



SB512 - 1969

<https://www.yachtadvert.com/2810-vrachtduwbak-sb512.html>

1 000 EUR incl vat



General

Year : 1969

Beam : 15.91 Ft

Hull : Monohull

Area : , Netherlands

Builder : Vrachtduwbak

Length : 63.32 Ft

Draft : 3.87 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 SB512 now in the online auction. everyone can bid until 18 May 2026.

Cargo push barge SB512 ready for work

Anyone looking for a robust steel cargo push barge with a clear history will find the SB512 an interesting lot. She was built in 1969 and served for many years with Waternet and its predecessors, including DWR (Department of Water Management and Sewerage). That background says a lot about her use: practical, functional, and built for professional operations on inland waterways. The vessel is configured as a push barge without its own steering, rudder, or wheelhouse; exactly what you would expect from this type of workboat. This makes her particularly attractive to parties looking to buy a push barge for transport, project support on the water, or as a floating platform.

With dimensions of approximately 19.30 metres in length and 4.85 metres in beam, the SB512 offers a usable deck area and a size that can be deployed on many Dutch waterways. The draft of about 1.18 metres makes her suitable for a variety of conditions on lakes, rivers, canals, and city waterways, as she has been used in the past. The steel hull matches the character of a workboat: built to carry, to be pushed, and to perform in a professional environment.

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What type of vessel is the SB512 exactly?

The SB512 is a cargo push barge; an unmanned barge intended to be pushed or towed by a push boat or tug. She has no steering system and no rudder, which aligns with the stated specifications. This type of inland push barge is often used for transporting materials, supporting dredging and maintenance work, or serving as a work platform for hydraulic engineering projects. Anyone looking for a steel push barge with a working history at a water management organisation will recognise this vessel as a practical base for a wide range of applications.

Which documents are available and what does that mean for you?

Documentation is available with this lot, which is essential for many buyers. There is a measurement certificate (meetbrief) HN 4454 valid until 1 December 2029. In addition, there is an SI certificate (SI 12034 C) which was valid until 27 February 2026. The ENI number 03801882 is also stated. Details can be found in the attachments to the lot. For a buyer intending to use a push barge in a professional context, it is helpful that these details are clearly available and that the vessel is administratively identifiable.

What has she been used for and which waters does she suit?

This cargo push barge has been used commercially and has proven herself on inland waters, including canals and ditches, as well as on lakes, ponds, and rivers. That broad operating area fits a workboat that needs to adapt to different projects and locations in practice. For buyers searching terms such as 'cargo push barge for sale', 'inland push barge', or 'buy steel workboat', this is a vessel whose versatility matches day-to-day work on the water.

What can you expect regarding condition and maintenance history?

The stated condition is good, consistent with a work vessel that has been in service for many years. That said, any interested buyer is advised to carry out a thorough inspection during the viewing day to assess the current condition of the hull. The yard mentioned is Scheepswerf Grave, which may be a useful reference for anyone wishing to further clarify the background.

In short, the SB512 cargo push barge is primarily an invitation to doers: entrepreneurs, contractors, marine construction companies, or logistics parties looking for a push barge with a clear profile. She is not a pleasure craft, but a piece of working equipment with a history in water management. Through Boatauction she now gets the chance for a new assignment. If you want to buy a steel push barge that fits within the world of inland shipping and professional work on the water, this lot is well worth a look.

