



Sloep 800 - 1972

<https://www.yachtadvert.com/2673-harding-sloep-800.html>

5 000 EUR incl vat



General

Year : 1972

Beam : 9.02 Ft

Life Raft : No

Leasing in progress : No

Builder : Harding

Length : 26.25 Ft

Hull : Monohull

Area : , Netherlands

Engines

Engine(s) : 1

Hours : 250

Engine Brand : Vetus

Power Unit. (HP) : 25

Tank : 75 L

Facilities

Flybridge : No

Helm : Yes

Electronics

Autopilot : No

GPS : No

VHF : No

Watermaker : No

Radar : No

Sounder : No

Chartplotter : No

Converter 12/220 : No

Bridge equipment

Hydraulic Gangway : No

Bath platform : No

Winter cover : No

Sprayhood : Yes

Teak cockpit : No

Furling mainsail : No

Gangway : No

Davits : No

Electric windlass : No

Cockpit awning : No

Teak deck : No

Furling genoa : No

Spinnaker : No

Main equipment

Stern thruster : No

AC : No

Black Water : No

Tender : No

Bow Thruster : Yes

Marine Generator : No

Hot water : No

Flaps : No

Tender Engine : No

Household appliances

Freezer : No

Microwaves : No

Electric stove : No

Washing machine : No

TV antenna : No

SAT-TV : No

IceMaker : No

Oven : No

Gas stove : No

Heater : No

Dishwasher : No

TV : No

Various

Harding Sloep 800 now in the online auction. everyone can bid until 18 May 2026.

Harding Sloep 800 (1972) €“ characterful lifeboat tender with Vetus diesel and bow thruster

This Harding Sloep 800 from 1972 is a striking boat for anyone looking for a spacious, stable sloop with a tough pedigree. It is a converted Harding lifeboat, certified in 1978 (MASECO certificate available) and later fitted out for comfortable recreational use. With a length of 8.00 metres, a beam of 2.75 metres and a shallow draft of approx. 0.50 metres, this type of boat is suitable for a wide range of cruising areas: from canals and ditches to lakes and larger inland waters. The air draft of about 1.10 metres also makes her suitable for routes with low bridges, which makes this sloop especially attractive for city cruising.

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Robust GRP hull with ballast and stable handling

The hull is made of GRP (polyester) and the vessel weighs approx. 3,600 kg. A key feature is the ballast on board (stated at around 2,400 kg), which contributes to a solid, calm position in the water. This is particularly noticeable when cruising with several people: the sloop remains steady on course. This makes the Harding Sloep 800 interesting for buyers who value stability and a relaxed boating experience, even when the water is a bit livelier.

Layout and comfort: generous seating and forepeak with potential

On board, the fit-out is designed so that a group can sit comfortably; in practical terms there is space for around 12 people on board. This makes the sloop suitable for day trips with family or friends, drinks on the water and relaxed cruises through the city. There is a forepeak that is currently used for storage, but it can be converted into a simple sleeping area. Headroom inside is approx. 0.90 metres, which suits the character of a sloop: primarily focused on outdoor living and seating comfort, with interior space as a practical addition. There is no toilet.

Vetus 25 hp inboard diesel: economical cruising and easy manoeuvring

Propulsion is provided by a 25 hp Vetus inboard diesel engine with electric start and three cylinders. The stated engine hours are approx. 250. Cruising speed is around 10 km/h and top speed around 12 km/h, ideal for relaxed sloop cruising and efficient touring.

With a 75-litre diesel tank, there is a usable range for longer day trips. For monitoring, instruments include a tachometer and temperature gauge.

A major plus is the electric bow thruster, installed in 2017. Combined with wheel steering (inside position), this helps with docking and turning in tight canals or harbours, especially given the length and weight of the vessel. The rudder is single and was renewed in 2019. It is noted that there is some play in the steering wheel; a point of attention for a buyer who prefers a tight steering feel.

Deck equipment and practical extras

For shelter there is a sprayhood (bimini/sprayhood frame), which was refurbished in 2025. Furthermore, the boat is supplied with, among other items, fenders and lines, a swim ladder and an anchor with line attachment. Oars are also included, which can be useful as an emergency option or for short manoeuvres. The bilge pump is electric. There are two batteries on board.

The audio system works, but three of the four speakers are defective; this is generally easy to replace, allowing you to upgrade onboard entertainment to your own preference relatively quickly.

Maintenance and points of attention: scope for personal finishing

The boat was taken out of the water in 2025. The last antifouling treatment dates from 2022. It is known that the woodwork could use a fresh coat of varnish; for many enthusiasts this is an opportunity to refine the look to their own taste and further highlight the classic character of this Harding sloop.

Origin and character: from New York to the Netherlands

This sloop has a special history: originating from New York, later fitted with wooden inlay in the Middle East and subsequently imported into the Netherlands. In 2015 she came into the current ownership, after which targeted investments were made in key components such as the (refurbished) engine installation in 2015, the bow thruster in 2017 and redoing the interior in

2018. This makes the vessel interesting for buyers looking for a tough, characterful sloop with a story, plenty of space and a solid base for many years of boating enjoyment on inland waters, canals and lakes.</p></p>

