Essex Fishing Smack (Early 1800s) - 1900

https://www.yachtadvert.com/3025-traditional-essex-fishing-smack-early-1800s.html

120 000 EUR incl vat



General

Year : 1900
Builder : Classic
Beam : 9.84 Ft
Length : 49.21 Ft
Life Raft : Yes
Draft : 0.00 Ft
Leasing in progress : No
Area : Golfe du Morbihan, France

Engines

Engine(s) : 1
Engine Brand : Honda
Power Unit. (HP) : 20

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Facilities

WC : Sailor
Flybridge : Yes
Head : 1
Helm : No

Electronics

Autopilot : Yes
GPS : Yes
VHF : Yes
Watermaker : No
Radar : Yes
Sounder : Yes
Chartplotter : No
Converter 12/220 : No

Bridge equipment

Hydrolic Gangway : No
Bath platform : No
Winter cover : No
Sprayhood : No
Teak cockpit : No
Furling mainsail : No
Gangway : No
Davits : No
Electric windlass : No
Cockpit awning : Yes
Teak deck : No
Furling genoa : No
Spinnaker : No

Main equipment

Stern thruster : Yes
AC : No
Black Water : No
Tender : No
Bow Thruster : Yes
Marine Generator : Yes
Hot water : No
Flaps : No
Tender Engine : No

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Household appliances

Fridge : 1
Oven : Yes
Gas stove : No
Heater : Yes
Dishwasher : No
TV : Yes

IceMaker : No
Freezer : No
Microwaves : Yes
Electric stove : No
Washing machine : No
TV antenna : No
SAT-TV : No

Various

Fly, Historic Essex Fishing Smack (1805?1842)One of the oldest sailing vessels still afloat and sailing worldwide
We are privileged to present for sale the remarkable ?Fly?, an authentic Essex Fishing Smack and one of the oldest and rarest sailing vessels still actively navigating today. Built between 1805 and 1842, this engine-less wooden gaff cutter was originally commissioned for wild oyster dredging in the Thames Estuary. Over the centuries, she has successively served as a working fishing vessel, a fast police cutter, and even in discreet cross-Channel smuggling operations, embodying a living testament to Britain?s maritime legacy.
Measuring 15 metres overall with a hull length of 10.98 metres, a 3-metre beam and a 1.20-metre draft, Fly displaces approximately 7.5 tons. Her hull, crafted in larch and oak, reflects traditional British shipbuilding excellence. She carries an authentic gaff rig with a bark-tanned linen mainsail, partly handmade, and spars comprehensively overhauled in 2022.

Despite her historic pedigree, Fly benefits from carefully integrated modern equipment, including VHF, large-screen GPS/depth sounder, solar panels, full anchoring gear, and an inflatable tender powered by a 20 HP Honda outboard engine. She remains true to her original spirit as a pure sailing vessel, preserving the integrity and sensation of traditional seamanship.
Her restoration has been conducted with exceptional care and respect for authenticity, ensuring structural integrity while subtly adapting her for comfortable private use. The hull is sound and robust. Below deck, the atmosphere is warm and refined in its simplicity: a generous double berth, a traditional wood-burning stove, and practical storage create an intimate yet functional living space suited to extended cruising.
Fly is fully prepared for offshore passages, equipped with a liferaft, life jackets fitted with satellite distress beacons, and new batteries providing extended autonomy. She offers the rare privilege of commanding a vessel of profound historical significance without compromising essential modern safety standards.
Potentially dating back to 1805, Fly may be the oldest pleasure sailing vessel still under sail today. She represents far more than a yacht purchase; she is the acquisition of a living piece of maritime history, eligible for prestigious classic regattas and capable of drawing admiration in the world?s most distinguished harbours.
For the discerning owner seeking authenticity, rarity, and timeless presence, Fly offers an incomparable opportunity.
Private viewings and a complete historical and restoration dossier are available upon request.

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Media

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