

Barge Thames Sailing Barge

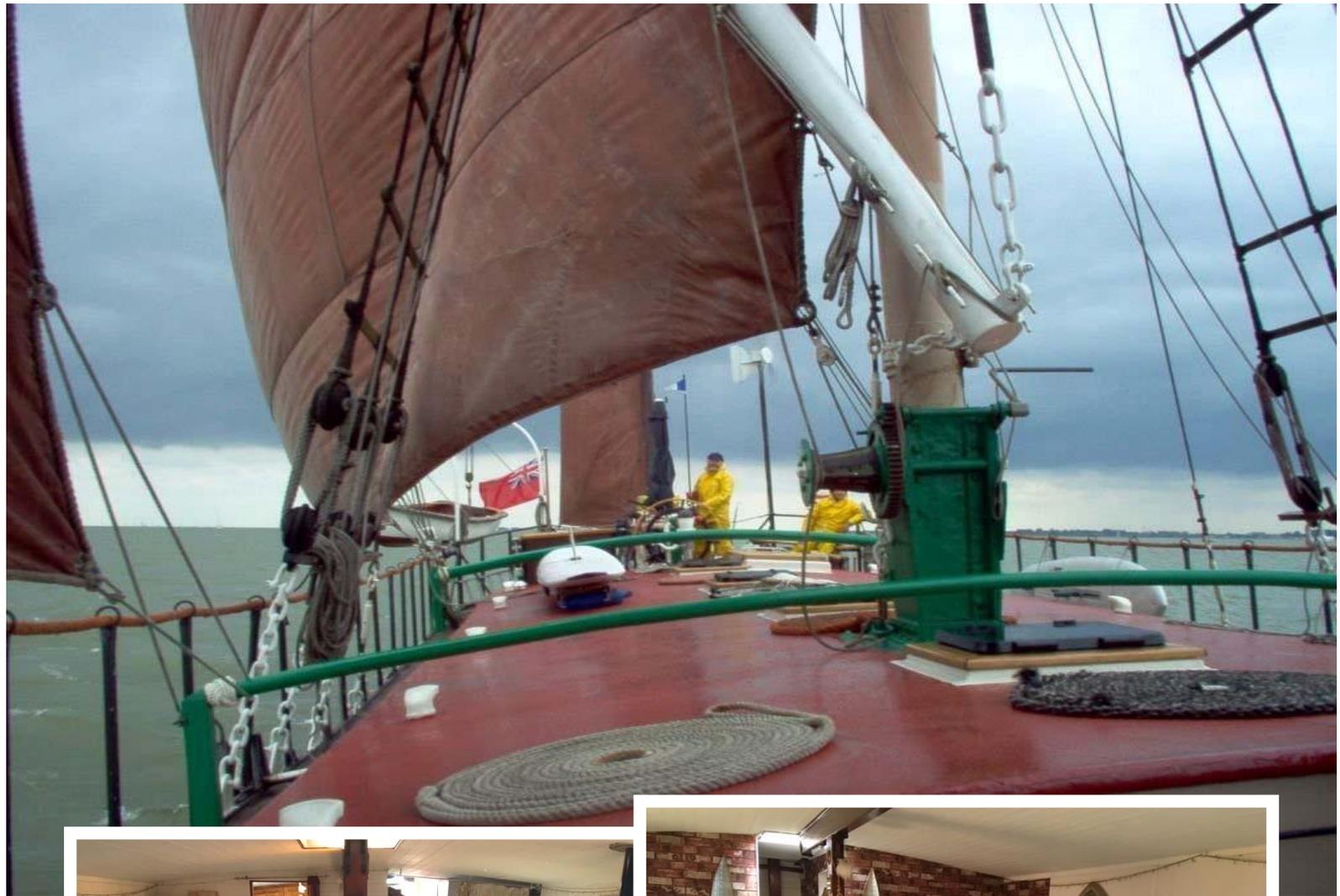


Barge Thames Sailing Barge

Medway
United Kingdom

£98,000 inc Vat

Barge for sale UK. Originally built in 1936 as a steel swim-headed lighter open bulk carrier and then converted to a stumpy-rigged spritsail barge works completed to a Lloyds approved standard 1996.





General Information

Year: 1936

Hull Material: Steel

Number of Engines: 1

Engine Manufacturer: Ford York marine

Engine Year: 1996

Engine Fuel: Diesel

Propeller Type: 3 Blade, Other

Maximum Speed: 6

Cruising Speed: 4

Total Power: 60

Number of Double Berths: 1

Number of Twin Berths: 2

Number of Cabins: 3

Number of Bathrooms: 1

Number of Heads: 1

Beam: 18' 0"

Maximum Draft: 3' 0"

LOA: 72' 6"

LOD: 72' 6"

LWL: 50' 0"

DryWeight: 595000

Accommodation

Boarding is by way of a mobile gangplank that can be placed to suit along the full length of the ship, port or starboard.

Boarding on the starboard aft quarter to:

Deck at the Helm

Helm binnacle with wheel compass engine controls and VHF.

Full height rail with wind dodgers.

Manual davets and gas stowage.

Hatch and steps down to:

Below Deck Accomodation

A short passage comprising hanging and boat space opens in to the main cabin.

To port:

Heads & Shower

The compact toilet shower space has a manual sea toilet and full size shower

hand basin with mirror.

To starboard with the doorway facing forward in to the space of the main cabin.

Galley kitchen

The Galley is built for a life full time aboard, U shaped base units and eye level wall cupboards sympathetically built in to the curve of the deck above. domestic full size four burner gas cooker w / oven and grill with recycling extractor above.

directional spotlights

There is space for under counter dishwasher or washing machine.

Sink and drainer W H&C water

Tiled splashback all round with power points.

Large roof light hatch for natural light and ventilation.

Forward to :

Main Cabin

The main cabin is divided into two spaces by the keel box, to port is the dining space with the wood burner centrally placed. forward of the burner is a study office space.

To Starboard is the main seating area.

Forward to:

Cabin three

Sitting to port 7ft x 5ft with a small loss of space to allow for the turn in the central passageway.

Cabin two

Positioned to port and directly opposite the the third cabin, 7ft x 5ft.

Forward to:

Master cabin

The master cabin occupies the full width of the ship and is fitted out with full height hanging locker wardrobes on both sides and a dressing table to port.

The full sized double bed has further storage underneath.

rigging braces are visible in the ceiling of the cabin.

Hull, Deck, Safety and Canvas

The hull is roll steel of 12 to 18mm, On deck she is traditionally painted and most of the deck area is enclosed by a combination of full high stanchions and rail, with the side decks being full height stanchans and guard rope.

There are three horseshoe / life rings on deck.

Rigging and Sails

The ship is rigged as a traditional Thames sailing barge Stumpy rig. (No topsail)

Main, Foresail, Jib and Mizzen.

Full set of Durolon sails which have no rips or repairs needed but would benefit from a clean and re dressing.

Navigation

The ship is fitted with binnacle compass, an older style two light depth sounder and a Vhf radio.

Electrics

the ship is set up with 240V mains and a generator for at sea and off grid living .

Engines

The main engine is a Ford York Marine diesel 60 Bhp which burns one gallon per hour and will give a max speed of 5 Knots and is in excellent working order. There is a spare reconditioned short engine and Cyl Head and a vast array of engine and generator spares.

Owners Comments

The current owner have had to put their sell up and sail plans on hold to move closer to and provide care for a family member .

This is a reluctant sale , so the owners would like to pair the ship with an enthusiastic new keeper.

