

Doeve Brokers

yachts & ships



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

Westhavenkade 87c
NL-3133 AV Vlaardingen

Phone +31 (0)10 248 98 30
Mobile +31 (0)653 20 20 84

E-mail info@doevemakelaar.nl
Website www.doevemakelaar.nl
www.doeve.be
www.doeve.fr

IBAN NL82 INGB 0664 0466 73
CoC Rotterdam 24266857
VAT NL8214.04.520.B01



Luxe Motor 19.48

Dimensions (m)	19.48 x 3.25 x 0.80	Ref. no.	230202
Mooring	Near Breda, Netherlands	Year	1925
		Material	steel

Vision Doeve Brokers

Former inland waterway cargo Dutch Barge that has been completely refurbished into a very well maintained cruising Live Aboard Dutch Barge. The seller cleared out the entire vessel between 2007 and 2017, fitted it with a new superstructure and wheelhouse (the old aft cabin and engine room cover has been retained), largely fitted it with a new interior and equipped it with new professional techniques. The aft cabin still needs to be finished. Preparations have also been made to install 2 spud poles. There is more than sufficient headroom in the superstructure and a well-thought-out layout has been achieved with a spacious kitchen, seating area (convertible into a 2-persons bed), bathroom, and owner's cabin. The engine is a beautiful Kromhout glow head. In our opinion, highly recommended for anyone who does not want a ship with overdue maintenance.

General information

Yard:	Shipyards NL-Overschie
Rebuilt year:	2007 - 2017
Hull shape:	flatbottom
Hull material:	steel
Deck material:	steel
Superstructure material:	steel teak top side of the wheelhouse
Construction method:	riveted new steel is welded rubbing strake around wide side decks (gunnels) bulwark deckhouse closed bollard cabinets
Steering system:	mechanical wheel
Windows:	aluminium windows frames teak wooden outside doors
Displacement (approx.):	42 metric tons
Ballast (approx.):	poured concrete
Airdraft (approx.):	2,75 m 1,60 m with dismantled wheelhouse
Owner:	Dutch owner
Colour / Paint System:	black hull grey bulwark white superstructure very well maintained last underwater treatment 07-2020
Certificates:	no certificate requirement
Suitable for / as:	inland shipping suitable as a year round live- aboard recreational vessel
Additional information:	classic lines beautiful sheer 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:	22 Hp 16 kW
Engine brand:	Kromhout
Revolutions:	440 RPM
Engine model:	M-01 air started

Number of cylinders:	1
Running hours (approx.):	unknown
Fuel:	diesel
Fuel tank (approx.):	2x 225 litre steel tank(s)
Cooling system:	direct cooling system dry exhaust
Propulsion:	3 blade propeller greased lubrication of propeller shaft propeller shaft (2017) shaft bearing (2017)
Gearbox:	mechanical reduction/ratio 1:1
Speed (approx.):	8 km/hour cruising speed at 375 RPM 10 km/hour top speed
Heating:	Kabola HR400 central heating combi boiler with back boiler connected to central heating
Bow thruster:	Cupa electric bow thruster 14 Hp 24 Volt
Electricity system:	24 / 230 Volt 230 Volt shore power connection 2007 - 2017 new system
Batteries:	750 Ah traction batterie bank (12x 2-Volt) 2x 225 Ah bow thruster batterie(s)
Battery charger:	Victron MultiPlus combi inverter/charger 24/3000/70
Battery isolator:	Elja 702 D battery isolator
Isolation transformer:	Victron isolation transformer 3600 Watt
Earth-leakage breaker:	present
Inverter:	Victron MultiPlus combi inverter/charger 24/3000/70
Solar panels:	2x 190 Watt solar panel Victron Blue Solar charge controller MPPT 70/15
Fresh water tank (approx.):	900 litre waterbag
Water pressure system:	Speck hydrophore pump
Fresh water filter system:	Wyclomar fresh water filter system
Hot water system:	through the central heating
Holding tank (approx.):	1x 150 litre grey water tank(s) 1x 150 litre black water tank(s)
Engineroom:	very well maintained clean engineroom see photographs
Bilge pump:	submersible pump
Deck wash pump:	present electric pump
Gas system:	yes, bottle(s) in bottle box on deck
Additional information:	Deutz auxiliary diesel engine (24 Volt)

air compressor
air bottle

Accommodation

Interior:	completely renovated not yet completely finished various materials have been used see photographs
Insulation:	glass wool with aluminium foil well insulated
Cabins:	2 cabins
Berth:	Forward: 1x 2-pers Dinette: 1x 2-pers
Lay-out plan (not to scale):	see attachment
Bathroom:	shower cubicle thermostat tap washbasin with mixer tap and hot & cold running water tiled bathroom in 1 area together with the toilet
Toilet / Heads:	flush toilet
Galley:	U-shape galley
Cooker:	4-burner hob on gas stainless steel
Microwave:	present
Fridge / Refrigerator:	present 230 Volt
Freezer:	small ice compartment
Worktop:	hardwooden worktop
Washbasin:	stainless steel sink
Water tap:	mixer tap with hot & cold running water
Entertainment:	flatscreen TV TV lift
Headroom (approx.):	ownerscabin (approx.) 1,69 / 1,92 m bathroom / toilet (approx.) 1,90 m salon (approx.) 1,90 m galley (approx.) 1,94 m wheelhouse (approx.) 1,96 m aftcabin (approx.) 1,40 m
Additional information:	The vessel will be delivered as without the private goods like furniture, clothing, artwork and tools.

Navigation equipment

Navigation equipment:	Sailor RT144 VHF navigation lights horn
------------------------------	---

Rigging and sails

Mast:	lantern mast pine
Lowerable:	yes manual

Equipment

Anchor equipment:	manual anchor winch Klipp anchor anchor chain in hawse-hole
Awnings:	winter cover around the wheelhouse
Boarding ladder:	present aluminium
Searail / Pulpit:	grab rail guardrail around aftdeck
Safety:	2x fire extinguisher 2x life buoy
Additional information:	Interesting project to finish for someone with two right hands or to have it done by a yard. 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. Survey report of the underwatership is available (07-2020) Taking over of the current leisure rental mooring can be discussed with the port owner.











