

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

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Dutch Barge Tjalk 20.73 with ES-TRIN certificate

€ 197.500,--

VAT not applicable

Dimensions (m)	20.73 x 4.04 x 0.80	Ref. no.	250305
Mooring	Near Rotterdam, Netherlands (residential berth)	Year	1922
		Material	steel

Vision Doeve Brokers

This former cargo ship has been given a second life as a charming and comfortable live aboard, where authentic maritime character and modern living comfort blend seamlessly. Step aboard this beautiful Dutch Barge Tjalk, a historic inland vessel built in 1922 by the renowned Shipyard Wolhuis in NL-Sappemeer. Located in the vibrant heart of Rotterdam, this ship offers not only an unique living experience on the water but also, after consultation and approval by the harbormaster, the opportunity to take over a sought-after mooring in the city center. In the forepeak, there is a cozy sleeping area with a single bed, which in our opinion, could be converted into a double bed. Through the laundry room, with washing machine and dryer, you enter the spacious salon. Here, you will find a comfortable double bed, storage space and the galley. The bathroom is surprisingly complete, featuring a bathtub/shower, toilet and sink. At the rear of the ship, you will find the charming aft cabin, furnished with a desk, an additional sleeping space and access to the engine room. This ship has been well maintained and is certified until September 2029, ensuring you can enjoy life on the water with peace of mind. Are you looking for an unique live aboard/houseboat with character and a prime location in

Rotterdam? Then this Tjalk might be your perfect home on the water.

General information

Yard:	Shipyard Wolthuis, NL-Sappemeer
Hull shape:	flatbottom
Hull material:	steel
Deck material:	steel
Superstructure material:	steel
Construction method:	steel hatches covers over hold riveted new steel is welded deckhouse wide side decks (gunnels) bulwark rubbing strake around cut-water 2x watertight bulkhead(s)
Steering system:	tiller attached rudder oak rudder
Windows:	bronze portholes aluminium windows frames steel window frames hardwood outside doors
Displacement (approx.):	maximum allowable displacement 47,073 m ³ displacement in empty condition 33,630 m ³ displacement 13,443 m ³
Ballast (approx.):	trim ballast lead
Owner:	Dutch owner
Registration:	Dutch registered B-registered Costs for the change of ownership and / eventually deletion are for purchasers amount.
Colour / Paint System:	blue hull grey superstructure last underwatership treatment 09-2022
Certificates:	inland waterways certificated (TRI WV / ES-TRIN) zone 2 Netherlands zone 3 zone 4 Waal, Lek & NL Rhine valid until: 09-2029
Suitable for / as:	inland waterways suitable as a year round live- aboard recreational vessel
General information:	The ship is recognized as a Historic Vessel Old age clause applicable.
Additional information:	Specified length is between bow and stern. Hull shape is suitable for drying out. classic lines

Great vessel for cruising on the French canals and rivers.
Great vessel for cruising on the European canals and rivers.

Technical information

Enginepower:	65 Hp
	47 kW
Engine brand:	Mercedes
Engine model:	220D
Number of cylinders:	4
Construction year engine:	1985 as declared
Running hours (approx.):	unknown
Fuel:	diesel
Fuel tank (approx.):	2x 200 litre
	steel tank(s)
Cooling system:	intercooling
	wet exhaust
Propulsion:	3 blade propeller
	greased lubrication of propeller shaft
	V-drive
Gearbox:	Paragon PV43-L hydraulic
Heating:	Somy central heating
	on diesel
	thermostat
	2x wall heating
	electric
Electricity system:	12 Volt
	24 Volt
	230 Volt shore power connection
	simple electric system
Batteries:	1x 140 Ah starter batterie(s) (2024)
	2x 180 Ah domestic batterie(s)
Battery charger:	Mastervolt Mass battery charger 24/20
	Aq-tron battery charger 12/5
Earth-leakage breaker:	present
Inverter:	Victron Phoenix inverter
Fresh water tank (approx.):	1x 400 litre
	plastic tank(s)
Water pressure system:	electric water pump
Fresh water filter system:	Jabsco Aqua Filta filter
Hot water system:	Vaillant geyser (gas heater)
Holding tank (approx.):	present
	not connected
Diesel waterseparator:	present
Bilge pump:	submersible pump
	24 Volt
Gas system:	not according to the present requirements

Accommodation

Interior:	Marine Plywood painted white wooden floor(s) various materials have been used simple interior suitable for living on board
Insulation:	partly glass wool & polystyrene aluminum bubble wrap
Cabins:	1 cabin
Berth:	Salon: 1x 2-pers Forward: 1x 1-pers Aft: 1x 1-pers
Lay-out plan (not to scale):	see attachment
Bathroom:	partly tiled bath with shower mixer tap with hot & cold running water washbasin with mixer tap and hot & cold running water in 1 area together with the toilet
Toilet / Heads:	flush toilet
Galley:	L-shape galley
Cooker:	4-burner hob on gas stainless steel
Fridge / Refrigerator:	230 Volt
Worktop:	granite worktop
Washbasin:	stainless steel sink
Water tap:	mixer tap with hot & cold running water
Headroom (approx.):	forward (approx.) 1,35 m salon (approx.) 1,94 m / 2,00 m bathroom / toilet (approx.) 1,94 m aftcabin (approx.) 1,90 m / 1,96 m
Additional information:	Nordland tumble dryer Siemens washing machine (2022) useful as live-aboard

Navigation equipment

Navigation equipment:	Em-Trak A100 Automatic Identification System (AIS) Sailor RT-2048 VHF navigation lights horn
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Rigging and sails

Rigging type:	not rigged
Mast:	wooden mast

Lowerable:	yes
	Counterweight
Boom:	wooden boom
Gaff:	wooden gaff
Leeboards:	2x leeboards winch
	2x leeboards
	steel
Sails:	mainsail
Additional information:	sail covers

Equipment

Anchor equipment:	manual anchor winch
	anchor chain
	hawsehole
	2x warping drum
	3x kedge anchor
Awnings:	over the hold hatches
Searail / Pulpit:	2x grab rail
Davits:	steel
Safety:	1x carbon monoxide detector(s)
	fire extinguishers
	life buoys
	life jackets
	according to the certification requirements
Additional information:	aluminium gangway
	2x hard wooden skylight
	Survey report of the underwatership is available (09-2022)
	Obtaining a rental residential mooring at the current port is presumably possible and can be discussed with the landlord.













