

SEAGLASS - AMERICAN TUG



Builder: [AMERICAN TUG](#)

LOA: 43' 0" (13.26 m)

Year Built: 2006

Beam: 15' 0" (4.83 m)

Model: 41

Min Draft: 15' 10" (4.83 m)

Price: \$580,000 USD Subject to change.

Max Draft: 15' 10" (4.83 m)

[See full listing on our website](#)

Location: North Kingstown, United States

Cruising Speed: 9 Knots (10.36 MPH)

Max Speed: 16 Knots (18.41 MPH)

TABLE OF CONTENTS

OVERVIEW 3

SPECIFICATIONS 4

 Basic Information 4

 Dimensions 4

 Speed, Capacities and Weight 5

 Accommodations 5

 Hull and Deck Information 5

 Engine Information 6

GALLERY 7

DETAILED DESCRIPTION 17

CONTACTS 25

OVERVIEW

SEAGLASS, an elegant luxury motor and cruising yacht, stands as perhaps the most carefully preserved and comprehensively upgraded AT41 to reach the market in years; offered fully turnkey and afloat, she awaits the loosening of lines to commence her next passage.

SPECIFICATIONS

Basic Information

Category:
Motor yachts

Year Built:
2006

Sub category:
Trawler

Country:
United States

Model Year:
2006

Dimensions

LOA:
43' 0" (13.26 m)

Beam:
15' 0" (4.83 m)

Min Draft:
15' 10" (4.83 m)

Max Draft:
15' 10" (4.83 m)

Speed, Capacities and Weight

Cruise Speed:

9 Knots (10.36 MPH)

Water Capacity:

210 Gallons

Max Speed:

16 Knots (18.41 MPH)

Fuel Capacity:

640 Gallons

Gross Tonnage:

37 Pounds

Accommodations

Total Heads:

2

Hull and Deck Information

Hull Material:

Fiberglass and Plastic Yachts

Hull Designer:

Lynn Senour

Deck Material:

Fiberglass

Interior Designer:

Tomco Marine Group

Hull Configuration:

Monohull

Engine Information

Engines:

1

Engine Type:

Inboard

Manufacturer:

Cummins

Fuel Type:

Diesel

GALLERY





















DETAILED DESCRIPTION

Intro and broker notes

SEAGLASS is a meticulously maintained, significantly upgraded American Tug 41 that stands among the most popular and iconic trawler style cruisers ever built, offering the rugged, semi displacement hull form that owners trust to shuttle them through the most demanding passages of the Pacific Northwest while remaining comfortable, efficient, and remarkably easy to handle for a Great Loop voyage. The hull's trawler lines deliver reassuring versatility and stability, while the ability to push into the mid teens when circumstances require sets American Tug apart from its peers. SEAGLASS has benefited from a distinguished lineage of attentive ownership: back to back meticulous custodians have invested extraordinary time and capital to update and refine nearly every system aboard, with roughly \$300,000 invested in upgrades and major service over the past three years. Annual oil samples from 2021 to the present are on file, and comprehensive service records and refit invoices are available upon request, reflecting more than \$250,000 invested in a major refit by the previous owner in 2018–2019 and a further investment exceeding \$50,000 in recent upgrades and major service under the current owner. Over one thousand of her engine hours were run in fresh water while transiting the Great Loop; the current owner added three hundred and forty seven hours in New England waters while operating the yacht four to five months per year and storing her under cover each winter. Freshwater flush kits were added to both the engine and genset sea strainers, and both were flushed with fresh water after every use. In short, SEAGLASS is arguably the best kept and most thoroughly upgraded AT41 to reach the market in years, needs absolutely nothing, and is in the water—turnkey and ready for a Great Loop adventure; a recent hull survey and oil sample reports are available for review upon

in person showing or inspection (July '25).

Notable recent upgrades

The yacht's visual and systems upgrades are extensive and purposeful, beginning with a striking Midnight Blue Awlcraft finish applied circa 2018 that is complemented by a modern Garmin electronics package and a retractable, articulating instrument mast that reduces bridge clearance when needed. Tender handling has been simplified by a one thousand pound Steelhead electric dinghy crane, while low light and low visibility assurance comes from a FLIR infrared/thermal camera and a dedicated Garmin camera on the aft deck feeding the helm. The swim platform was enhanced in 2022 with Tanner 316 stainless steel staple rails and a larger centerline mounted swim ladder was installed the same year. Underwater ambiance and safety were improved with two Ocean LED Pro 3010 TH H Gen2 Midnight Blue underwater lights. Entertainment upgrades include an LG 43" 4K UHD HDR Smart TV in the owner's cabin and an LG 28LJ430B PU LED TV in the forward cabin. Drivetrain protection is provided by a Soundown Short Razor two and a half inch rope cutter fitted to the prop shaft. Fire safety has been modernized to current standards with the engine room Fireboy system upgraded to meet the new ABYC requirements in 2025 and an additional new fire suppression system installed in 2025 to comply with updated regulations. Illumination and efficiency were enhanced with Scandvik LED engine room lighting installed circa 2022 and conversion of all overhead lights to LEDs around the same time. Bottom paint has been refreshed seasonally prior to the 2025 launch. Practical daily use improvements include a new washer/dryer combo unit installed in 2025, a new alternator in 2025, and a new engine air filter element in 2025. Real world performance confirms her capable stride: a top engine speed of sixteen knots at 2,550 rpm with a fuel burn of 27.4 gallons per hour, and an efficient cruise of nine knots at 1,800 rpm consuming 11.3 gallons per hour.

Construction

The American Tug 41 hull is crafted using hand laid, hand rolled rove and resin laminate techniques, with solid fiberglass reinforced plastic bottoms and cored construction above the waterline to enhance longitudinal strength, thermal insulation, and sound attenuation. Molded frames and stringers are formed as a single unified matrix and glassed into the hull for maximum structural integrity and durability, while deck hardware is robustly specified and thoughtfully placed to support serious cruising. Anchoring is handled by a Lofrans Tigris TG 011581 1,200 watt/12 volt windlass with up/down foot controls feeding a Mantus 65 lb anchor with Mantus swivel and an anchor rode locker accessed via deck hatches. Movement and safety on deck are assured by tall stainless steel handrails encircling the decks and minimum twenty eight inch bulwarks to port, starboard, and aft. Visibility and protection are enhanced by windshield wipers with wash, four stainless steel framed portlights, and three aluminum framed deck hatches, while practical access is provided by a forward salon entry door, a ladder to the flybridge, an FRP module with sink and shower, and a transom door with overhead and courtesy lighting. Heavy duty tender handling is supplied by a Steelhead Marine ES1000 four function hydraulic crane installed circa 2018, and bridge clearance can be reduced by the articulating, collapsing instrument mast controlled from the helm, also circa 2018.

Electronics

Navigation and situational awareness aboard SEAGLASS are anchored by a modern Garmin GND 10 Black Box Bridge integrated with Nexus to NMEA 2000, driving a suite of three Garmin GPSMap 8617 seventeen inch multifunction displays that present charting, sonar, and system data in a consolidated format. Autopilot capability is provided by a Garmin GHC 20

display paired with the Garmin Reactor 40 course computer and Garmin autopilot drive, while FLIR thermal vision improves night and fog operations and a dedicated Garmin aft deck camera feeds the helm for clear stern monitoring during close maneuvers. Sonar and data inputs include a Garmin card reader and a Garmin GSD 25 Advanced Sonar Module, with heading information supported by a Ritchie Powerdamp marine compass and engine diagnostics visible on the Cummins Marine Smart Craft multifunction display. Radar is supplied by a Garmin GMR xHD2 open array paired with a Garmin GMR 424xHD/426xDH pedestal, and communications are handled by a Garmin 115 Marine VHF radio with GPS, complemented by a Garmin Weather Station on the mast and a Garmin GXM 53 SiriusXM Weather Module. Entertainment and antenna reception are supported by a TracVision KVH TV5 Direct TV dome installed circa 2018, with a TracVision KVH TV5 dummy dome housing additional antennas. Ship control and maneuvering aids include a Jabsco search light with joystick control at the helm, Side Power bow and stern thruster joystick controls, and a Side Power FOB remote that enables mobile control of both thrusters.

Electrical system (overhauled/updated in 2021)

Power aboard is abundant and intelligently managed around a Northern Lights model M753W2 8KW eight kilowatt generator showing 3,584 hours as of March 2025 to support ship's loads, while fifty amp shore power is provided through a Cable Master electric cable tender with push button retract for easy connection. Inverted AC and battery charging are handled by an upgraded Xantrex Freedom SW sine wave inverter/charger rated at three thousand watts installed in 2021. The twelve volt DC backbone centers on Blue Seas Systems primary and secondary distribution panels—one primary panel with a digital battery meter and two secondary panels, one of which features voltage and amp metering—backed by battery capacity that includes three 8D AGM

twelve volt house batteries installed in 2021, one 8D AGM twelve volt starting battery installed in 2025, and two 4D AGM twelve volt batteries installed in 2024 and 2025, all supported by a Charles Solid Power sixty amp battery charger; SidePower bow and stern thrusters draw from this robust DC system. The one twenty volt AC system includes two Blue Seas Systems distribution panels, 110 volt strip heaters in the salon, stateroom, and forward head, Marine Air air conditioning with sixteen thousand BTU cooling in the salon, five thousand BTU in the forward cabin, and five thousand BTU in the master cabin, plus two Ocean LED Pro 3010 TH H Gen2 Midnight Blue underwater lights and 110 volt outlets throughout. The two forty volt AC system is anchored by the Northern Lights generator, with a Blue Seas Systems primary 240 volt AC distribution panel featuring a digital volt meter, a secondary 240 volt AC panel, and a Seaward eleven gallon 220 volt water heater with engine heat exchange option.

Mechanical systems

Handling and helm control inspire confidence courtesy of a Capitano hydraulic steering system with the helm located in the pilothouse, delivering precise response under power and during close quarters maneuvers. The freshwater system is similarly robust, built around a ShurFlo Aqua King II five point zero gallons per minute freshwater pump for domestic use and a ShurFlo Extreme Blaster five point three gallons per minute deck washdown pump, with hot water supplied by a Seaward eleven gallon 220 volt water heater that includes the engine heat exchange option for efficient onboard hot water.

Interior

The interior of SEAGLASS is a thoughtful fusion of practicality and comfort, beginning in the salon where an outward opening cockpit door leads into a

bright, open social space connected to the galley and offering sweeping two hundred and seventy degree views through side windows and the aft door. Comfort is layered through LED overhead and courtesy lighting, stereo speakers, chrome plated reading lights aft to port and starboard, large opening windows forward to port and starboard and fixed windows to port, starboard, and aft, all shaded by drop down blinds. An L shaped tan Ultra Suede settee faces a drop down dining table with a forward and outboard side table providing convenient storage, additional lockers forward outboard and under the entertainment console, and media equipment anchored by a Samsung flatscreen TV, a Sony MEX M71BT CD stereo with Bluetooth, and an Autopro BD 1208 Blu ray player. The galley is practical and well equipped, illuminated by overhead dome lighting and under cabinet task lights, with molded composite countertops, extensive locker and drawer storage, a double basin sink, a Force 10 three burner electric range, a Sharp one thousand two hundred watt microwave, a Nova Kool AC/DC full size refrigerator/freezer, and a trash compactor, all set on a classic teak and holly sole. The pilothouse is flooded with light from overhead and opening windows, protected by custom snap on sun covers installed in 2021, and features nautical touches such as a ship's clock and barometer, a Fusion MS RA70N Bluetooth stereo receiver, and the full suite of navigation electronics at hand; a comfortable bench settee with tan Ultra Suede cushions and a stainless steel footrest sits aft to port beside a wood table and storage drawers. Forward, the guest cabin is welcoming with overhead lighting, an opening hatch, two opening portlights, reading lights above the berth, ample stowage including an outboard locker, a forward hanging locker and under berth drawers, an L shaped settee in tan Ultra Suede and an LG flatscreen TV. The guest/day head to starboard features overhead lighting, a molded shower stall with an opening portlight and a flexible shower wand, composite molded countertops, a single basin sink and a VacuFlush electric marine head, plus locker storage above and below. The owner's accommodations are found aft via steps to the

lower landing and present a generous athwartships double berth with a custom mattress and topper, recessed drop down LG flatscreen TV above the berth, two opening portlights, cedar lined hanging locker storage, a standing vanity, full length mirror, plentiful shelf storage and 110 volt outlets and reading lights forward and aft. Adjacent, the owner's head offers overhead lighting, an opening portlight, a large vanity mirror, locker storage above and below the counters, composite molded countertops, a single basin sink, a VacuFlush electric marine head, and a separate molded shower stall with an opening portlight, flexible shower wand and molded seat; soles throughout the living spaces are finished in classic teak and holly or tan carpeting, with convenient access to the engine compartment through salon sole hatches and a dedicated laundry locker housing a Splendide 2000 washer/dryer beneath the forward landing, plus an inboard U Line ice maker installed circa 2018.

Additional equipment

Everyday convenience aboard is enhanced by a central vacuum system that serves the interior and a convenient washer/dryer laundry combo. Tender operations are effortless via a Mercury M Series 350 rigid inflatable tender designed for four people and powered by a Mercury forty HP Four Stroke outboard, with a Garmin Striker Plus 3.5 inch depth finder mounted on the dinghy console for safe anchoring and exploration. Safety equipment includes a life ring, a horn, a Fireboy MA0550NVC F engine room fire suppression system installed April 2025, and the full complement of safety items required by the U.S. Coast Guard.

Engine

Power is delivered by a Cummins QSC8.3 six cylinder turbocharged engine rated at five hundred and forty horsepower at 2,600 rpm, showing 3,238 hours

as of July 2025, and maintained with systems that enhance reliability and serviceability. A Seaboard Marine freshwater flush system is fitted to the sea strainer, twin selectable Racor 75900MAX filter/water separators with vacuum gauge protect fuel delivery, and an upgraded Glendinning single lever control system 21 was installed at the helm in 2021 to refine throttle and gear response. The driveline features a Twin Disc MG5075A gearbox with a 2.53:1 reduction turning a two and a half inch diameter stainless steel shaft and a 22 LH 27.5 five blade propeller, while a Reverso oil change pump simplifies maintenance and engine data is presented on the Cummins Marine Smart Craft multifunction display.

CONTACTS

Shestakov Yacht Sales is a brokerage company specializing in the sale and service of yachts worldwide. The company offers services for buying and selling both new and used motor yachts, sailing vessels, and luxury superyachts. They also provide yacht registration, insurance, technical maintenance, crew selection, and charter organization services across the U.S., Canada, Latin America, the Caribbean, and the Bahamas.

The founder and lead broker of the company is Andrey Shestakov, a licensed and certified expert with extensive experience in marine engineering and shipbuilding.

The company has an extensive network of partnerships with major yacht manufacturers worldwide and provides services in multiple languages, including Russian, Ukrainian, Spanish, and English. The office is in Dania Beach, Florida, USA.

For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

Contact details

Phone: +1(954)274-4435

Email: andrey@shestakovyachtsales.com

Address



1380 Weeping Willow Way, Hollywood,
Florida 33019