



1500 - 1962

<https://www.yachtadvert.com/3165-sleepboot-1500.html>

10 000 EUR incl vat

General

Year : 1962

Beam : 14.76 Ft

Life Raft : No

Leasing in progress : No

Builder : Sleepboot

Length : 49.21 Ft

Hull : Monohull

Area : , Netherlands

Engines

Model : nt355 td

Power Unit. (HP) : 355

Engine Brand : Cummins

Engine(s) : 1

Tank : 3100 L

Facilities

Flybridge : No

Helm : Yes

Electronics

Autopilot : No
GPS : No
VHF : No
Watermaker : No

Radar : No
Sounder : No
Chartplotter : No
Converter 12/220 : No

Bridge equipment

Hydrolic 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

Sleepboot 1500 now in the online auction. everyone can bid until 21 September 2026.

Characterful Steel Tugboat with a Future
What kind of boat is being auctioned?
This characterful steel tugboat from 1962 is being offered through BoatAuction and presents a unique opportunity for enthusiasts of robust vessels, maritime history and ambitious conversion projects. With a length of approximately 15 metres, a beam of 4.50 metres and a draught of around 1.50 metres, she has an impressive, rugged appearance. The air draft is approximately 3.50 metres, while the interior offers around 1.90 metres of headroom.
The boat was built at Laboe Shipyard in Germany and originally served as a tugboat in the Baltic Sea. Her duties included salvage operations, the installation and maintenance of buoys, and work around quays. This history is clearly reflected in her sturdy round-bilge hull, practical layout and seaworthy character. The steel hull provides a solid foundation for anyone wishing to preserve an authentic tugboat or further develop her into a comfortable workboat, houseboat or distinctive pleasure craft.

Tugboat 1500 is now available in the online auction. Everyone can place a bid until 21 September 2026.
What work has already been carried out?
The current condition can best be described as that of a hull with the plating completed. The boat was purchased in the past with the intention of testing biofuels. Due to developments in that market, the project was not completed, causing the conversion to be delayed further and further. According to the seller, approximately €130,000 in materials and labour has been invested in work on the hull and structure.
The plating has been thoroughly worked on at the current shipyard. The bow was completely sandblasted and coated with a two-component primer. Two layers of epoxy tar were then applied. The inside has also been cleaned and preserved. In the engine room, the engine, gearbox and propeller have already been installed. This is a Cummins NT355 TD six-cylinder turbodiesel with an output of 355 hp. The engine is electrically started and runs. The drivetrain further consists of a Reintjes gearbox and a Stork propeller.
The pipework, cabling, electrical installation and steering systems were removed for the conversion. This means that a new owner can carry out the remaining fit-out according to their own preferences. The new exhaust silencer has already been installed. In addition, various windows and electrodes are included. A custom-made stainless-steel water tank with a capacity of approximately 1,100 litres has also been installed.

Is the engine operational?
Yes, according to the information provided, the Cummins engine turns freely, although it has been stationary for quite some time. It is a powerful six-cylinder turbodiesel with a stated output of 355 hp. The engine is installed and started via an electric starting system. The fuel tank has a capacity of approximately 3,100 litres. According to the available information, the cruising speed is around 15 kilometres per hour, with a maximum speed of approximately 20 kilometres per hour.
The drivetrain is intended for serious work on the water and suits the rugged character of this former tugboat. According to the seller, the engine produces virtually no vibrations. Naturally, a prospective buyer should assess the operation of the engine, gearbox, propeller shaft and other technical components personally during a viewing. The current condition of the electrical and hydraulic connections that still need to be completed also requires further inspection and fit-out.

How does this tugboat handle?
This steel tugboat is known for her stable and steady handling. During previous voyages, she reportedly behaved calmly and solidly in rougher water and stormy conditions. Her robust hull shape makes her relatively insensitive to crosswinds. She also maintains her course well on canals, which is pleasant during longer voyages and manoeuvres in narrow waterways.
Originally, the boat was not equipped with a bow thruster, but even without one, the owner reports that she was easy to manoeuvre. A hydraulic bow thruster was installed later to make turning and positioning in marinas easier. The steering position is located inside

and operated with a steering wheel. The boat has a single rudder. With a weight of approximately 35,000 kilograms, she feels solid and provides a stable basis for further completion.

What is included with the purchase?

Various components are included in the sale that may be useful when completing the conversion. These include windows, electrodes and the newly installed exhaust silencer. On deck, there are davits, fenders, lines and guardrails. The boat also comes with one anchor and chain, as well as a manually operated anchor winch.

Due to her dimensions and weight, this boat is naturally intended to remain in the water and to be transported by water or via specialised road transport. The last known antifouling treatment dates from 2018. Interested parties are advised to personally inspect all available information, the hull and the technical installation before the auction.

Who is this boat suitable for?

This boat is suited to a buyer who appreciates an authentic former tugboat and enjoys an extensive technical completion project. She is not a ready-to-use yacht, but rather a unique foundation with an impressive history, a powerful engine installation and a largely refurbished steel hull. Whoever completes her can create a unique vessel for pleasure cruising, long-term living aboard, work in sheltered or open waters, or a combination of these uses.

The available documentation includes various documents, such as old shipyard drawings, photographs and invoices relating to the conversion. This information provides additional insight into her background and the work already carried out. Her maritime appearance, generous dimensions and stable handling characteristics make her interesting to enthusiasts looking for a steel tugboat for sale, a historic workboat or a characterful conversion project.

Anyone looking for a tugboat with an authentic story and a solid technical foundation will find an inviting opportunity in this vessel. She is waiting for an owner to continue her fit-out and give her a clear new purpose on the water.

