

TAPESTRY — CUSTOM



Судостроитель: CUSTOM

Длина общая: 76' 0" (23.16m)

Год постройки: 1912

Ширина: 27' 0" (8.23m)

Модель: Плавучий дом

Цена: ЦЕНА ЯХТЫ ПО ЗАПРОСУ

Местонахождение: United States

Купить **Tapestry — CUSTOM** а также выбрать подходящую вам яхту из нашего **каталога яхт** вам поможет опытный яхтенный брокер Андрей Шестаков. На сегодняшний день компания **Shestakov Yacht Sales Inc.** имеет большое количество яхт в **собственном списке продаж**, а также тесно сотрудничает со всеми крупными **яхтенными производителями** по всему миру.

Для того чтобы купить яхту **Tapestry — CUSTOM** а также проконсультироваться по любому вопросу связанному с покупкой, продажей, чартером яхт позвоните по телефону **+7(918)465-66-44**.

ОГЛАВЛЕНИЕ

ОГЛАВЛЕНИЕ	2
ХАРАКТЕРИСТИКИ	3
Обзор	3
Основная информация	3
Размеры	3
Скорость, вместимость и масса	3
Размещение	3
Корпус и палуба	4
Информация о двигателе	4
ПОДРОБНОЕ ОПИСАНИЕ	5
About Tapestry	5
History	5
Mechanical	6
Исключения	6
Отказ от ответственности	6
ФОТОГРАФИИ	8
КОНТАКТЫ	12
Контактная информация	12
Телефоны	12
Время работы	12
Адрес	12

ХАРАКТЕРИСТИКИ

Обзор

What an incredible opportunity to own a truly unique houseboat! This home on the water is turnkey ready for her next owners to enjoy. This houseboat has all of the necessities needed for comfortable living. She can fit guests comfortably inside or outside on the waterside deck. It doesn't get much better than this. Move this stunning hunk of steel to its next location, or simply stay put and enjoy life on the water for years to come. You must see "Tapestry" to truly appreciate what her caring owners have done.

Основная информация

Тип судна: Плавучий дом

Модельный год: 1912

Год постройки: 1912

Страна: United States

Размеры

Длина общая: 76' 0" (23.16m)

Ширина: 27' 0" (8.23m)

Скорость, вместимость и масса

Вместимость воды: 900 Gallons

Вместимость сточного бака: 900 Gallons

Объем топливного бака: 900 Gallons

Размещение

Всего кают: 2

Всего ком. состава: 2

Корпус и палуба

Материал корпуса: Steel

Информация о двигателе

Двигатели: 1

Производитель: Not Applicable

Тип топлива: Diesel

ПОДРОБНОЕ ОПИСАНИЕ

About Tapestry

Tapestry is a unique year-round residence floating on the waters of New England. The two-story framed house sits on top of a steel deck barge, which measures 76'x27'x7.5'. The structure is actually fastened on top of the steel deck barge around the perimeter of the framing of the house. The house itself is two stories: First Floor: 56'x20' Second Floor: 50'x14' The barge itself is all steel riveted with some welding repairs through the years, and includes an open interior. The barge is transversely framed. The interior of the hull of the barge contains the house's oil-fired furnace, sewage storage tank, and heating oil storage tank. The house is typical wood frame with cedar shingles, but custom built on the interior to the highest standards. The first floor contains the kitchen with dining areas (adjacent to large outside deck), dining room, living room with cozy wood burning stove, bathroom, and a large family room leading to an outside deck. The second floor of the house, which is accessed by an inclined stairway leads to a large open office space, bedroom, laundry/storage, and bathroom. There is also a central electrical system with 50 amp service. The home is equipped with heating and air conditioning.

History

From the Governor Herrick Dredge to TAPESTRY... All historical notes are the best of our understanding...legend. More than a century has passed since the construction of the Cape Cod Canal came to life as an artificial waterway traversing the narrow neck of land that joins Cape Cod to mainland Massachusetts. One can only imagine the engineering capability required to complete such an endeavor, yet that was only one element of the massive undertaking during the long haul of digging the isthmus from Buzzards Bay to Cape Cod Bay. When progressing slower than originally planned in 1912, two large dredges, named the Governor Warfield and the Governor Herrick, were added to the fleet dredges and steam shovels employed. Built in Sagamore and assembled in Buzzards Bay each of these behemoth dredges wielded 10-cubic yard dippers, were powered by 13 separate steam engines, and were able to remove nearly 100,000 cubic yards of materials a month. The steel was prefabricated by the American Locomotive Company at Paterson, N.J., and was powered by 13 separate steam engines-operating a 10-cubic yard dipper for soft material and an 8-yards box for boulders. When the time came for the Governor Herrick to be launched on Palm Sunday, March 31, 1912, a few feet from the canal, one of the ways sank a bit and the Herrick slid down and got stuck on the canal bank. A week later she was finally nudged into the waterway and her superstructure was added. In July the Herrick was moved west to start her mission digging toward the Governor

Warfield (which was launched in August). With steam shovels digging a channel ahead

of the two dredges, the two dredges started excavating with other dredges coming up behind each one – work which would culminate in the two dredges being within sight of each other in the spring of 1914. The final barrier (Foleys Dyke) was breached on July Fourth (on the 27th anniversary of the town of Sandwich) after which the two dredges worked to deepen the budding Canal before its official opening on July 29, 1914. It was a month after the opening of the Kiel

Canal in Germany (June) and before the Panama Canal (August) – and these two Cape-built dredges made the difference.

The attached photo taken in 1914 depicts the Governor Herrick removing the final barrier, located at station 234 in preparation for the Canal's opening on July 29, 1914. Many tides have come and gone since the days of building the Cape Cod Canal and for many of them the Governor Herrick made its way up and down the east coast attaching itself to significant engineering efforts from New York City to Boston. However, it was beached for years along the shores of Woods Hole, MA, where it remained until the mid 1990's when a previous owner realized it had the potential to be more than memory of bygone industrial digs. Remarkably, he believed it could become a home. From there, the historical dredge was brought back to life through a series of esthetic and structural fixes that led to its revival in this entirely different capacity...one that provides warmth and comfort. Now docked and floating peacefully, it exists as a cozy and one-of-a-kind home called "TAPESTRY."

Mechanical

50 Amp Electric

One red 900 gal. fuel tank (West side)

One red 900 gal. Water tank (Center)

One Grey 900 gal. Waste tank(West side) Two White 50 gal. Grey water tanks(West side above waste tank). 30 gal. Water boiler. East center One green circulating pump for domestic water. (Located on Bench. Set @ 40psi) Air handling unit suspended from ceiling serves forced hot air heating and air conditioning. (Heat works off coil heated from domestic hot water from boiler.)

Исключения

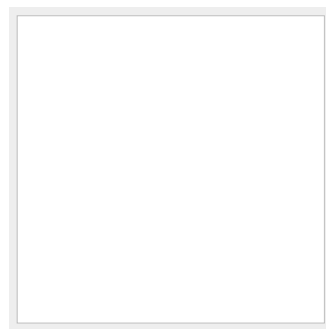
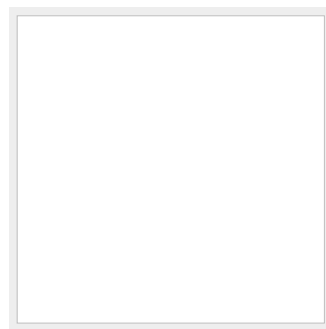
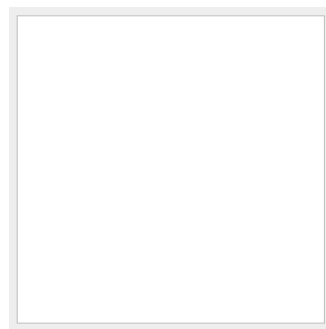
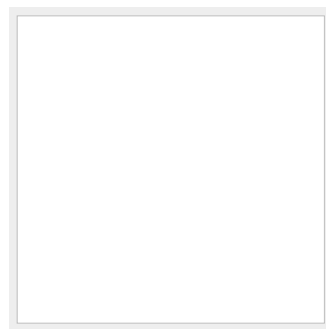
При продаже яхты исключаются личные вещи владельца.

Отказ от ответственности

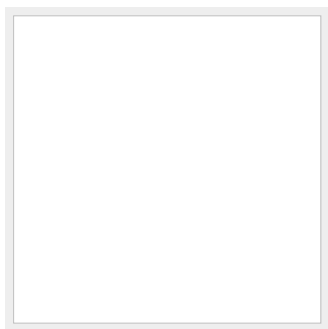
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ФОТОГРАФИИ









КОНТАКТЫ

Андрей Шестаков (Andrey Shestakov) – ведущий яхтенный брокер отдела продаж яхт и судов компании Shestakov Yacht Sales Inc. Официальный представитель Shestakov Yacht Sales Inc. для русскоговорящих клиентов в центральном офисе компании в Майами/Форт Лодердейл/Флорида/США.

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Время работы

Понедельник – Суббота: **9:00 - 21:00** EDT

Воскресенье: **Закрыто**

Адрес



Harbour Towne Marina, 850 NE 3rd St, STE 213, Dania, FL 33004