



SB506 - 1969

<https://www.yachtadvert.com/2807-vrachtduwbak-sb506.html>

1 000 EUR incl vat



General

Year : 1969

Beam : 15.78 Ft

Hull : Monohull

Area : , Netherlands

Builder : Vrachtduwbak

Length : 63.32 Ft

Draft : 3.97 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

Barge SB506 now in the online auction. everyone can bid until 18 May 2026.

Robust cargo push barge SB506 from 1969

Anyone looking for a practical, characterful cargo push barge for professional use on inland waterways will find this cargo push barge SB506 an interesting starting point. She was built in 1969 and has a long working history with Waternet and its predecessors, including DWR (Dienst Waterbeheer en Riolering). That past says something about her deployment: not as a leisure craft, but as a workboat that for many years formed part of daily operations on waterways where reliability and predictability matter. The vessel is steel-built and designed as a push barge, i.e. without her own propulsion or steering. This makes her suitable for parties who already have a push boat or towing capacity and are looking for a steel work platform or transport barge for commercial use.

With dimensions of approx. 19.30 metres in length and 4.81 metres in beam, the SB506 offers a generous deck area and a size that can be planned on many inland waterways. The stated draught is approx. 1.21 metres and the air draught approx. 1.44 metres. She has been used on inland waterways, canals and ditches, lakes, ponds and rivers. This broad operating area makes her interesting for a variety of activities, such as logistical support, material transport, project-based deployment or as a floating work platform, depending on the fit-out a buyer has in mind.

Cargo push barge SB506 now in the online auction. Anyone can bid up to and including 18 May 2026.

What type of vessel is the SB506 exactly?

The SB506 is a cargo push barge, meaning she is intended to be pushed or towed and is not equipped with her own wheelhouse, rudder or propulsion. In the specifications, steering is therefore listed as not applicable, as is the rudder. The strength of this type of vessel lies in its simplicity and functionality: the barge forms a steel carrier for cargo, equipment or work on the water. For buyers looking to purchase a push barge for professional use, this type can be a logical choice precisely because it can be combined with existing fleet assets and work processes.

Which documents are available and what do they indicate?

Documentation is available with this lot that is essential for many buyers. There is a measurement certificate (meetbrief) HN 13213, valid until 5 December 2025, and an SI certificate SI 12044 C, valid until 20 June 2027. The ENI number 03800057 is also stated, with registration number 03800057. According to the consignor, the details can be found in the attachments to the lot. For anyone considering a workboat or push barge via BoatAuction, such documents provide guidance when assessing deployability and administrative continuity. It is advisable to review the attachments carefully and to be clear in advance about which requirements apply to your intended use.

What has she been used for and on which waters?

This steel push barge has been used commercially and has served for over 56 years with Waternet and its predecessors. She has been used on various inland waters, including canals and ditches, as well as lakes, ponds and rivers. This points to a working history in which flexibility was important. For a buyer, that can be attractive: the vessel was not built for a single scenario, but for practical deployment in different conditions. At the same time, with any used cargo push barge it is always advisable to compare your own operational requirements with the available information and, if possible, an inspection.

What can you expect in terms of construction and appearance?

The SB506 is built of steel, which suits her role as a workboat. In commercial shipping, steel is a commonly chosen material due to its robust base and the possibilities for modifications or repairs within standard shipyard practices. The shipyard mentioned is Scheepswerf Grave. Her appearance is that of a vessel with a story: a functional push barge that for many years was part of water management and operational work. For buyers looking for a steel push barge with a clear provenance and a working signature, she may make exactly the right impression.

This cargo push barge SB506 is being auctioned via BoatAuction. She is of interest to entrepreneurs,

contractors, marine construction companies and other professionals who want to buy a push barge for transport or as a floating work platform. Take the time to review the lot information and attachments, form a picture of your intended use and then determine your bidding strategy. That way you give her the chance to do useful work on the water again in the next phase of her life.</p></p>

