipment:	Forward:
	manual anchor winch
	warping drum
	Pool anchor
	in hawse-hole
	40 m anchor chain
	Aft:
	manual anchor winch
	warping drum
	Pool anchor
	30 m anchor chain
	specified length(s) is/are approximate
Searail / Pulpit:	guardrail around upperdeck
	searail on bulwark
Dinghy:	Wato GRP dinghy
	Suzuki outboard engine
	6 Hp
Davits:	with boom
Safety:	fire extinguishers
	1 life buoy
Additional information:	set deck furniture
	deck lights
	steering chair
	The ship was completely gutted (only the hull is old) and then rebuilt. Before refitting the interior, the inside of the hull was thoroughly treated.