



SB520 - 1970

<https://www.yachtadvert.com/2811-vrachtduwbak-sb520.html>

1 000 EUR incl vat



General

Year : 1970

Beam : 15.94 Ft

Hull : Monohull

Area : , Netherlands

Builder : Vrachtduwbak

Length : 64.67 Ft

Draft : 4.00 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 SB520 now in the online auction. everyone can bid until 18 May 2026.

SB520 cargo push barge for work and transport

This SB520 cargo push barge is a tough, functional steel work vessel with a history you can feel the moment you see her. She was built in 1970 and then served for over 55 years with Waternet and its predecessors, including DWR (Department of Water Management and Sewerage). That makes her not only a practical choice for anyone looking for a commercial vessel, but also a craft with a clear, traceable background. The barge is being auctioned via BoatAuction and is of interest to entrepreneurs, project contractors and water users looking for a cargo push barge for inland waterways, transport jobs or support during works on canals, ditches, lakes and rivers.

With dimensions of approx. 19.71 metres in length and 4.86 metres in beam, the SB520 offers substantial carrying capacity for a wide range of applications. Think transporting materials, supporting dredging and maintenance work, moving tools and building supplies, or using her as a pontoon-like working platform. Her draft of about 1.22 metres and air draft of approx. 1.39 metres also make her suitable for many Dutch inland waterways where larger vessels are not always practical.

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What kind of vessel is the SB520 exactly?

The SB520 is a cargo push barge: an unmanned barge designed to be pushed or towed. She has no steering and no rudder installation, which is typical for this type of vessel. In practice, this means you operate her in combination with a push boat, tug or other suitable workboat. This is precisely why she is attractive to parties already working with push/tow combinations, or those looking for an additional barge to increase capacity and flexibility on the water.

Which documents are available and what does that say about her use?

This cargo push barge comes with a measurement certificate (meetbrief) number HN13184 and an SI certificate number SI 12040C. The measurement certificate is valid until 27-10-2035, which is useful for anyone who values clear vessel particulars and formal documentation. The SI certificate was valid until 27-3-2026. All details, conditions and specifications can be found in the attachments linked to the lot. For many buyers this is an important point: documentation such as a measurement certificate and certificates helps you form a good picture of the vessel and her possibilities for your intended use.

Which waters has she operated on and what does that mean for you?

The barge has been used on inland waters, including canals and ditches, as well as lakes and rivers. This indicates service typical of Dutch water-related operations: urban routes with limited space as well as open water where stability and practical usability matter. For you as a buyer, this means the SB520 is not just a theoretical transport barge, but a vessel that has been used for commercial operations for many years in a variety of conditions.

What about maintenance and the underwater hull?

No specific date has been provided for the last time she was taken out of the water for maintenance, and the most recent antifouling treatment is also not stated. This is relevant information to include in your preparations. With a steel workboat like this, it is common for a buyer to consider an independent inspection in advance, especially if you intend to put her to intensive use immediately. Consider checking the steelwork, the underwater hull and the general condition, in line with your plans and the waters where you intend to use her.

The SB520 was built at Van Eyck shipyard, a name familiar to many professionals in the world of workboats and steel construction. Her construction is steel, making her suitable for robust applications where a workboat needs to take a knock and where practical use is more important than luxury.

If you are looking for a cargo push barge for sale that can be used as a workboat, transport barge or push barge for inland shipping projects, this SB520 is a lot worth serious consideration. She combines a working history with a major water management organisation, practical dimensions and available vessel

documentation. Through BoatAuction, she now has the opportunity to find a new owner who will give her a clear role on the water once again.

This cargo push barge is sold individually as part of a total batch of 9 units. View the other 8 cargo push barges on our website boatauction.com

