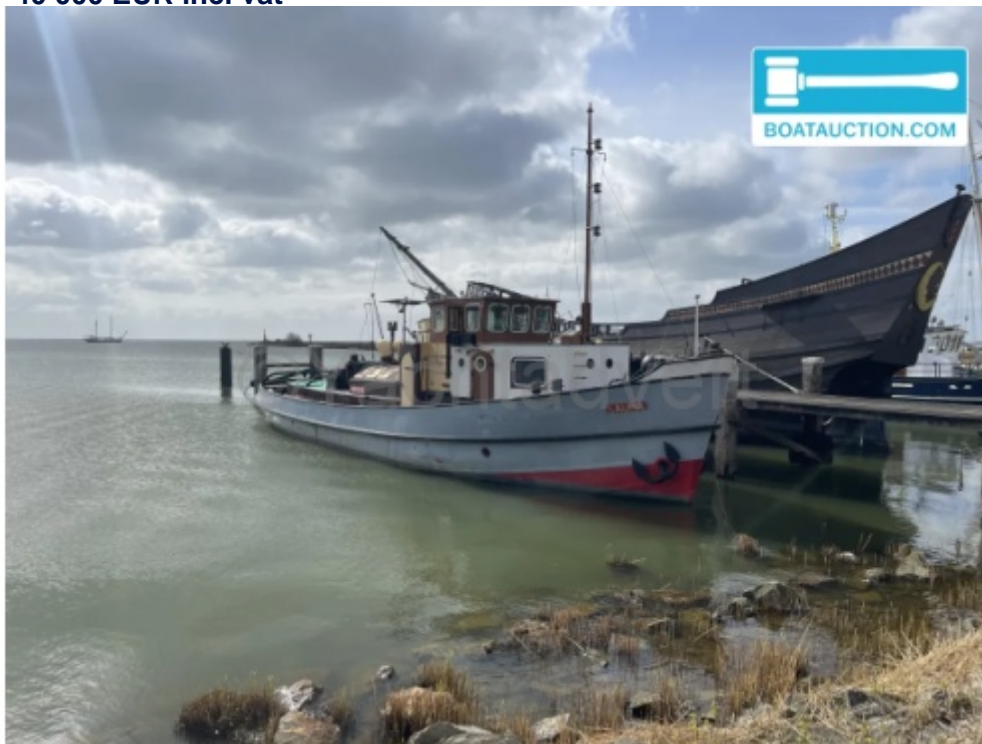




2200 - 1952

<https://www.yachtadvert.com/2714-sleepboot-2200.html>

40 000 EUR incl vat



General

Year : 1952

Beam : 16.73 Ft

Hull : Monohull

Area : , Netherlands

Builder : Sleepboot

Length : 71.65 Ft

Draft : 7.22 Ft

Life Raft : No

Leasing in progress : No

Engines

Model : RV6M-545

Power Unit. (HP) : 500

Tank : 8000 L

Engine Brand : Deutz

Engine(s) : 1

Hours : 2000

Facilities

Flybridge : No

Helm : Yes

Electronics

Autopilot : No

GPS : No

VHF : Yes

Watermaker : No

Radar : No

Sounder : No

Chartplotter : No

Converter 12/220 : No

Bridge equipment

Hydraulic 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 : 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

Tugboat 2200 now in the online auction. everyone can bid until 22 June 2026.

classic tugboat with character and space

anyone drawn to tough steel, a rich history and the unmistakable silhouette of a real tugboat will quickly feel at home aboard this Tugboat 2200. She was built in 1952 at Amels Makkum (build number 167) and still breathes the atmosphere of traditional yard craftsmanship that enthusiasts look for when browsing online for a classic tugboat for sale or a steel tugboat with a Deutz engine. With a length of 21.84 metres and a beam of 5.10 metres, she is generously sized, while her draft of approx. 2.20 metres and air draft of about 4.50 metres still make her usable on many inland waterways. This tugboat has been used for recreational cruising and offers a solid base for anyone looking for a cruising classic with the potential to be further finished to personal taste.

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what makes this tugboat special?

this Tugboat 2200 combines a classic steel hull with a powerful, characterful propulsion system. She is equipped with a Deutz RV6M 545 inboard diesel engine from 1956, delivering 500 hp with six cylinders. The stated running hours are around 2000. Particularly appealing to lovers of traditional engineering is the fact that the engine is directly reversible, which suits the true tugboat feel and low-speed manoeuvring. The propeller is a three-blade cast-iron propeller with a diameter of 1600 mm; an impressive size that matches her rugged appearance and her former role as a strong pusher and puller. With a cruising speed of around 20 km/h, she is brisk for her class.

is she suitable for living aboard?

yes, she can be made suitable for that, with the note that there is still work to be done. Inside, there is standing headroom of approx. 1.90 metres, which many people find comfortable on board. The boat has basic accommodation with a dinette, cooking appliance and mattresses, and there are two fixed berths. The lower area still needs to be panelled/finished, giving a buyer the opportunity to build out the interior to their own preferences. Anyone searching for a liveaboard tugboat or converting a tugboat into a houseboat will recognise this as a great starting point: the main structure is there, and the finishing can be made personal.

how is she equipped for cruising and manoeuvring?

steering is via a wheel from an inside helm position, with a single rudder. For extra control in harbours and tight spots, she is fitted with an electric bow thruster. Practical gauges on board include a fuel tank gauge, oil pressure gauge, temperature gauge and tachometer. In terms of communication and visibility, she is equipped with AIS and a VHF radio, which many skippers appreciate on busier inland waters. On deck, fenders and lines are present, and for anchoring there are two anchors with chain and a manual anchor windlass.

when was she last out of the water?

the boat was last taken out of the water for maintenance in 2020, and the antifouling treatment was also carried out that same year. This provides a clear reference point for a buyer who wants to continue with a planned maintenance schedule. A steel tugboat from 1952 naturally requires periodic attention, and that is exactly why it is helpful that the last yard period is clearly documented in time.

what systems and power supply are on board?

she has an electrical system with 24V and 220V, including shore power, alternator, battery charger and voltmeter. Three batteries are present. With a fuel tank capacity of approx. 8000 litres, she is also built for longer trips; ideal for anyone looking for a large tugboat for inland waterways or a classic motor yacht alternative with plenty of range. Heating is not applicable, which for some buyers is an invitation to choose their own heating solution to suit the intended use.

what documents are available?

documentation is available in the form of a measurement certificate and a CVO, and she has a European number 02010108ba. This is valuable information for buyers who want clarity on the paperwork for a tugboat,

especially if they plan to use her for longer journeys or properly record her future use.

this Tugboat 2200 is therefore an attractive lot for enthusiasts of classic steel vessels, for boaters who love a powerful Deutz diesel, and for buyers keen to take on a characterful project. She offers space, presence and engineering you don't come across every day, and is waiting for someone who will enjoy writing her next chapter.

