

Aqualine Voyager Replica Dutch Barge Specification

Once again Aqualine Marine have set out to produce a vessel of the highest quality using advanced design technology and manufacturing techniques, combined with the best materials and traditional craftsmanship. The result is a truly luxurious and beautiful boat which is a pleasure to cruise anywhere.

55' x 12'4	-	£219,950	inc VAT	55' x 12'4	-	£190,200	exc VAT*
60' x 12'4	-	£239,950	inc VAT	60' x 12'4	-	£207,200	exc VAT*

Steelwork:

Hull Structure

All steel conforms to EN S235 JR and is de-stressed, rolled, grit blasted and Sigma primed in one process, eliminating the chance of corrosion. The AutoCAD design uses the latest technology to take a 3D rendering of Aqualine's concept for the optimum combination of the classic and traditional Luxemotor lines, but with fully supported theoretical stability calculations to bring this Replica Dutch Barge into the modern age. The construction process is overseen by the Polish Shipping Register who act as an International Notified Body, making sure each craft is built to their stringent standards to ensure peace of mind for every customer. Standard craft are built to design category C; category B is available subject to a consultancy regarding the customer's required final specification.

Keel Plate	20mm
Chine Plates	6mm
Hull sides	6mm
Bulkheads	6/8mm
Internal framing	6/8mm
Main rubbing strake	50mm x 50mm convex steel full length
Secondary Rubbing Strakes	2 Full 50mm 'D' profile full length

- Bollards: 10 stainless steel Mooring Bollards in total, 4 down each side on raised bases integrated into the coaming.
- Hull coamings finished with 25mm steel bar and double skinned for safety and appearance, giving a rounded thicker plate effect.
- Gas locker recessed into the gunwhale outside the wheelhouse for convenience.
- Mooring Equipment locker recessed into the gunwhale to provide easy access, directly outside the wheelhouse door. Ideal for additional fenders/ropes etc
- Recessed steel step integrated into the rear deck to maintain the super structure lines but giving access to the rear sun deck when required.
- Substantial circular deck drains sculpted into the gunwhales and exiting through the hull sides.

- Anchor winch mounting reinforced above the self draining anchor locker, and radius chain guides provided to stop the anchor chain from snagging.
- Removable wheelhouse floor supports to give full access to the engine room.
- Two piece Rudder and stock for ease of maintenance, with access through rear bulkhead via a sealed cover plate. Manual Rudder attachment for steering in Emergency situations, in the event that the hydraulic system has failed.
- Re-boarding steps provided on the rudder and up onto the stern decks.
- Rear cabin emergency exit hatch recessed into the rear deck for safety.
- Stainless steel hand rails down both sides of the cabin roof and removable
- Stainless steel stanchions with stainless ropes on the rear deck for safety.

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Superstructure

Constructed from a combination of 4 and 5mm EN S235JR steel from US steel's world famous Kosice plant in Slovakia, bought for its high quality finish with few surface imperfections and its lack of millscale, making it unnecessary to blast the surface before painting. This steel has so few impurities it is commonly used by laser cutting companies throughout Europe.

Paint:

Hull

Internally the already Sigma primed steel is epoxy primed twice, and the bilge area is coated with a fluid oil to offer a high resistance to corrosion. The exterior is painted with a base coat of Sigma Prime, a product for the ship industry that offers high protection after the blasting process. The lower part of the Hull is then treated with two coats of International Intertuff/Interzone, depending on the Barge's operating location.

Superstructure

Sigma primed following blasting, then the inside and outside is epoxy primed using PPG's commercial grade system. The outside is then flatted and 'faired' to remove any blemishes within the steel surface, then it is over-primed, flatted again and undercoated ready to take the top coat after yet another flattening. Two coats of PPG polyurethane 2 pack system are then applied and sprayed to a finish in a colour of your choice. All components are part of the PPG commercial 'Turbo' system and are sprayed giving an excellent combination of finish and life.

Engine Room

The engine room is Epoxy Primed and sprayed with Cream satin polyurethane topcoat, prior to having 3M Metallised engine room insulation fitted to the side and roof areas. Two integral diesel tanks are fitted either side of the engine, and are linked to maintain stability on a diminishing level. Above these are two Vetus black water tanks (one for each bathroom) and above these are the two Stainless Steel fresh water tanks. All the tanks saddle the centrally mounted engine maintaining excellent stability characteristics as loads diminish and increase.

Tanks

Twin integrated fuel tanks	1200 Litres (2x600) / 280 Gallons
Twin composite black water tanks	670 Litres (2x335) / 150 Gallons
Twin Stainless Steel fresh water tanks	1040 Litres (2x520) / 230 Gallons

Design Dimensions

Length	18.3 m / 60ft
Beam	3.75m / 12ft 4"
Draught	0.87 m
Air Draught - wheelhouse raised	3.1m
Air Draught - wheelhouse lowered	2.7m

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Insulation:

Accommodation space

The floor, set on a waterproof membrane, is formed from an insulated composite panel with 100mm of Dow Industries high grade Styrofoam closed cell foam sandwiched between two layers of WBP plywood.

The hull sides are covered in 75mm of Styrofoam closed cell foam - this offers the maximum combination of thermal efficiency against minimum degradation and will still be working perfectly in the decades to come. The cabin sides and roof are covered in 50mm of Styrofoam and then the whole space and all of the framing is covered in 19mm of 3M Thinsulate, giving this insulated envelope the ultimate in thermal and acoustic performance.

Engine Space

The engine room is covered in 3M metallic scrimmed Thinsulate engine room insulation to reduce noise levels to a minimum while satisfying all the current Recreational Craft Directive legislation.

Engine Room:

Raw water cooled, Sole Marine Diesel (SM105) 6 cylinder engine 95 hp (69.9KW) @1800-2000 RPM 4.996 litre Engine fitted with twin engine alternator 110A and 175A amp with deluxe panel. This engine has class leading performance with low sound and exhaust emissions and is backed up by Sole comprehensive European cover:

The engine is connected to a PRM 500 D hydraulic gearbox and drives the Equipoise Propeller through a serviceable tail shaft with water lubricated bearing coupled to the main prop shaft and ultimately connecting to the gearbox via a Centaflex coupling.

A water cooled exhaust system and a forced ventilation setup is used to keep the engine room temperature under control and the whole area is protected by the latest automatic fire extinguisher technology. NB: Alternatively a 4 cylinder Perkins engine can be fitted (at no extra cost).

Steering system:

The Rudder is operated by a closed loop hydraulic system via a stainless steel wheel attached to the helm unit; there are a series of bypass valves to isolate the hydraulics should the emergency steering system need to be deployed.

Operational Equipment:

The Helming position is appointed with all the aids necessary to cruise with peace of mind: there is a rudder position indicator and VHF radio as well as compass, log and depth sounder instrumentation. The Engine is catered for with its own deluxe control panel and the various tank levels each have status displays to keep you informed. All the main operational circuits are controlled by a series of switches incorporated into the main panel, and along with the throttle control and optional BCS 10.7HP 24v Electric Bow thruster, are all positioned for functionality and pleasing aesthetics. All of these features are built into a cabinet that gives the operator all the convenience and style they would expect, and for added comfort a Helmsman's seat is available as an option.

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24Volt Power System:

The Standard boats domestic system is based around six 110Amp/hr marine batteries; these are charged either via the charger built into the inverter or through the engine alternators and a sophisticated regulator and charge management system. The power is distributed through two specially designed panels, one at the helming position for the boat related circuits and the other on the outside of the electrical cupboard for the domestic circuits.

These panels control a combination of individual circuit breakers and specialised relays to protect each consumer unit and give a simple indication of the system status. Both the engine and domestic circuits are protected by a convenient electrically triggered remote isolator switch, which can also be programmed to preserve the battery bank when the charge status becomes dangerously low, and also by a heavy duty manually operated switch for maintenance requirements. 24volt lighting features throughout with a combination of stainless steel halogen downlighters, contemporary wall lights and LED mood lighting.

240 Volt Power System:

The boat is equipped with a 240v system as standard, tested to prove compliance with the latest RCD standards. There is a shoreline hook up for power saving when moored with access to landline power, which automatically charges the batteries through the intelligent inverter charger.

When underway the 3000W Mastervolt inverter automatically switches to 24v battery power and converts it into 240v, feeding the ample number of brushed stainless double sockets throughout the boat. The fridge, washing machine, TV and audio surround sound system are all 240v meaning that none of your domestic luxuries are scrimped upon. Should a separate 240v power source be required we offer various Kohler packages to cater for your requirement.

Heating system:

Alde's latest hydronic offering the highly efficient 3010 HE is used to heat water in the stainless steel calorifier and to directly heat the radiator system. Chosen for its high efficiency and low maintenance Alde quote the following benefits:

Features

1. New 2 stage gas valve reduces gas consumption.
2. Two stage power delivery; 3.8kW and 6.4kW determined by the demand for heating or hot water.
3. The control temperature of the glycol is raised giving enhanced heat output at the convectors and increased hot water performance.
4. Low amperage of 0.4A.
5. Silent running.
6. Optional features include outdoor temperature indicator, and remote SMS start.
7. Energy efficient hydronic heating.

Service and reliability

In 2007 Alde AB produced in excess of 18,000 3010HE boilers. A 0% failure rate was achieved in the UK. The 3010 Boiler has no annual service requirement.

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Layout:

Wheelhouse

The wheelhouse is a combination of functionality for the Helmsman and comfort for guests and crew; it also forms an additional space for dining and socialising allowing occupants to take in their surroundings. At 4.6m x 2.3m the wheelhouse really does provide a useable space above deck level and the rear opening windows integrate the rear sun deck, which is accessed via the built-in folding steps found on the Starboard side to the rear of the wheelhouse.

The wheelhouse has wrap around seating; part of the aft section can be removed to allow entrance into the stern cabin. With the addition of a versatile folding table (positioned on an ingenious pillar that doubles up to form additional helmsmen seating) this area also becomes a dining area and converts into an occasional berth.

At the Helming position all of the operational equipment is laid out ergonomically to provide a safe and functional environment whilst cruising and although individual equipment needs can be catered for through optional extras the basic level of equipment is comprehensive:

- Rudder Position indicator
- Fuel level indicator
- Compass
- Bow Thruster control
- Speed/Log
- Luxury Savoretti Armando S/S and Teak steering wheel
- VHF Radio
- Ultraflex single lever top mount Engine controller
- Deluxe Perkins engine display panel
- Switch panel for operational equipment

All of the equipment is built into the oak cabinetry, which also combines storage and style to bring a focal point to the wheelhouse, itself trimmed in a combination of Oak panelling and hardwood finishings with Sapele window framing, plus practical Teak style flooring. The roof lining is finished in a luxurious fabric or optional leather with colours to be specified by the client.

Optional Folding Wheelhouse:

For those requiring a low air draft (for use on most of the inland waterways) then we offer an ingenious collapsing wheelhouse. The windows fold down and lay against the deck or wheelhouse sides enabling the roof structure (which is split down the middle) to fold down onto the Gunwhale by means electro-mechanical actuators. This offers the advantage of leaving the whole of the wheelhouse and accommodation space accessible but still giving easy access to the decks should the need arise, all of this convenience in only a few minutes from upright to fully collapsed.

Mast:

The hollow mast is constructed from Sapele to a tapered design, with swept back crosstrees made from a solid timber section to support the mast when it is folded onto the deck. The mast houses within its hollow centre the loom for the VHF antenna, the Anchor light and the spotlight. It folds from the deck by pivoting on a bracket integrated into the front lockers and cabin roof and is automatically secured by a latch system on the base (which can be released by deploying a foot switch).

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Galley:

The galley is accessed via the stairs in the front Starboard side of the wheelhouse. On the starboard side is a set of kitchen units which curve around in front of you to form a division with the saloon. These house a full size fridge and a full size domestic washing machine, both 240v. Set into the granite work surface is a luxury under mount stainless steel sink and a high quality monobloc mixer tap. A separate tap is provided to supply drinking water, via a general ecology water filtration system, for peace of mind.

On the galley bulkhead is a full height larder unit conveniently placed next to the domestic sized oven, with separate grill and full sized hob. Above this is an extractor unit and overhead cupboards, either side are handy pullout storage rails. Under the port side gunwhale is another row of units incorporating a magic corner, making it easy to get into those hard to reach areas.

Five hardwood drawers give storage for all those kitchen utensils then another cupboard provides yet more storage before entering the saloon. All the kitchen units are finished in a dark stained Oak while the doors have offset white glass panels backlit with LED feature lighting. Stainless handles finish the look and provide continuity with the boats fittings throughout. The galley flooring is tiled with limestone effect Italian tiles and natural light is provided by the Deluxe 42" windows on either side of the cabin.

Saloon:

The saloon sits next to the Galley, making the area open and communal, with the white painted roof panels and cream cabin lining extending from the Galley. The centre ceiling feature of oak panelling, with inset halogen downlighters framed in a dark stained surround, conceals LED feature lighting which washes onto the white panelling.

Centred in this ceiling panel is the optional Pigeon box hatch which allows natural light into the saloon and galley work surface, and is made from Sapele to match the other exterior woodwork (with stainless steel rods incorporated to protect the toughened glass and provide security). The saloon is brimming with storage space in the furniture which wraps around the whole room at low level. This storage appears to float above the floor and underneath are more LED striplights which wash light across the deep pile carpet.

The Saloon furniture houses the concealed convector radiators which let the heat rise through the holes cut into the furniture top. The fronts of the oak veneered units are finished in a Sapele frame with a contrasting inlaid banding; handles are in stainless steel and dark wood to pick out the dark wood accent in other areas of the room. The furniture frames the Saloon on three sides and on the bulkhead facing the galley a TV unit houses a 32" LCD flat screen HD DVB TV; below this is an integrated home cinema system which incorporates a Radio, MP3 dock, DVD player, USB host and CD player.

Main Bathroom:

The main bathroom is accessed via the corridor joining the Saloon to the bedroom. Within the corridor is additional storage which can serve either the front Cabin or the bathroom - the storage is under the gunwhale and offers two wardrobes and an ample set of shelves, once again finished in Oak with Sapele framing separated by an inlaid banding.

When the corridor door is closed the bathroom acts as an en suite from the master cabin, with a separated dedicated door. Inside the bathroom is a full sized quadrant shower cubicle lined in cream mosaic tiles and appointed with the latest hardware from Grohe and Kludi. Offset from the curved shower cubicle is a curved set of dark stained oak cupboards which provide storage whilst integrating the pump out head and supporting the granite worksurface, which has a designer wash basin set into the corner and is fed by another Grohe mixer tap.

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Main Bathroom (cont):

Adjacent to the basin is a mirror with LED light above whilst below the gunwhale and running around to meet the mirror is feature shelving. For convenience there is a shaver socket, and heating is provided by a chrome towel rail. The ceiling is oak T&G painted in white with cream Oak T&G cabin sides combined with Oak veneered walls and Cream floor tiles.

Master Cabin:

Accessed from the corridor adjacent to the bathroom, the master cabin offers a Queen sized bed with the upholstered headboard (backing onto the chain locker bulkhead). Either side of the bed is a small wardrobe, one of which houses the battery charger and masterswitch for the anchor windlass and bow thrusters.

Along both sides of the bed are a set of lockers which conceal the heating convectors - these are topped in leather for a luxurious feel. Forward of the lockers are various wardrobes and a small vanity unit. Additional storage is provided by lifting the hinged bed base, while the end of the bed houses two deep pullout drawers.

The cabin is lined with a white painted oak T&G ceiling, cream painted oak T&G cabin sides and trimmed with oak. All the furniture is oak/oak veneer and the floor is covered in a deep pile carpet with high quality underlay. The halogen downlighters, switches and 240v sockets are all finished in stainless steel.

Guest Cabin:

The aft cabin is accessed from the rear of the wheelhouse via the oak companionway steps. To the left of the steps is the full sized shower and to the right is the bathroom; both are enclosed by an oak framed glass door, giving the area a symmetrical appearance. The shower is finished with cream mosaic tiles and appointed with Grohe and Kludi fittings and there is a vetus extractor unit to deal with the steam.

The bathroom has a vetus pump out head and a round wash basin built into the granite top. Furniture is made from dark stained oak and the floor is covered in cream tiles. Forward of the shower and bathroom are two wardrobes followed by the two berths which transform from two singles into one very large double by the addition of an infill mattress, catering for a variety of guests. Surrounding the beds are a series of lockers and shelves - in the end of the beds are two stacks of drawers whilst underneath storage is gained by lifting the mattress.

The convector heating system is built into the side of the bed. The room is finished in oak T&G painted white and cream whilst the furniture is oak, and the floor is covered in deep pile carpet on top of a luxury underlay. To complete the room the ceiling has a central hatch giving a means of escape onto the rear deck, and lighting is provided by halogen downlighters in stainless steel (as are the other fixtures and fittings).

Aft Sundeck (optional):

Accessed from the starboard gunwhale via an ingenious concealed (when not in use) step. This area is surrounded by stainless steel stanchions complimented by an optional teak effect desk. It is large enough to house a sunken table and chairs giving some external useable deck space. An access hatch to the wheelhouse allows those all important supplies to be passed with ease.

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Options include:

• Handover in Poland (to include flights etc) - discount on total boat price*	
• Aft Deck	£1250.00
• Teak finish to aft deck/all external decks	£1400.00
• Powered collapsible wheelhouse	£6950.00
• Hardwood pigeon box	£1500.00
• Concealed equipment lockers (gunwhale)	£1695.00
• Genset	£POA
• Interzone	£3000.00
• Travepower	£3250.00
• Helmsman's seat	£800.00
• Additional navigation equipment, ie chart plotter, Radar etc	£POA
• Surround sound package (with units)	£2650.00



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For more information visit: www.aqualinemarine.co.uk
or call: 01905 771018 (Head Office)
01604 859 376 (Midlands - Blisworth)
01283 707357 (Mercia Marina - Derbyshire)

* Delivery (and handover) usually takes place in Thames & Kennet Marina, Reading - customers who travel to Poland for their handover will receive a discount on the overall price. We reserve the right to alter the design/specification without prior notice.

* A recent HM Customs & Excise ruling means that wide-beam vessels of a certain size may qualify for zero VAT, if they are being used as your sole place of residence. Each case needs to be reviewed individually and there would be an administration charge to cover the cost of this process and the associated paperwork should you order a boat. Please contact us for more details if you are considering a purchase for residential use.