



SB508 - 1969

<https://www.yachtadvert.com/2806-vrachtduwbak-sb508.html>

1 000 EUR incl vat



General

Year : 1969

Beam : 48.62 Ft

Hull : Monohull

Area : , Netherlands

Builder : Vrachtduwbak

Length : 0.72 Ft

Draft : 102.13 Ft

Life Raft : No

Leasing in progress : No

Engines

Facilities

Flybridge : No

Helm : No

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 : 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 : No

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

<p>Barge SB508 now in the online auction. everyone can bid until 18 May 2026.

<h2>Cargo push barge SB508 ready for new deployment</h2><p>The cargo push barge SB508 is a steel workboat with a story. She was built in 1969 and subsequently served for over 56 years with Waternet and its predecessors, including DWR (Department of Water Management and Sewerage). That history is reflected in her practical layout and clear focus on functional use. Anyone looking for a cargo push barge for sale for operation on inland waters, or a robust push barge for transport and support during works, will find the SB508 an interesting starting point. The vessel is offered via BoatAuction and is auctioned as a lot, allowing interested parties to assess her based on the available information and the attached documentation.</p><p>With her steel hull, she is designed for work: think moving materials, supporting projects on canals and ditches, or functioning as a platform for maintenance work on lakes and rivers. The SB508 has been used commercially, making her particularly suitable for parties looking for a steel workboat with proven real-world service.</p>

<h3>Cargo push barge SB508 now in the online auction. Anyone can bid up to and including 18 May 2026.</h3><h3>What type of vessel is the SB508 exactly?</h3><p>The SB508 is a cargo push bargeâ€”i.e., a barge without its own propulsion and without steering. She is intended to be pushed or towed by a push boat or tug. This also explains why steering, rudder and wheelhouse are listed as not applicable. For buyers looking for an inland navigation push barge as a loading platform or as a work pontoon with transport capability, this type is attractive precisely because of its simplicity and straightforward deployment within a push or tow combination.</p>

<h3>What are her dimensions and what does that mean in practice?</h3><p>According to the stated data, she is approximately 22 metres long. The remaining dimensions are also listed in the lot information. In practice, a length of this order means the vessel is well suited to work on inland waters where manoeuvrability and logistics matter, such as urban routes, canal zones and project locations with limited space. At the same time, a push barge of this size typically offers sufficient deck/cargo space for commercial applications. She has been used on inland waters, canals and ditches, lakes, ponds and rivers, indicating a broad operational range.</p><h3>Which documents are available and what is their status?</h3><p>Documents are listed with this cargo push barge that are essential for many buyers. A measurement certificate (meetbrief) is present with number HN 13042, valid until 16-10-2035. In addition, an SI certificate is mentioned, SI 12047 C, whose validity ran until 06-03-2019. All details can be found in the documents attached to the lot. The ENI number is unknown or whether it is present. For interested parties who value paperwork and history, it is reassuring that a valid measurement certificate is available and that the other certification information has been provided transparently.</p>

<h3>What condition is the vessel in, and what can you expect from a steel workboat from 1969?</h3><p>The condition is stated as good. At the same time, it is important to approach her as a steel workboat with a long career in the public and commercial sector. That means she was built to work, and her value lies primarily in her function, her construction and her deployment options. For a buyer considering a steel push barge, it is therefore sensible to allow for an independent inspection and a plan for any preservation or paintwork, in line with the intended use.</p><h3>What applications is she suitable for if you buy her now?</h3><p>The SB508 may be attractive to contractors, marine civil engineering companies, site managers and logistics parties looking for a workboat for inland waters. Think transporting materials, temporarily storing equipment on the water, or using her as a stable work platform for maintenance of quay walls, bridges or banks. She is also a logical candidate for organisations seeking a practical cargo push barge for project-based deployment, precisely because she has no complex propulsion or steering gear on board and therefore remains straightforward to operate and manage.</p><p>This cargo push barge SB508 is offered via

BoatAuction. She invites a new phase: back to work again, in a role that suits her character as a no-nonsense push barge with a long service record. Potential buyers are advised to review the lot attachments and align her capabilities with the intended cruising area and desired use.</p></p>

