We wish to present an interesting vessel. A houseboat, also called a barge, is used for recreational sailing on rivers, lakes and canals. The SunCamper-30 has been designed by experienced Centkowski & Denert Design Studio from Gdansk, and is manufactured by BALT-YACHT in Augustów, Poland, a yard with 20 years of experience and more than a dozen thousand yachts and boats to its name, mainly made for foreign customers.

When compared to other houseboats, the SunCamper-30 distinctive features include an interesting silhouette, perfect interior design and an effective propulsion. The boat’s original solutions, functionality and nautical properties have been recognized and she won the 2010 YACHT OF THE YEAR award in Poland. Moderate dimensions and weight make the land transport possible, and on water facilitate mooring, entry into canal locks and sailing under bridges. Length of the SunCamper-30’s hull is 8.5 metres, and the maximum overall length with fore and aft platforms is 9.5 m. The beam – slightly less than 3 m – allows her to enter even the smallest locks and the rail cars of the Elbląg Canal slipway. A flat-bottomed hull with three longitudinal keels to protect the bottom has 0.45 m of draught aft and only 0.3 m fore, which allows to enter the sandy shores with the bow. Another thing which makes SunCamper-30 different than other houseboats is her relatively low hull which facilitates coming alongside and mooring, coming ashore or onto low piers. Although the bow is relatively low, its flared shape excellently copes even with high waves, ensuring “dry” sailing.
Another distinctive feature is excellent lighting inside the boat and visibility in all directions through huge windows and sliding door aft. While cooking, eating or resting in the wheelhouse, the whole crew is in contact with the helmsman and can watch the changing landscape through the windows. When the aft sliding door is opened, the wheelhouse merges with a comfortable cockpit creating one large space. The cockpit is covered by a sliding roof which protects against rain and sunlight. When it is not needed, the roof can be pushed towards the bow, uncovering the whole cockpit. When the weather is bad, the roof can be converted into a tent above the whole cockpit, increasing the space which is roofed and protected from the wind.

Last, but not least, the SunCamper-30 features good stability of the flat-bottomed hull and manoeuvrability achieved due to double combined rudders in the stern and a bow thruster. It has been proved in practice that the coming alongside and mooring can be performed single-handedly by the helmsman, who after stopping the engine can quickly go to the bow through the side sliding door in order to moor or give the mooring rope.

Now, let us present the original and functional interior of the SunCamper-30. Fore, we have a cabin with sliding door where 2-3 people can sleep comfortably. To the right of the cabin are spacious clothes lockers, and the side shelf is to the left. Then, on the right-hand side of the wheelhouse we have the helmsman's stand, with a helm, engine throttle and numerous instruments and dials. The helmsman sits in a comfortable sliding armchair and faces a large panoramic window with wipers, and next to him is a side door through which he can go out to the right-hand side deck and then to the bow.
Behind the helmsman’s stand is the kitchen module with a 2-burner gas cooker, sink, fridge and tabletop. To the left of the wheelhouse is a comfortable dinette for 4 people, with lowered table, and farther towards the stern a spacious bathroom equipped with a large washbasin with a mirror, sea-type toilet with wastewater tank or a portable chemical toilet. In the bathroom which has smooth laminate walls and a drainage grate in the floor, one can take a shower, covering the unused part of the bathroom with a waterproof curtain. Behind the bathroom is a sliding, three-segment transparent door to the cockpit, and to the right the entrance to the aft berth located under the cockpit and separated from the wheelhouse by a curtain. Four or five people can comfortably sleep in the fore and aft cabins, and when the dinette table is lowered there is an additional sleeping space for two. There are a lot of lockers and shelves in the wheelhouse, and additional luggage lockers can be installed under the roof. The following accessories can be installed: radio and CD player, TV-set, heating, fan, additional lighting, etc. Now, through a wide door at the back of the wheelhouse we go to a comfortable cockpit with a picnic table and sitting places for seven people. From the cockpit we have access to the engine room and lockers, and it is also possible to steer the boat there in an emergency using a removable tiller. On the right-hand side of the cockpit is a ladder leading to the wheelhouse roof where there is a place to sit or sunbathe. The side lifelines ensure safety of the people on the roof, and are also used as guides for the sliding cockpit roof.

The wheelhouse is ventilated through side and rear sliding doors, a large hatch in the roof and sliding parts of the side windows. In the foredeck which is protected by a high lifeline there is a bench on which you can rest or fish. The foredeck also features two large covers of the
chain locker where the mooring ropes and fenders can be conveniently stored.

Now, let us take a closer look at the SunCamper-30 propulsion system. It is recommended to use small, economical 20 – 30 hp diesels. It is also possible to use 20-30 hp petrol outboard engine hidden in a so-called “aft well”. The most convenient is the propulsion with a reversed yacht S-DRIVE placed in the stern which saves space for a two-man berth under the cockpit. Another popular arrangement is the classical system with a diesel under the cockpit and a straight propeller drive shaft. In all propulsion systems the propeller rotates in the hull “half-tunnel” and as a result the boat’s draught does not exceed 0.5 m. A pipe structure protects the propeller and combined rudders against damage when the boat runs aground.

The houseboats, also known as barges, are displacement vessels sailing at economical speeds up to about 15 km/h. With a 20 hp engine the SunCamper-30 reaches 11-12 km/h, and with a 30 hp engine 13-14 km/h.

For those who do not have sailing licences, the boat is offered with a 10 kW (13.6 hp) engine and then her speed does not exceed 10 km/h.

Practical use of houseboats proves that it makes no sense to install engines above 30 hp and that the optimum economical speed is 8-9 km/h, and the fuel consumption only 1-2 litres per hour. A 85-litre fuel tank is sufficient for economical sailing.

For easy mooring and anchoring the SunCamper-30 is equipped with 6 cleats and a stern and bow anchor. The bow anchor can be operated manually or using an electric windlass. Foldable ladders have
been installed aft and fore for easy going into and out of the water. Additional accessories include also navigation lights, roof headlight, sound signal, gangway for coming ashore.

The manufacturer of SunCamper-30, BALT – YACHT, offers customized hull colours, types of wood used inside, upholstery colours and equipment options.

The SunCamper–30 is an excellent vessel for family recreational sailing with 2-4 man crew, and for charter sailing with larger 6-man crew. With the design category CE–C10, the SunCamper–30 can take up to 10 people for daily cruises without an overnight stay, ensuring safety and comfort.

The experienced BALT-YACHT yard guarantees top quality, sound manufacture and the vessel reliability for many years.