



ABNB

Boat Brokerage



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NARROWBEAM DUTCH BARGE

KISKA III

Shell by G&J Reeves
fit-out by Wharf House Narrowboats

Length: 58ft 6in
Style: Narrowbeam Dutch Barge

Year: 2008
Engine: Isuzu 55 diesel

Berths: 2 + 4
Registration No: EA 518151

WIN: GB-ABBWHN21J707
Certification: BSS to 2026

We are delighted to be marketing this beautiful vessel for the fourth time (previously named Tickety Boo). Built on a 2008 Reeves shell, this 58ft 6in narrowbeam Dutch barge features sweeping lines that give it a distinctive and well-proportioned profile. The fit-out by award winning Wharf House Narrowboats is finished in oak, complemented by a contrasting sapele wheelhouse. The aft cabin is arranged in a bistro style, incorporating the galley and a Pullman dinette, which can also provide guest accommodation. Forward of the wheelhouse is a central saloon, with a diesel stove, purpose-built entertainment cabinet and sofa bed. The full-width shower room includes a Travertine tiled cubicle, Vacuflush cassette WC, and a designer porcelain washbasin. The forward cabin houses the master bedroom with king-size bed. Propulsion is by an Isuzu 55hp diesel engine, located beneath the wheelhouse, driving both the stern propeller and bow thruster via an ARS hydraulic system. The current owner has carried out a number of recent improvements, including a wheelhouse rebuild, installation of a Refleks stove, full repaint, new wheelhouse and stern covers, and replacement teak deck boards.



Offered for sale
through ABNB

PRICE: £84,995



230V SUPPLY

230V circuit installed with landline connection • Galvanic isolator fitted

Independent onboard 230V power from batteries via Victron Multiplus 3kW pure sine wave inverter /charger • The inverter determines the 230V source

Remote control panel for inverter in wheelhouse

ENGINE & BOW THRUSTER

Isuzu 55 diesel • 55hp at 3,000rpm • Built by Isuzu and marinised by HMI • Single lever control

Hospital silencer exhaust • Skin tank engine cooling • Blower fans additional cooling

Instruments: Voltmeter, oil pressure gauge, temperature gauge, tachometer, hour meter

Fuel tank: 70 gallon (approx) under floor tank with fuel gauge • Lockable fuel filler

Bow thruster: ARS Hydraulic bow thruster

STERN GEAR & TRANSMISSION

Engine flexibly mounted • Hydraulic motor semi-flexibly mounted with R&D coupling • Hydraulic ARS pump and motor drive system • Quick release weedhatch • Low maintenance water lubricated stern gear • Electric bilge pump

DECKS

Aft deck self draining into bilge with teak boards

Canvas tonneau (Kinver Canopies) cover

STEERING

Main steering is by wheel in the raised wheel house linked to rudder hydraulically • Electrical rudder indicator • Emergency steering by tiller on aft deck

BATTERIES & CHARGING

Twin alternators: 12V 80A alternator charges 1 x 90Ah wet engine battery • 12V 110A alternator charges 5 x 130Ah sealed lead acid cabin batteries • Victron digital monitor displays battery and charging details • Charging also by Victron Multiplus 120A inverter/ charger • Charging from 2 x 100W (?) flexi solar panels with MPPT controller

WHEELHOUSE

Upper wheelhouse, constructed rich sapele, folds down to negotiate low bridges • Roof in 3 sections • The sides fold down and the upper doors are on lift off hinges. Fitted canvas covers from Kinver Canopies for wheelhouse • Air draught is 7ft 7in

ELECTRIC FITTINGS

Lights: Tunnel light, navigation lights

Cabin lights: All LED

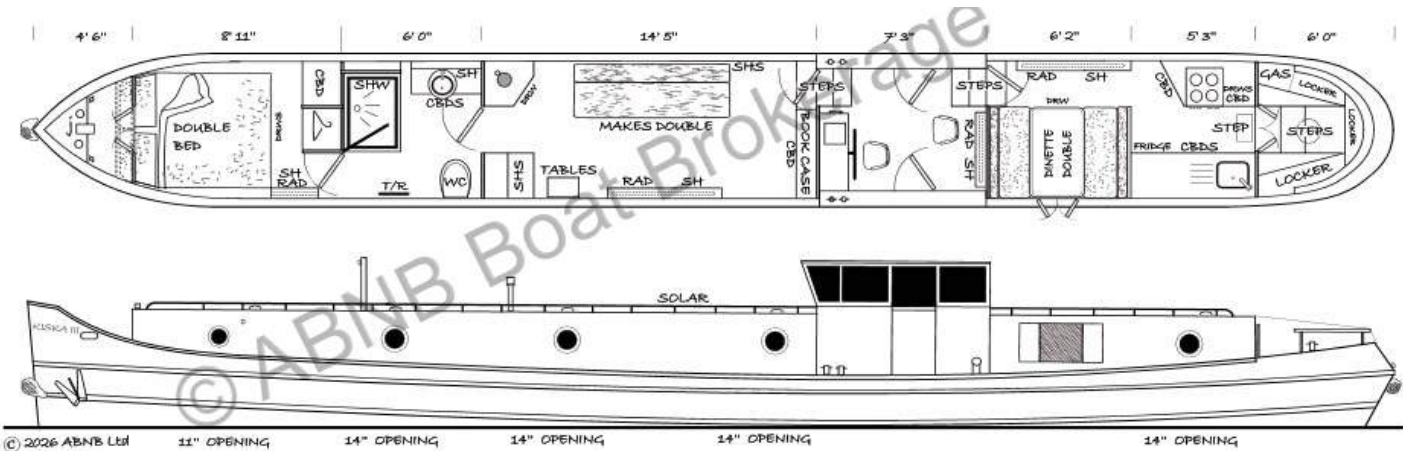
230V Hitachi radio & CD player & MP3 player • 230V Sony Blu-ray 3D & DVD player

Extractor fan in shower room

SOCKETS & LIGHTS

Additional sockets: phone socket • Additional lights: bedhead, aft deck

Cabin	Sockets			Lights		
	D.C.	Mains	USB	Deckhead	Wall	Bulkhead
Bedroom	-	✓	-	✓	-	-
Shower room	-	-	-	✓	-	-
Saloon	-	✓	✓	✓	-	-
Wheelhouse	✓	-	✓	✓	-	✓
Dinette	-	✓	-	✓	-	-
Galley	-	✓	✓	✓	-	-



STEELWORK & STYLE

10/6/4 plating; Shell in Narrowbeam Dutch Barge style

Fittings that are part of the shell include: Raised and inset handrails

Midship ropes on Samson posts by wheelhouse

(Note plating thickness cannot be measured during ABNB visits and is based on reported information)

FINISHES

Hull: Crimson enamel coating above top guard and bitumen to hull sides

Superstructure: Cream with crimson top edge only framing • Cream roof • Crimson handrails • Signwriting

TRAD FITTINGS

Chromework: Navigation lights, horn, pole & plank rack • Painted: Mushroom vents

4 air scoops

WINDOWS & DOORS

Single glazed gold anodised framed portholes

Forward, side & aft doors are steel with timber panels

One side door

KISKA III



SLEEPING

6 berths in 3 cabins consisting of:

6ft 8in x 5ft 0in **permanent double** with interior sprung mattress

6ft 0in x 3ft 11in **make-up double** with foam mattress on raised Pullman dinette

6ft 3in x 4ft 0in **make-up double** with foam mattress on sofa bed

SHOWER ROOM

Full width compartment

Cubicle (glass screen) **shower** 37in x 29in with tiled (Travertine) linings and bifold door

Feature washbasin

Dometic Vacuflush electric flush **cassette toilet** with 1 spare cassette

APPLIANCES

Gas cooking • Stoves 500DIT **cooker** and glass lid

Coolzone 12V under counter **fridge**

SEATING & EATING

Seating: 1 double sofa bed • 2 breakfast bar stools in wheelhouse

Tables: Large table for dinette • Small round table on Desmo leg on aft deck

Raised Pullman **dinette**

DIMENSIONS

Overall length: 58ft 6in

Foredeck 4ft 6in

Overall cabin length: 48ft 0in consisting of:

Bedroom 8ft 11in

Shower room 6ft 0in

Saloon 14ft 5in

Wheelhouse 7ft 3in

Dinette 6ft 2in

Galley 5ft 3in

Aft deck 6ft 0in

FIT-OUT

Linings: Cabin sides, headlining (ceiling), hull side and bulkheads (partitions) all lined in oak plywood • Framing in oak

Granite galley & washbasin worktops with Granite galley splashbacks

Flooring: Karndean with caulked teak boards in wheelhouse

Insulation: Sprayed PU foam

Condition of underfloor space can be checked through hatch in galley



SYSTEMS

Gas: Propane gas system with 2 x 3.9kg cylinders

Water: Under bed stainless steel (with contents gauge) 150 gallon (approx) water tank • Belfast galley sink

Water Heating: Calorifier heated by engine, boiler & immersion

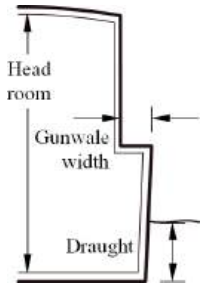
Cabin Heating: Eberspacher Hydronic D5WSC **compact diesel boiler** controlled by mini-programmer, 4 radiators, 1 towel rail • **Lockgate Refleks 2000 (new March 2024) diesel stove** • Separate 35 gallon (approx) tank for heating system located in engine compartment with fuel gauge • Eberspacher will be serviced prior to sale

STORAGE

Additional storage: under dinette plinth wine cooler, under berths, under forward & aft steps, aft deck lockers

Cabin	Drawers	Cupboards	Wardrobes	Shelves
Bedroom	✓	✓	✓	✓
Shower room	-	✓	-	✓
Saloon	✓	✓	-	✓
Wheelhouse	-	-	-	✓
Dinette	✓	-	-	✓
Galley	✓	✓	-	✓

Headroom: 6ft 4in
Gunwale width: 6in
Draught: 2ft 4in
Wheelhouse height: 7ft 7in



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OWNERSHIP HISTORY

Number of owners: Six
New adventures means that the boat is for sale

MAINTENANCE HISTORY

Hull: Last blacked: October 2024
Engine: Last serviced by engineer in 2026 (will be serviced prior to sale) **Running hours** at ABNB visit: 1,230 when last sold in July 2023. New gauge has since been fitted and shows 285
Superstructure: Last painted October 2024 by Kingsground Narrowboats

DOCUMENTATION

A BSS Certificate issued by Mark Paris expires 15/11/2026, with the following advisory failure points: 8.9.1A shortfall in low and high level ventilation
Please note: the low level ventilation has now been addressed. The high level ventilation applies to the aft cabin.
A Declaration of Conformity was issued by Wharf House Narrowboats 19/03/2008
The boat licence is not transferable with the boat and a new licence will be required
A cabin inventory list will be available when viewing

Brochure approved by owner



PLEASE NOTE: This is sales information and not a survey report; providing content details only. The specification in these pages is based on ABNB's visit to the boat and on information given by the owner. This is to help you decide whether to investigate the boat further, be it by surveyor or otherwise. The information here is given in good faith but no description, statement, promise of work to be done, or suggestion for future use, constitutes an offer. If the craft leaves the UK, any necessary VAT paid status may not be available.

