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47ft Twin Screw Tug



Listing ID - 1731

Description 12m Twin Screw Tug

Date Launched in 1960, rebuild in 2005

Launched

Length 14.33m (47ft)

Beam 4.88m (16ft)

Draft 2.9m (9ft 6in)

Location Southern California, USA

Broker Geoff Fraser

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Price USD 385,000

Built: John J. Reich Elizabeth, NJ. 1960

Tonnage: Gross: 32 / Net: 7

Dimensions:

LOA: 47.3 ft Beam: 14.4 ft Draft: 8 ft

All welded steel

Shell Plating: 1/2" Steel

Frames: 4" - 6" x 3/8" on 12" Centers

Deck Plating: ½" Bulkheads: 1/4"

MACHINERY

Main Engines:

(2) Detroit Series 60 diesels – 475 H.p. each. Electronic controls and display mounted for each engine Keel Coolers

Both engines regularly serviced and running well

Fuel filters fitted regularly

Keel cooling system – good and heat exchanger - clean

Shafting/Propellers:

4" Stainless steel shaft through stern tube bearing Port side and starboard side 3 blade propellers 90" Bronze 52" x 34" Protected

Auxiliaries

Northern Lights 843 diesel with Delco 20 kW Raw water cooling Battery start

Engine Room Machinery:

Exhausts all well lagged/clean

(3) AC/DC Electrical Panels

Battery Charger - Lewco Diode Mod.#12200ACD

Battery Charger - Newmar Mod#HDM50

Bilge Pump 1 1/2" off main engine

(2) Bilge Pumps 1 ½" submersible

(2) Banks Batteries

PTO both main engines

Accumulator Tanks

Interior Accommodation:

Galley

Enclosed Head and crews quarters

Lazarette

Storage Area under after deck

Forward - Large Fore Peak / Storage

Galley:

Stove with three burners and oven Single stainless steel sink unit Microwave oven Coffee Maker Toaster

Ariston Water Heater

DECK MACHINERY

Main Winch:

Single drum

Hydraulic winch

Towing Gear:

Full set shackles/wire slings/rope

Steering:

Aft twin rudders – Communications/Navigation auto pilot Indicators on bridge and aft steering station

Watertight Steel Doors:

All Collision Bulkheads fitted with dogged watertight doors in good condition. Pilot House – 2 steel doors port side and starboard side – well fitting

Aft Deck:

Rounded fender stern with expanded metal grating over rudder area Non-skid working area Manhole access to steering gear room

Securing Devices:

Full around bulwark has substantial cap rail with fairlead central forward (3) Bits Forward
One Towing Bit aft
Adequate for all towing or pushing services
One Single Drum Towing Winch Aft

Upper Deck:

Aft of the pilot house and exhaust stack Engine vent

Pilot House Top:

Upper steering controls and search light
Navigation and working lights in full compliance
Avon – 4-man life raft fitted with a hydrostatic release
Two lifebuoys with self igniting lights
Standard Horizon Eclipse + VHF Radio
Digital engine displays

Pilot House:

Well constructed

Forward – 3 windows
Side – 2 windows
Aft – 2 windows
Doors – Port side and starboard side
Aft ladder to upper conning position

Communications/Navigation:

Com Nav Marine Auto Pilot Helm 3" Richie Compass Furuno Radar ACR GlobalWatch 2 AIS Northstar 952X GPS
MTU Engine/Steering Controls
'SEA' automatic antenna tuner
(2) Standard Horizon Intrepid LE VHF
Furuno Echo Sounder LS-6100
Standard Loud Hailer
Alarm Panel and Navigation Lights
Set hand/smoke flares
Captain's chair

SAFETY

Vessel under U.S. Coast Guard inspections is in full compliance Misc. Type 1 Lifejackets – USCG Requirements

Avon 4 man life rafts on the upper deck

10 lb ABC BII Lower helm

5 lb A.B.C. galley

(2)15 lb carbon dioxide in engine room

10 lb ABC in engine room

CAPACITIES

Fuel: 2,500 gallons in 3 tanks - 2 Belly & 1 Stern

Lube Oil: 200 gallons Fresh Water: 200 gallons Hydraulic: 50 gallons in 1 tank

Just completed Coast Guard Sub Chapter M inspection and new COI

















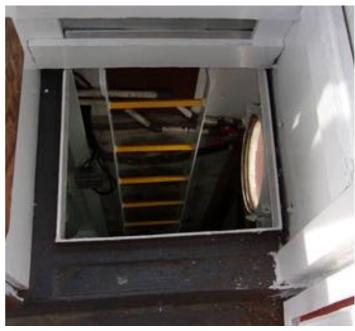
























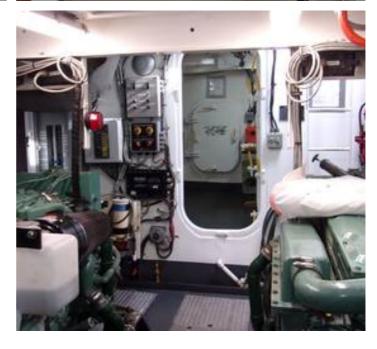




















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