15 - 1948

https://www.yachtadvert.com/3352-sns-15.html

800 EUR incl vat



General

Year : 1948
Beam : 5.74 Ft
Hull : Monohull
Area : , Netherlands

Builder : SNS
Length : 22.97 Ft
Draft : 3.28 Ft
Life Raft : No
Leasing in progress : No

Engines

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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

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 : No

Marine Generator : No

Hot water : No

Flaps : No

Tender Engine : No

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Household appliances

Freezer : No
IceMaker : No
Microwaves : No
Oven : No
Electric stove : No
Gas stove : No
Washing machine : No
Heater : No
TV antenna : No
Dishwasher : No
SAT-TV : No
TV : No

Various

SNS 15 now in the online auction. everyone can bid until 14 December 2026.
<h2>SNS 15 wooden sailing boat from 1948</h2><h3>What kind of boat is the SNS 15?</h3> The SNS 15 is a wooden sailing boat approximately 7 metres long, 1.75 metres wide and with a draught of around 1 metre. She was built in 1948 and has a hard-chine hull. The boat was designed by Riss Portier and built at the Portier shipyard. She is steered from the outside using a tiller and a single rudder. The stated specifications and dates have not been verified exactly in every case. Some of the information is based on secondary sources. A WVH club magazine, featuring the boat or her sister ship on the cover, provides the most reliable basis for the estimates made around 2011. The history of this SNS 15 can be traced back to Switzerland, where she sailed on lakes during the previous century. Towards the end of the twentieth century, she was brought to the Netherlands, after which she was restored and used on the Haringvliet for approximately another five to ten years. <h3>SNS 15 now available in the online auction. Everyone can place bids until 14 December 2026.</h3><h3>What is the current condition of the boat?</h3> The boat is in reasonable condition and is clearly a restoration project. According to the available information, her wooden hull is not rotten, but the wood does require extensive treatment before she can be made seaworthy again. This includes completely sanding and revarnishing the boat. The SNS 15 has been stored in a warehouse in Nijkerk since approximately 2013 and has therefore been kept dry for more than ten years. As a result of this long dry period, she is currently dried out and will not float. For a traditional restoration, an absorption period of approximately two weeks should be taken into account. Measures will also be required to allow several seams to close again. Another option is to treat the woodwork with epoxy. Precisely because the boat has been stored dry in a warehouse for such a long time, this is an excellent opportunity to choose an epoxy treatment. The wood is currently dry, making the boat particularly suitable for carrying out this treatment during the restoration. This gives the future owner the option of taking an alternative approach to the woodwork. The boat was last taken out of the water for maintenance in 2026. The last known antifouling treatment dates from 2009. No complete maintenance history is available and there is no documentation. This makes it important to carry out your own technical assessment during the viewing day. <h3>Which sails and equipment are included?</h3> The sails date from the same period as the boatâ€™s final years of active use. The available photographs of the sails originate from the late 2000s or early 2010s. According to the information provided, the sails have always been stored dry and in the dark. Their current condition will need to be assessed during the viewing day. The standing rigging is in reasonable condition. The running rigging will probably need to be replaced. The boat also comes with an anchor and line, fenders, ropes, a cover and a cockpit tent. Everything that was available in 2015 when the boat was ready to sail is included as well. The equipment should therefore be regarded as a basis for further restoration, rather than as a package ready for immediate use. <h3>Is a trailer included?</h3> Yes, the sale includes a single-axle storage trailer. This trailer is intended for storing the boat and is not suitable for road transport. Its condition is described as reasonable. The stated weight of the boat is approximately 950 kilograms. Suitable alternative transport will therefore be required for moving her on public roads. The trailer can be practical for storing the SNS 15 during the work or for moving her around private property. During the viewing day, carefully check the trailerâ€™s dimensions, supports and condition to establish whether it is suitable for the planned restoration work. <h3>Who is this boat suitable for?</h3> This wooden SNS 15 is suitable for you if you are interested in classic sailing boats and enjoy taking on a restoration project. She offers the opportunity to rebuild her woodwork and restore her character as a historic sailing

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boat. This will require time, attention and realistic planning. In particular, the long period of dry storage, the seams, the varnishwork, the rigging and the ageing sails require attention. Anyone looking for tips on buying a second-hand wooden classic would do well to consider not only the year of construction and the boatâ€™s lines, but also the work required before she can be launched again. This SNS 15 is not a ready-to-use vessel, but a project with a clear history and an interesting basis for someone who wants to carry out the restoration themselves or engage an experienced professional. <h3>Where can you view the boat?</h3> The boat can only be viewed during the organised viewing day. There, you can closely inspect her hull, woodwork, deck, cockpit, sails, rigging and trailer. Pay particular attention to the condition of the seams, varnishwork, fittings and parts that have remained dry for a long time. As no documentation is available, the viewing day is the ideal opportunity to compare the available information with the boatâ€™s actual condition. For anyone looking to buy a second-hand boat, and specifically seeking a classic wooden sailing boat, the SNS 15 may be an interesting restoration project. Those deliberately searching for a boat to buy will find a project in this auction that brings together history, wooden construction and personal commitment.

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Media

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