



SEA BOATS

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32ft Pusher Tug



Listing ID - 1722

Description 32ft Pusher Tug

Date 1988

Launched

Length 32ft

Beam 14.5ft

Location Southern California, USA

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Price \$225,000 US

Price Notes This vessel can be shipped anywhere in the world

LOA: 32ft

Beam: 14.5ft

Depth: 7ft

Gross tonnage: 21 tonnes

Net tonnage: 17t

Built: Clackamas, OR; 1988 (converted in 1999)

All welded steel hull and house

General Description:

The vessel Tug "HARBOR MATE" was converted in 1999 into a push tug. The vessel has been constructed from the maximum mid body of this workboat to form a square hull construction, with rounded corners and a forward vertical pusher tug configuration.

Wheelhouse:

A raised two-decked pilothouse with 360° visibilities, fully equipped with windows and necessary instrumentation. Access is through a midship inclined ladder, with safety handrails and non-skid steps.

The area around the wheelhouse is properly painted with non-skid material; safety rails; lifebuoy, starboard side, with lines and lights; and fendering on the deck edges.

Wheelhouse equipment:

(2) Twin Disc engine throttles
Morse bow winch controls
(2) Hydraulic ram controls
(2) sliding windows (one each port & starboard)
Port and starboard emergency stop engines
Electrical panel for lights, towing and side, with all international
Signals & lights properly fitted
ICOM IC-M504 VHF
Standard Horizon Intrepid LE VHF
Furuno Echo Sounder LS-6100
Furuno Radar
Loud hailer
Ritchie Powerdamp 4" magnetic compass
Electric Fan
John Deere engine display and gauges
Rudder indicator
Port and starboard flank indicators
(2) Flanking rudder controls, port and starboard
First aid kit

Upper wheelhouse, port and starboard:

(2) Life rings, with lines & lights in proper stand, properly marked
(4) Life jackets
(3) Handheld red signal flares (exp. 8/11)
(1) Orange smoke signal (exp. 11/11)
(1) CO2 5-B:C

Engine Room:

Down the midship inclined ladder to the main deck, the raised engine compartment has a starboard side watertight door, with a 30" high sill for weather and a center ladder way to the engine spaces.

Main engines:

(2) John Deere 6081 AFM diesel engines, with Twin Disc MG50855C, 2.33:1 ratio transmissions

Inside the Engine Room:

There is a centerline door, watertight Navy-type scuttle door, 40" high by 30" wide, to a forward storage compartment, which is clean and well protected. Into the engine spaces, port and starboard sides, are two fuel tanks, raised on a platform with a total capacity of 950 gallons. On top of these, suitably placed, are two 30-gallon reservoirs, starboard side has lubricating oil and portside has hydraulic oil.

At the engine level, port and starboard side of the main engines, are two void tanks for additional fuel, if required. Aft of the main engines, forward of the steering compartment, are two further fuel oil tanks.

Main Engine Spaces:

Outboard, at each of the main engines, is a watertight battery box, with two 12-volt batteries in each; working well.

On the starboard side, a battery charger and electrical switchboard.

Electrical System:

Electrical system is wired for 12-volt and 110-volt throughout. All new DC wiring suitably fitted.

Hydraulics:

In the engine room, upper level, are two 5' hydraulic rams, used as make-up wires through fairleads, on the after deck. These are operated from the wheelhouse or the main deck, and virtually allow wires to be run from the forward pusher arms, through blocks and fairleads aft, to the hydraulic rams for easy tensioning and quick release.

This provides a very substantial maneuvering and tug handling capacity.

The entire internal area of the engine room spaces have been insulated and protected.

Exhausts:

Two dry exhausts properly lagged; exhaust through two chrome stacks, port and starboard side, of the upper engine room.

Aft:

The after rudders are a design of the owner and are in extremely maneuverable position. This consists of two main rudders aft and four flanking rudders, secured on the aft transom bulkhead. These are hydraulic and independently operated. The end result is extreme maneuverability.

HULL

The hull is of mild steel construction. The internal vertical frames are 4" x 3"; the longitudinals 2" x 2"; transverse bulkheads, 8" x 8".

Two watertight compartments: one forward and one aft.

The engine compartment is watertight, with two watertight 8" portholes.

Deck:

A flush main deck with a raised 12" safety rail all-round, topped with 3" round pipe. Scuttles flush to the main deck for access to the transom.

All on deck surfaces painted with heavy non-skid paint.

Forward:

The vertical bow pushing knees are reinforced with 6" x 6" internals and stepped aft with triangular gusset pieces. Both heavy-duty push knees are encased with a heavy-duty "D" rubber fendering.

Fairleads and cleats are adequately located on the perimeter of the vessel all round. There is a forward mounted winch, hydraulically powered, for making-up and hauling in bowlines.

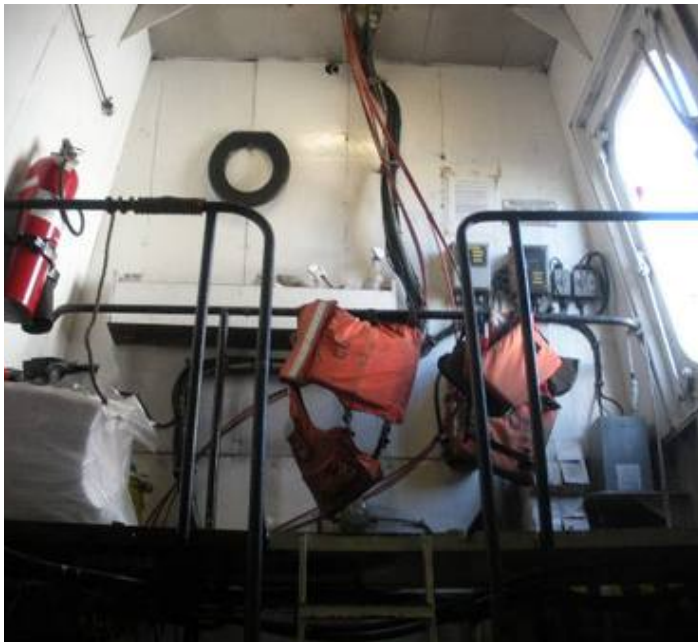
A bullnose is mounted on the forward bow for maneuvering.

Fendering:

The fendering is complete with heavy-duty truck tires, port and starboard side and bow and stern across.

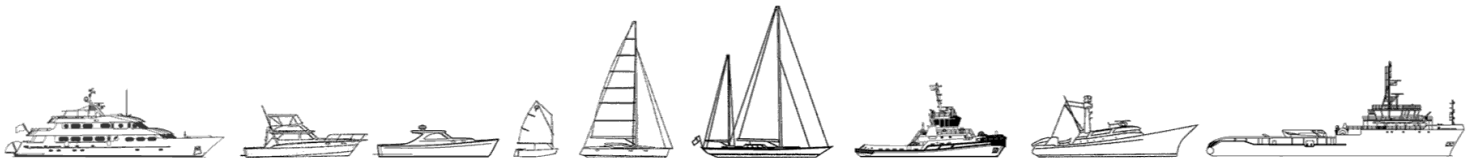








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