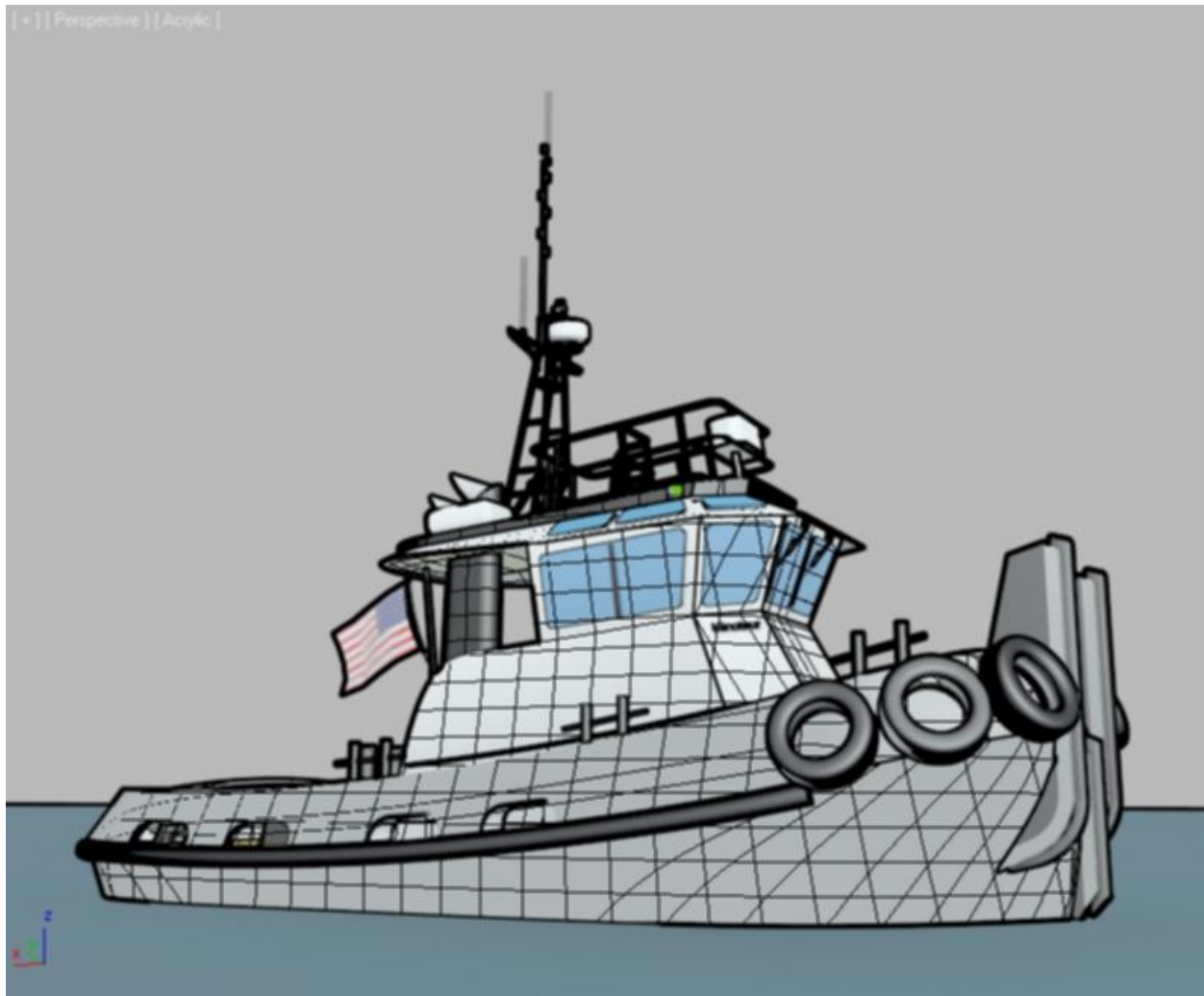


38' Double Ended Tug
(Dredge or Barge Tender, Salvage Tug)



37' 3" LOD 18' Beam 6' 1 1/2" Loaded Draft 24" Freeboard at Loaded Draft

109,000lbs Loaded Displacement 3 1/2" Shafts in Shelby Shaft Tubes

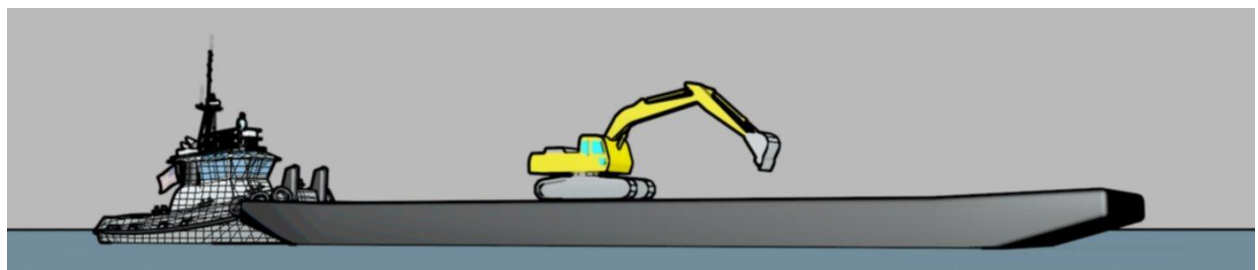
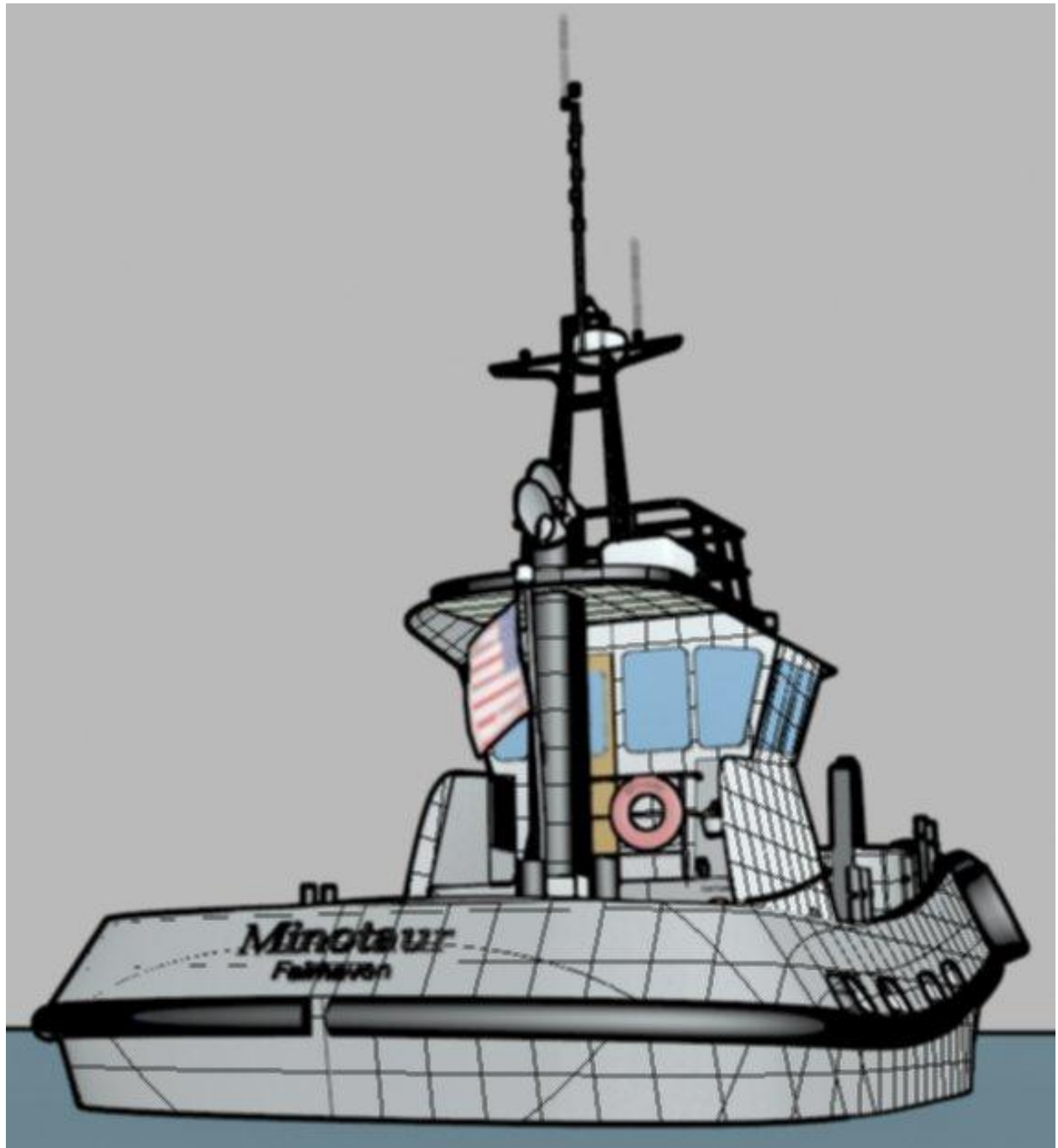
800HP (+/- 150hp) on two 46" Wheels 6" Exhaust Pipes

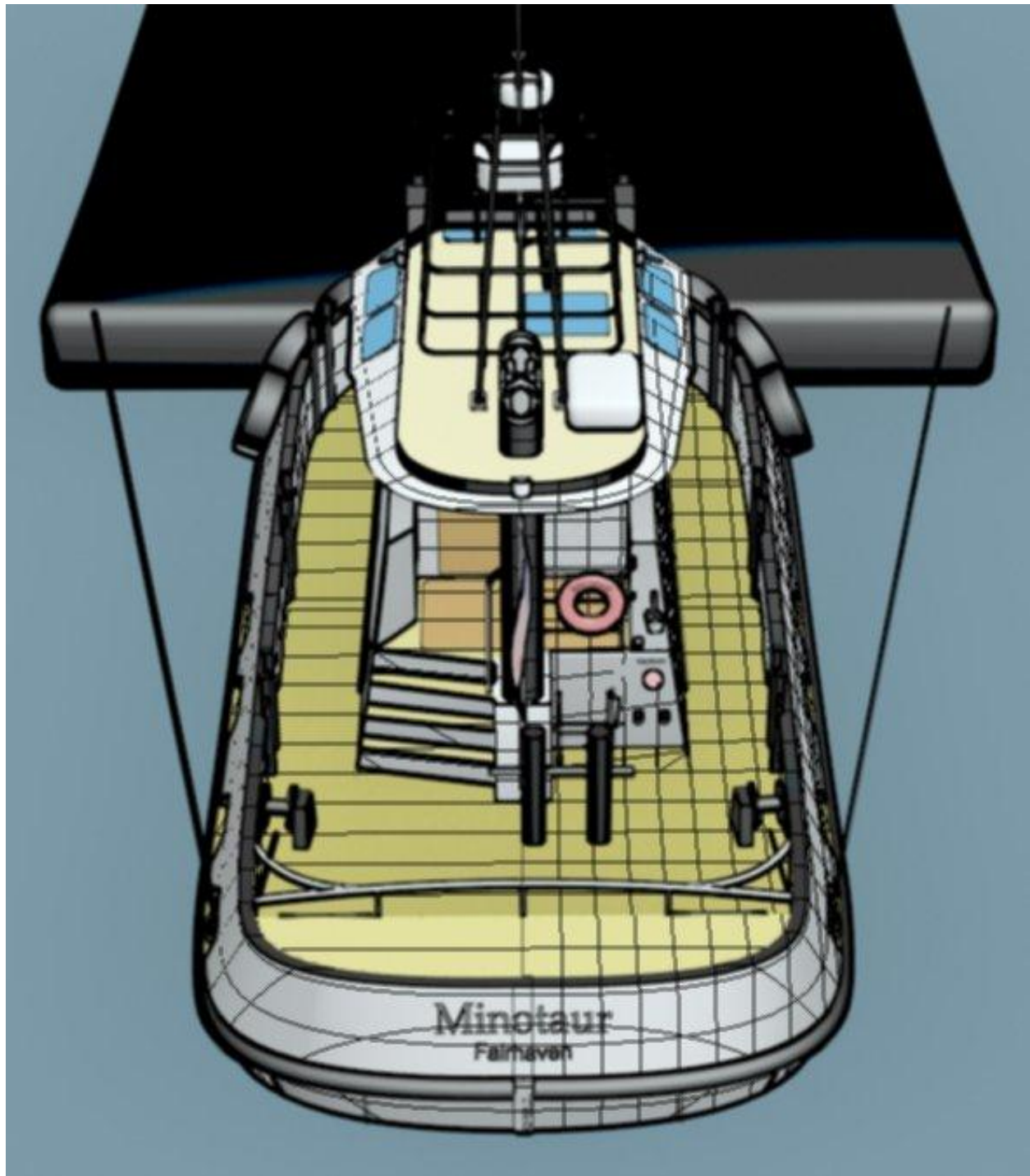
Designed for Keel Coolers

2500+ gallons Fuel 400+ gallons water

Space for enclosed head and Layover cabin fwd

Meets or exceeds current and proposed Coast Guard Regulations for UTV's

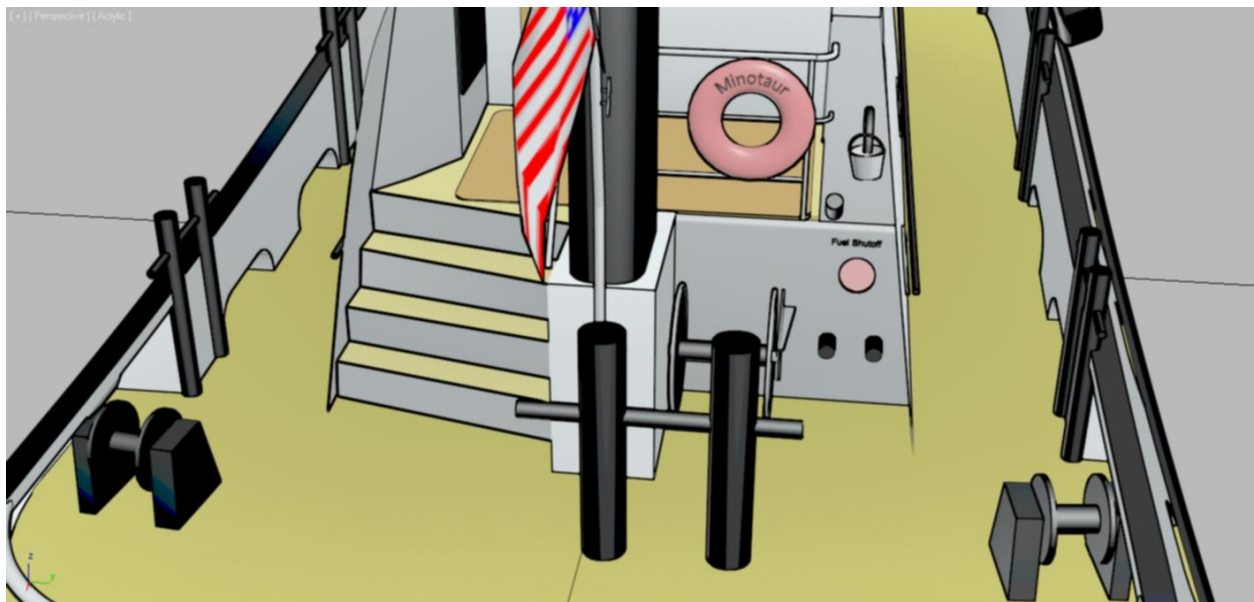
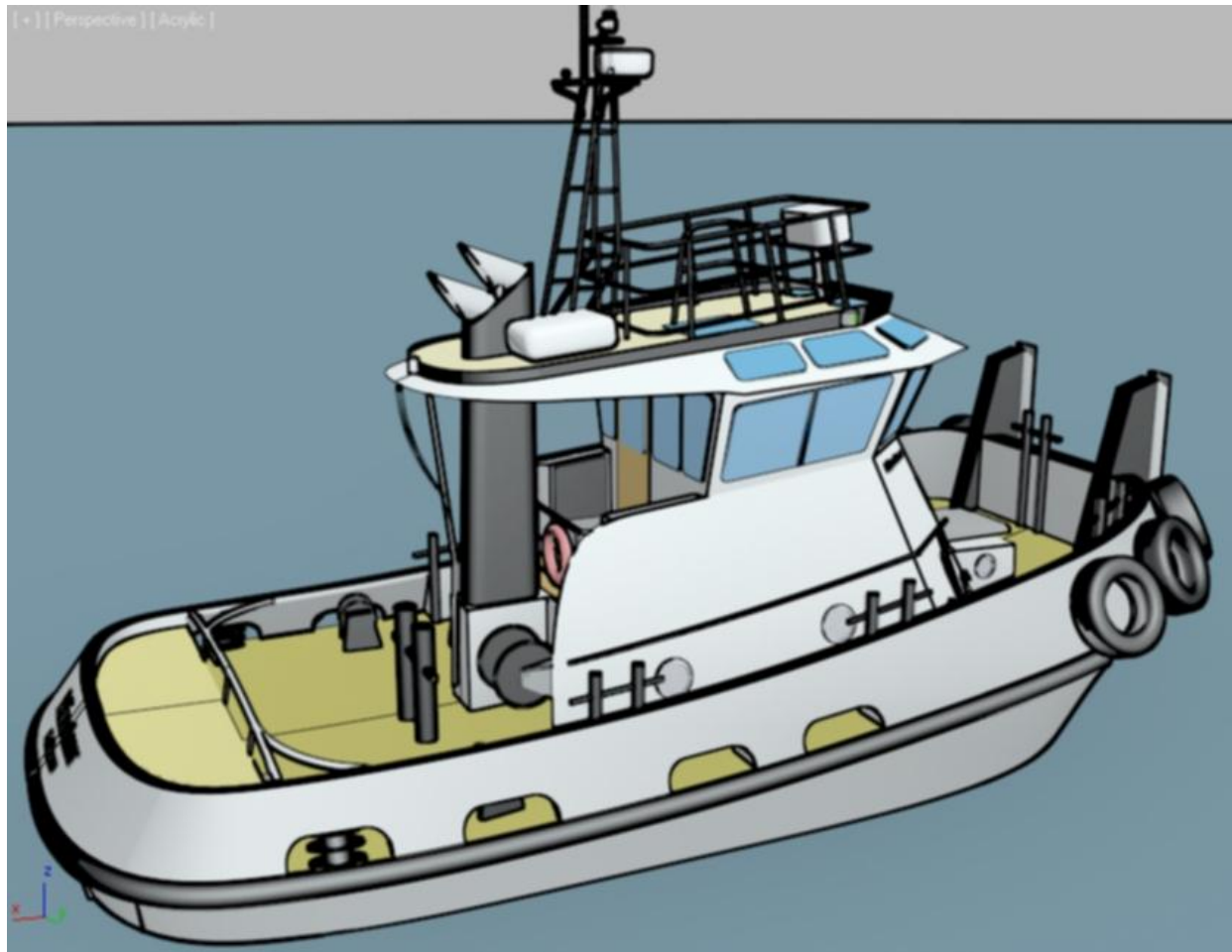




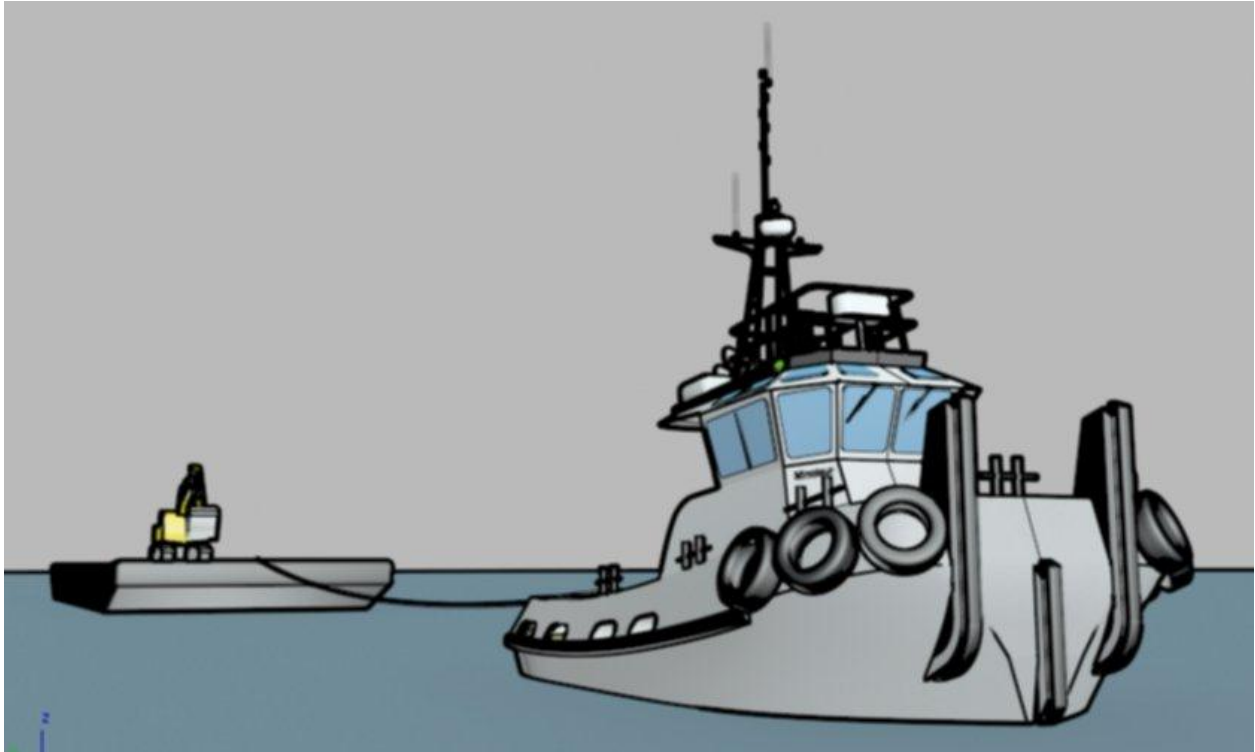
Towline reel holds 300+ feet of 2" line

Fuel fill, vent and shutoff grouped for easy access

Air intake vents inside the house shoulders

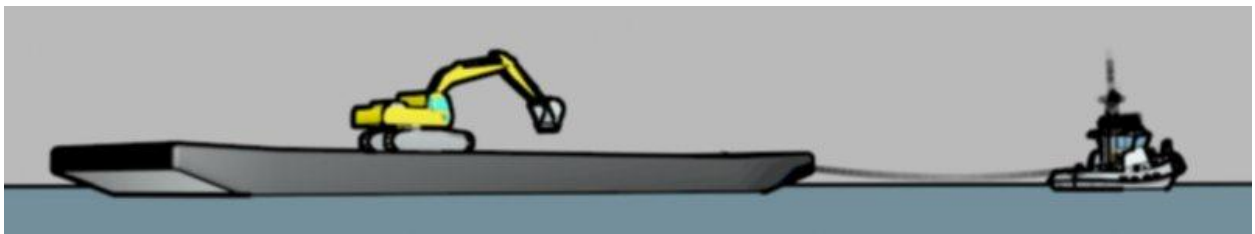


A comfortable sheltered workspace designed to minimize maintenance and maximize deck safety



Designed for the wild coastal waters of New England; this is still primarily a maneuvering Tug, meant to worm big construction barges into tight areas in shallow harbors

Using Traditional shafting and developed hull shape to deliver the maneuverability of a tractor tug in a package that is economical, robust, and maintainable

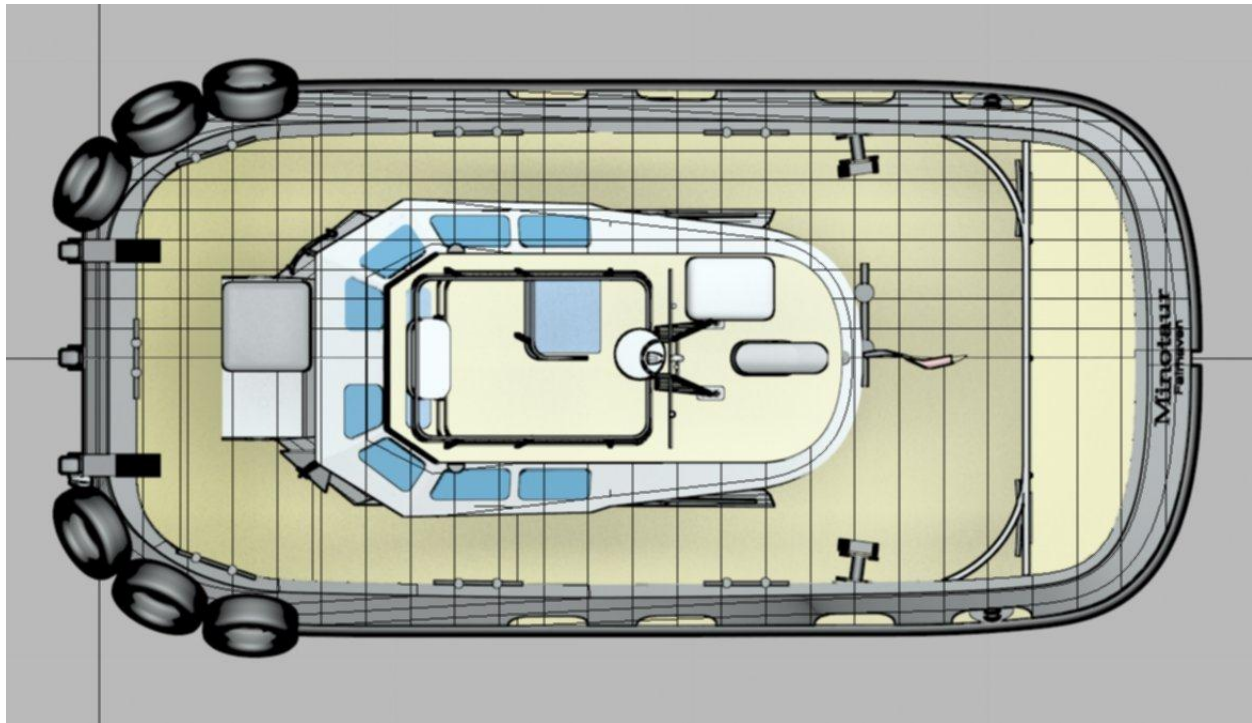


Construction is 3/8" steel bottom and chine plates, 5/16" Sheer, deck and outer rail

House is 1/4" and the roof is 3/16" shell plating

Hull is constructed using alternating frames and deep frames/floors

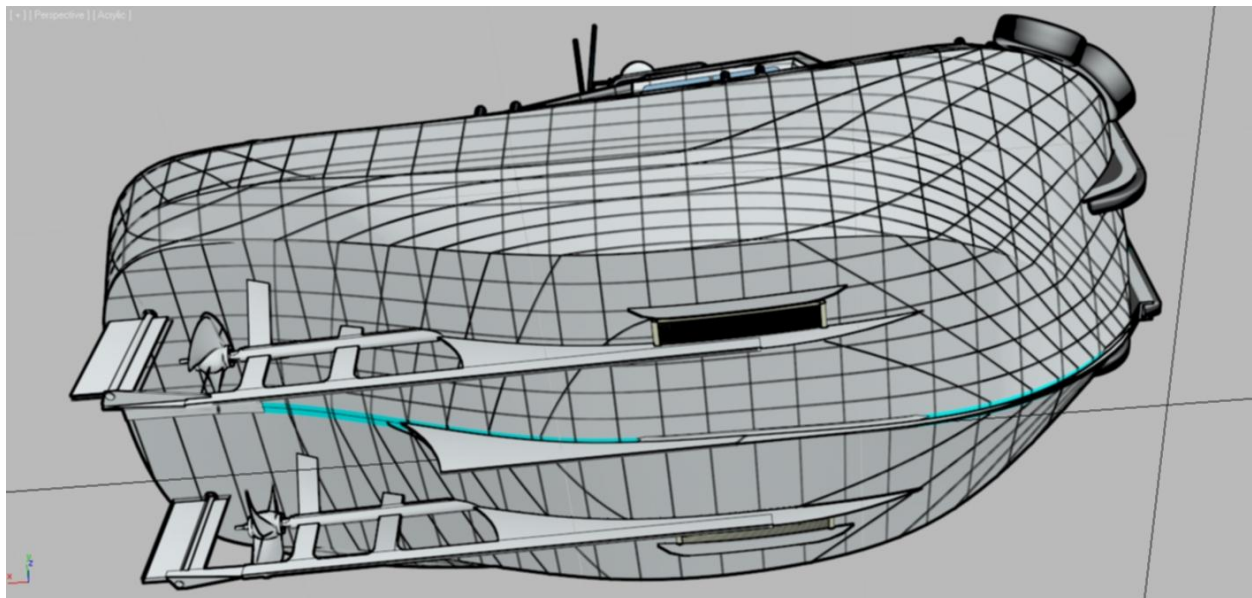
Tankage is integral

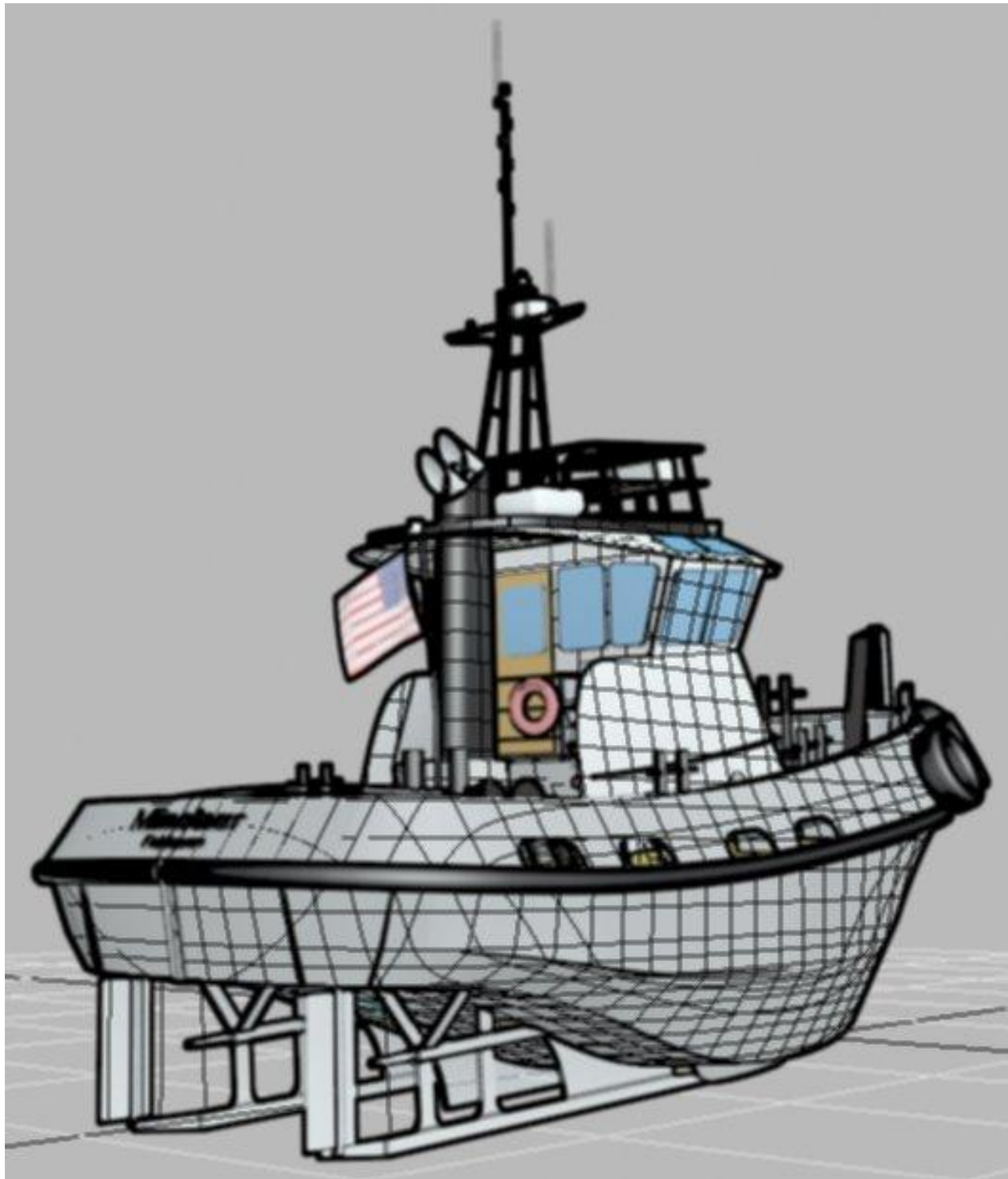


The Deck plan is suited to handling barges

Pierced keels give maneuverability at lower speeds and directional stability running free at hull speed

Big wide rudders and wide shaft spacing give two options when maneuvering and allow walking a barge sideways

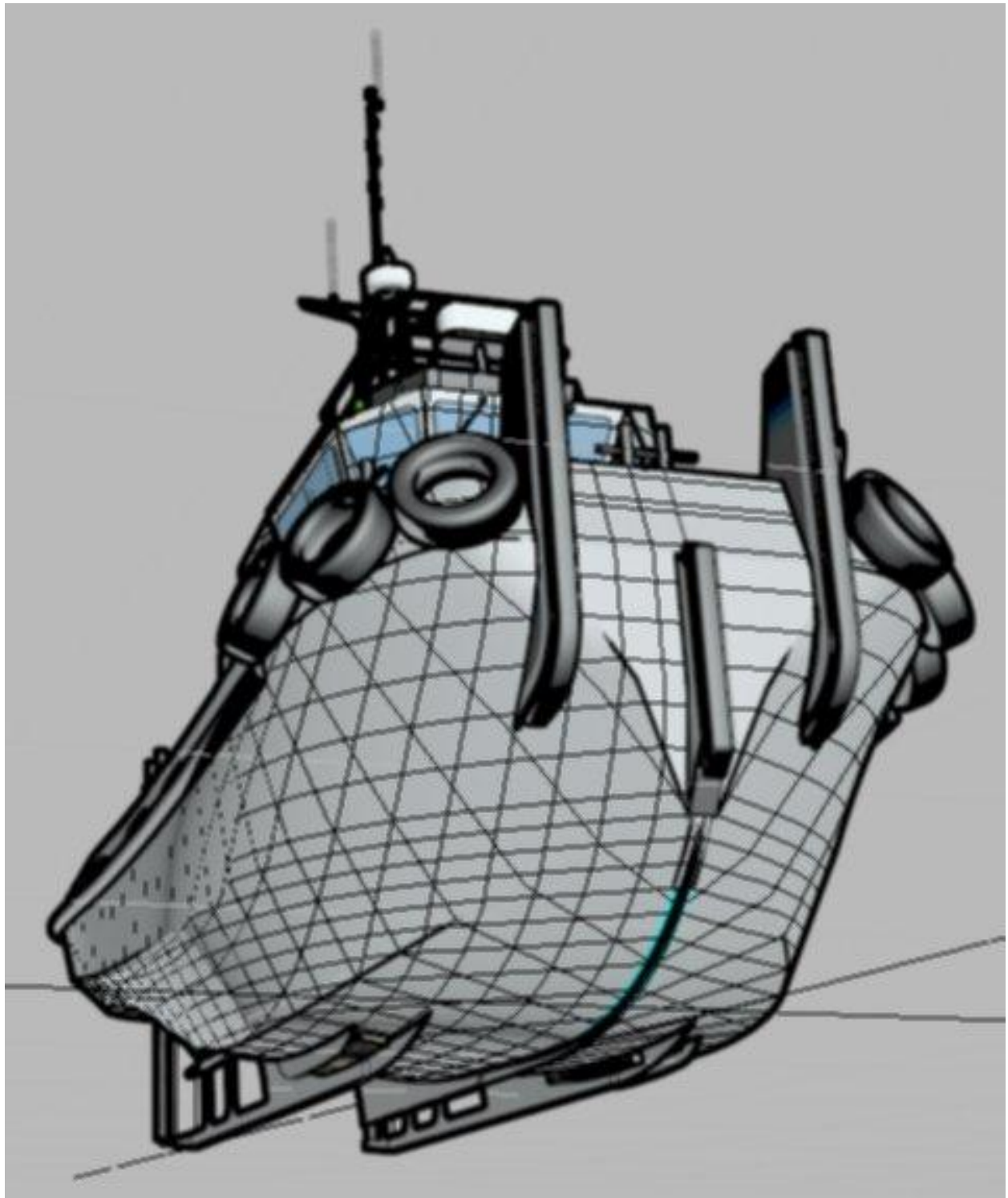




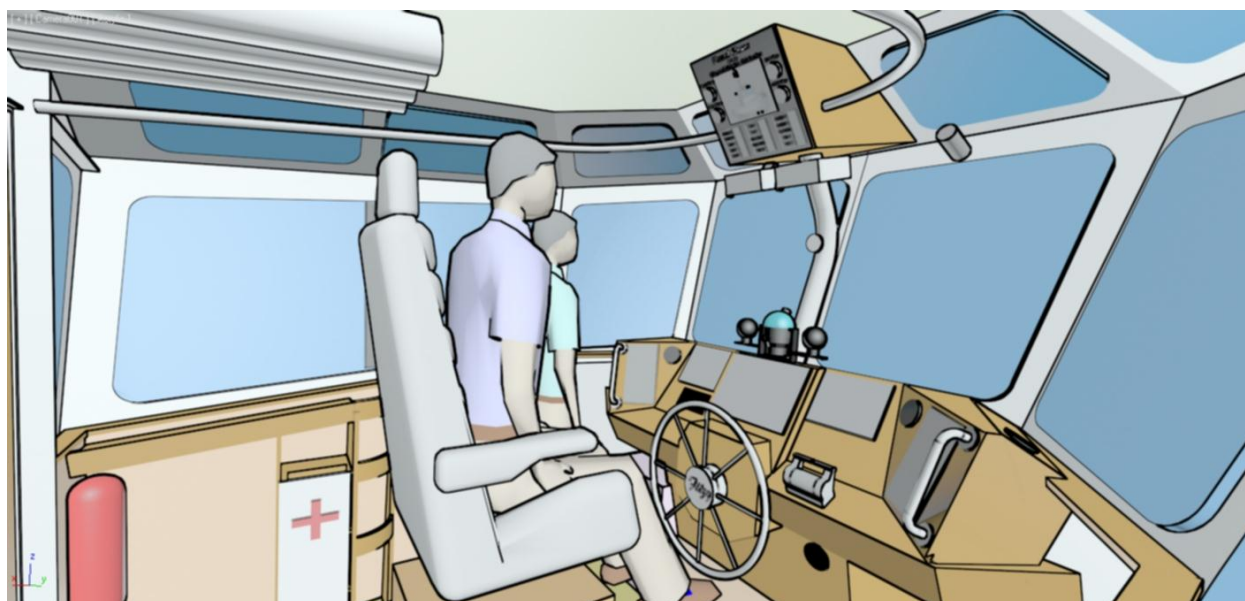
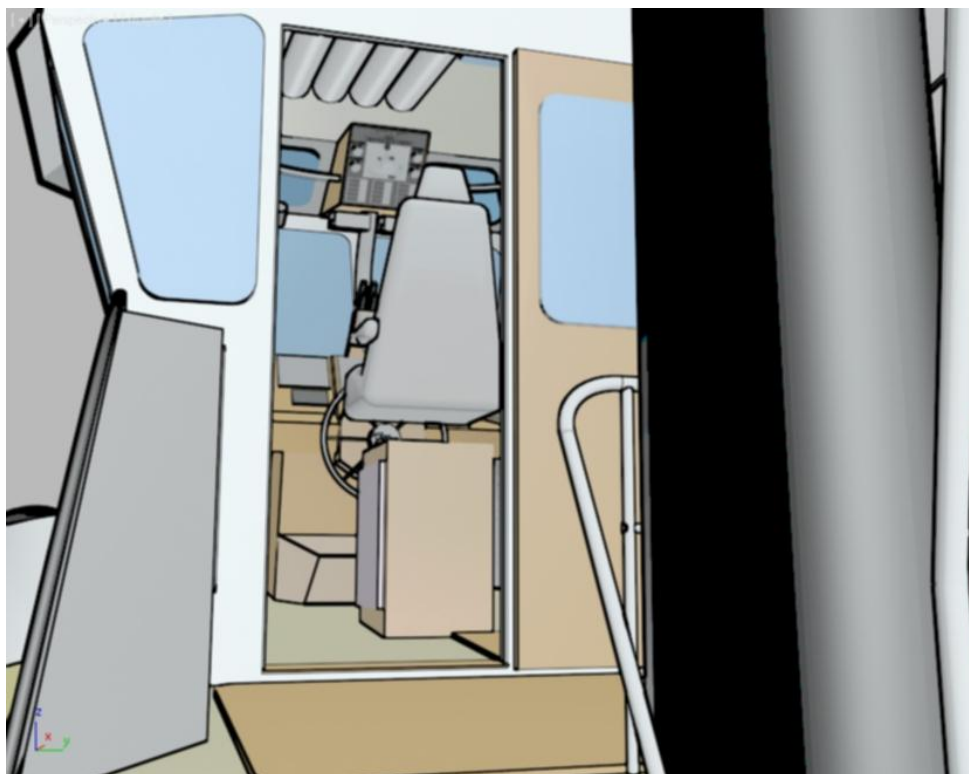
Both mass and below water "sail" area are located together

This means the boat rotates naturally in all directions reducing corkscrew

"Landing Gear" are made up of 2" x 6" bar stock



The bow is sharp enough not to kick up a huge wave, with enormous reserve buoyancy, yet there is still enough hull forward to support the mass of the bow and knees without plunging.

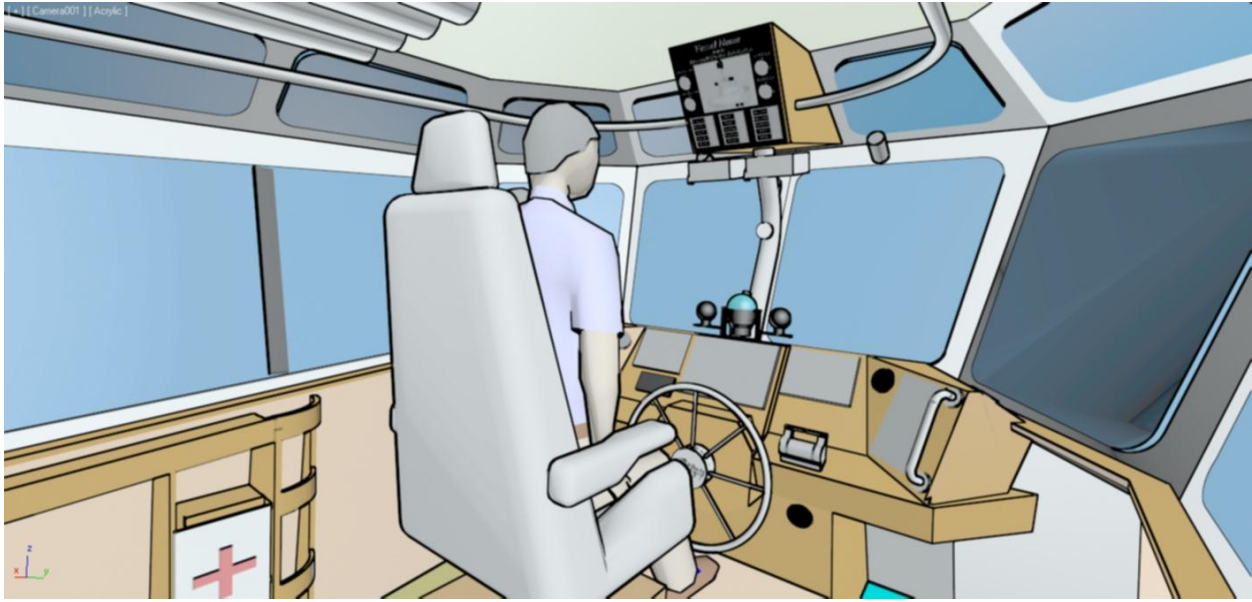


The Pilothouse is a mix of traditional and tractor tug offering excellent visibility

Wheel or Jog stick

Window defrosting and cabin heating using bus heaters

Pilothouse is designed with full electronic integration in mind, but can be finished to any standard desired



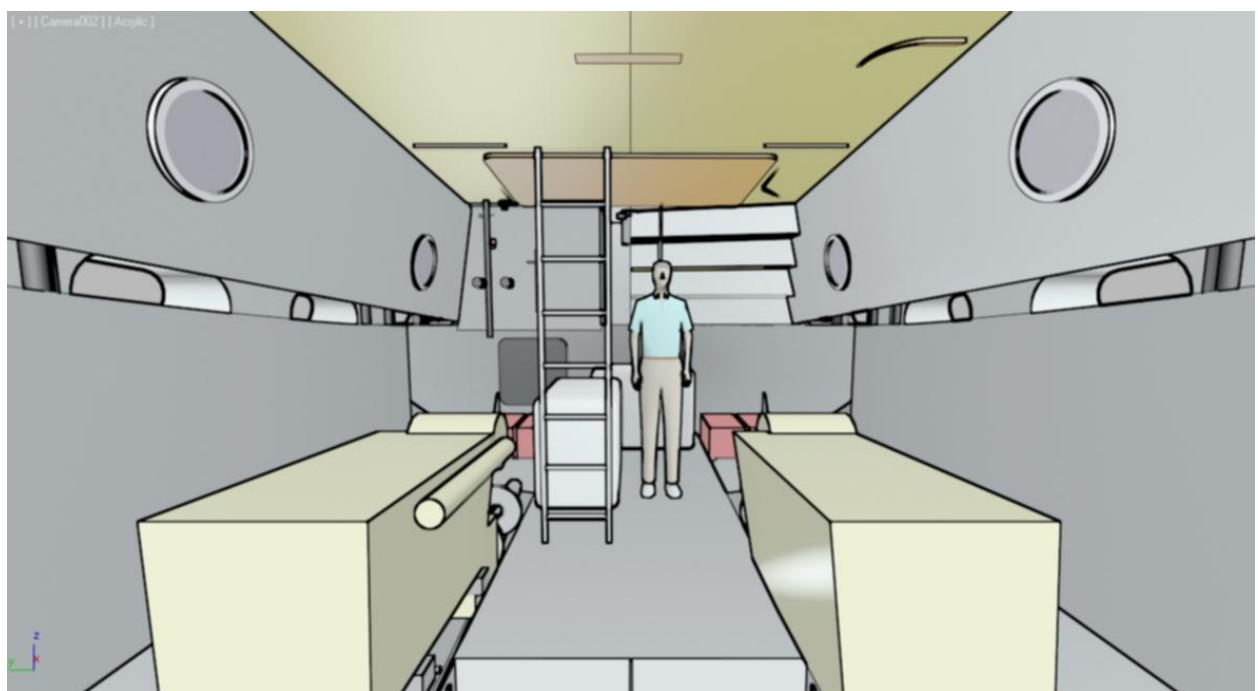
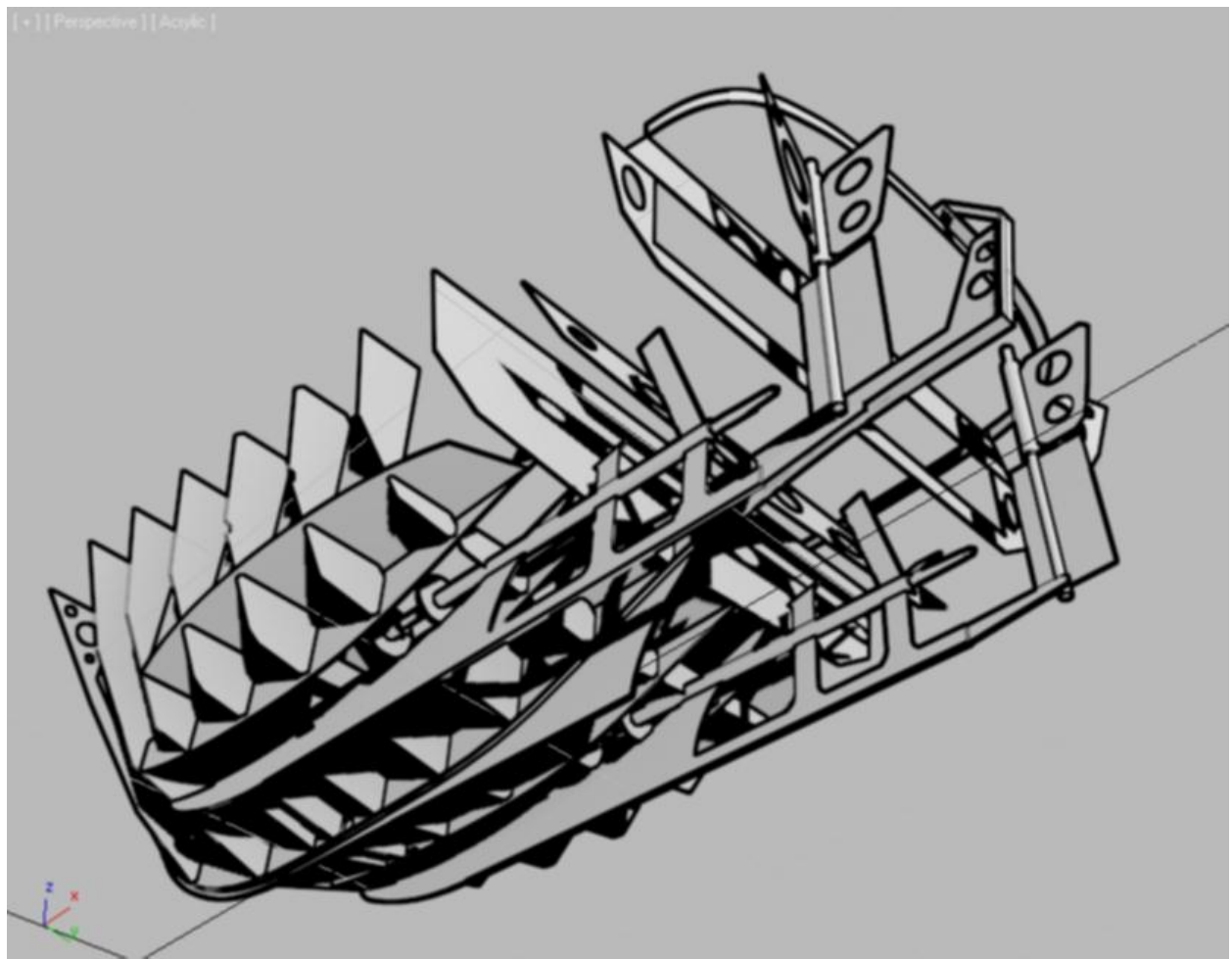
Overhead and engine room access hatches are 30" x 30"

Folding seat to stbd

Coathack under shelf aft of medical locker

Entry Door 6' 8" x 30" over sill

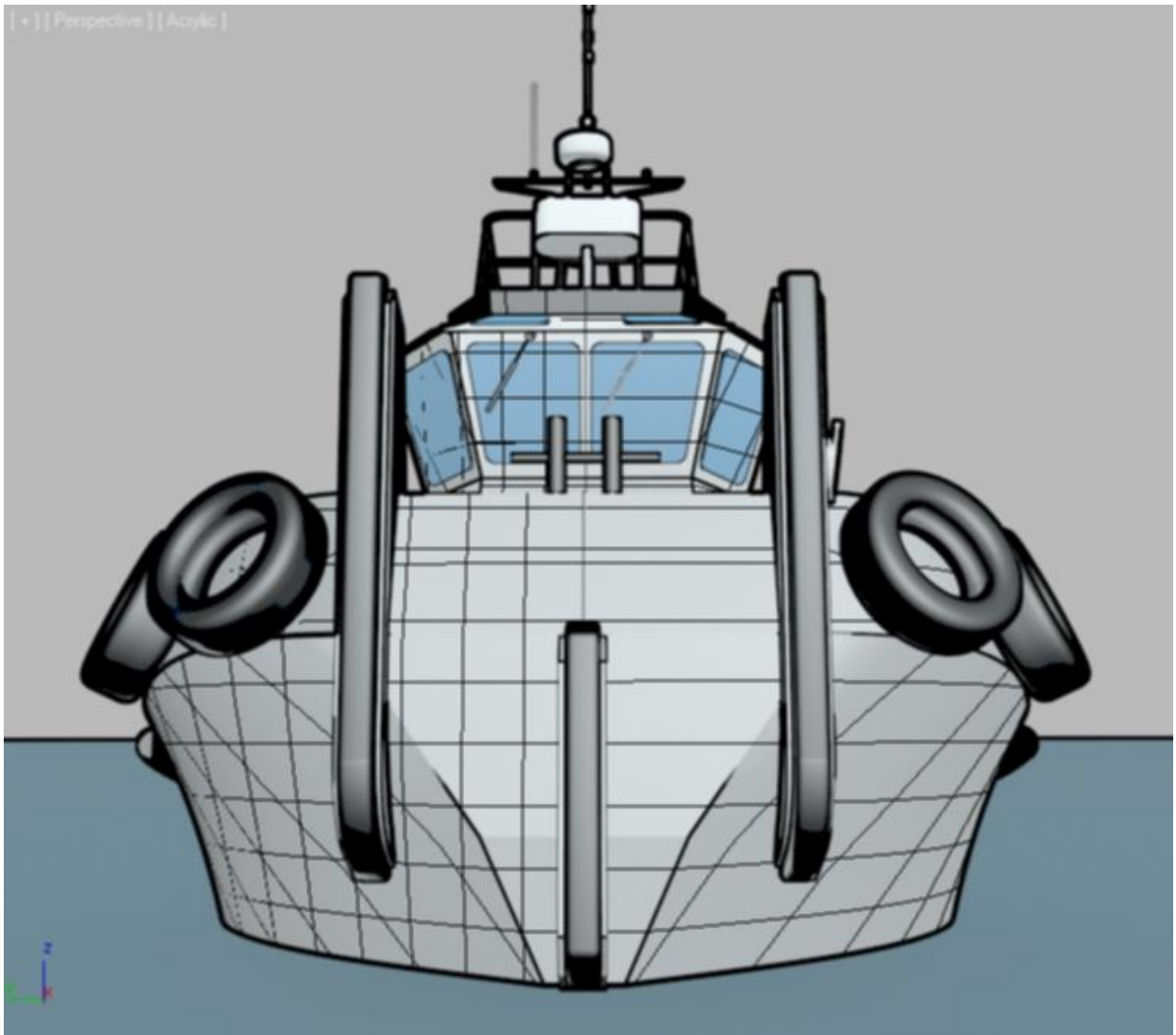
Chart tubes





The design accommodates all published and pending rules for Uninspected Towing Vessels but is intended to be built to current classification and gradually upgraded as the rules come into effect.

We can provide a finished hull with shafting all the way to finished product.



This is a good all round boat. She will find constant employment in any good sized Harbor and has the ability to work off shore. With projects like Cape Wind and others requiring the delivery of materials barges and the handling of dredge barges in shallow waters that can kick up into short and steep sea-states quickly, this design aims to do the job then get you and the barge home.

Thanks

Jonathan Werbel

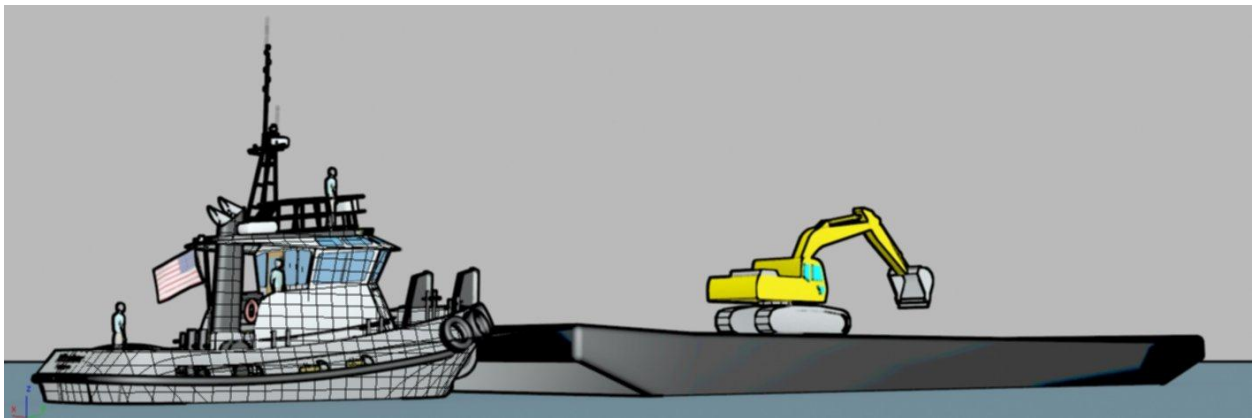
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