

GRIFFIN - TUG



Builder: [TUG](#)

Beam: 19' 0" (5.94 m)

Year Built: 1953

Max Draft: 24' 7" (7.50 m)

Model: Design #3004, US Army Leavenworth Iron ST Tug

Price: \$149,000 USD Subject to change.

[See full listing on our website](#)

Location: Baltimore, United States

LOA: 65' 0" (19.81 m)

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OVERVIEW

****General Overview**** This distinguished US Army Tug, crafted from robust steel by Missouri Valley Steel and Levinworth Iron, boasts a storied past, having served in Vietnam under the name Mowhawk Valley. Initially acquired for maritime equipment, this vessel is now available for those looking to buy a yacht with a rich history. ****Current Condition**** The yacht has undergone a significant transformation, evolving into a luxurious live-aboard while retaining its functionality as a tug. Once completed, it is anticipated to meet USCG standards for commercial operations. The layout is thoughtfully designed, featuring a master stateroom and head at the fore, followed by an expansive galley and a welcoming saloon. Below deck, the arrangement includes a forward head, a bench and work area, and port and starboard staterooms, previously the crew's quarters, now cleared and ready for customization. Ascending from here leads you just ahead of the galley. The original ST design lacked an internal route to the wheelhouse, but this has been rectified with the addition of interior stairs and an expanded wheelhouse. The sale includes materials, tools, equipment, and line, making this yacht sale an enticing opportunity for those interested in yacht sales in the current boat location.

SPECIFICATIONS

Basic Information

Category:
Motor yachts

Year Built:
1953

Model Year:
1953

Country:
United States

Dimensions

LOA:
65' 0" (19.81 m)

Max Draft:
24' 7" (7.50 m)

Beam:
19' 0" (5.94 m)

Speed, Capacities and Weight

Water Capacity:
900 Gallons

Fuel Capacity:
5844 Gallons

Accommodations

Total Heads:
2

Hull and Deck Information

Hull Material:

Steel Yachts

Hull Designer:

N/A

Deck Material:

Steel

Interior Designer:

N/A

Hull Configuration:

N/A

Engine Information

Engines:

1

Engine Type:

Inboard

Manufacturer:

Lugger

Fuel Type:

Diesel

GALLERY



TECHNICAL DATA

Description	Index	Description	Rating	Dimensions	Overheats
			I-1	ZF W650	I-1

Vertical offset, direct mount marine transmission.

Maximum rated power: 823kW (970hp)
(must not be exceeded)

Available for Medium and Continuous Duty applications.

Description

- Reverser reduction marine transmission with hydraulically actuated multi-disc clutch.
- Structural design also withstands tortuous duty and vibration applications.
- Fully works tested, reliable and simple to install.
- Compatible with all types of engines and propulsion systems.
- Design, manufacture and quality control standards comply with ISO 9001.

Features

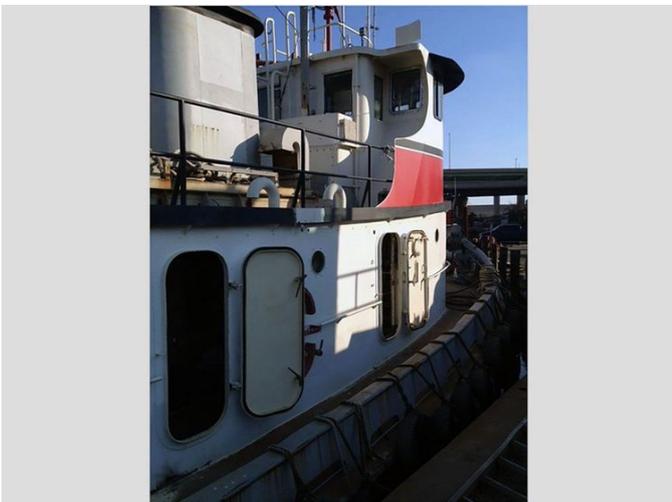
- Castable cast iron construction.
- Case hardened and precision ground gear teeth for long life and smooth running.
- Close shaft axial bearing design to take maximum propeller thrust astern and ahead.
- Compact, space saving design with increased bearing and shaft capacity for heavy duty, and reaching oil cover.
- Secure and reliable hydraulic acting with control lever for adjustment of input shaft.
- Suitable for twin engine installations (same ratio and torque capacity in ahead or astern mode).
- Emergency "tap home" capability.

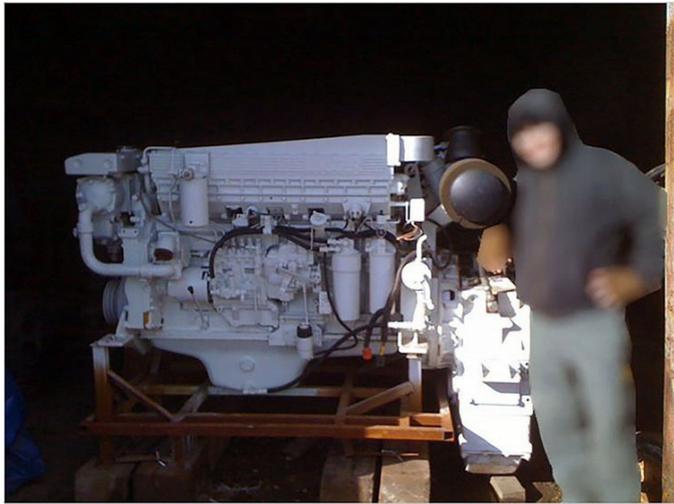
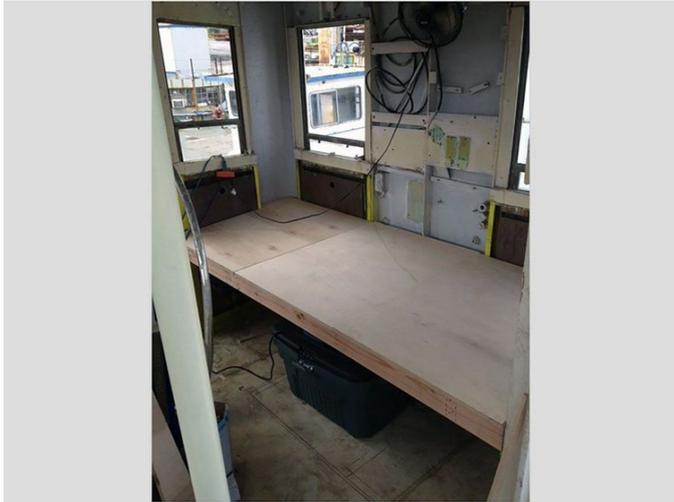
Options

- Engine mounted terminal mounting.
- Heavy duty brackets for rigid connection to foundation.
- Trailing shaft for stern-astern drive.
- Propeller shaft flange and coupling bolt sets.
- SAC 1 or SAC 2 bolt housings.
- Classification certification from all major Classification Societies available on request.
- Electric control.
- Monitoring system.
- ATC gear or shaft-hub.

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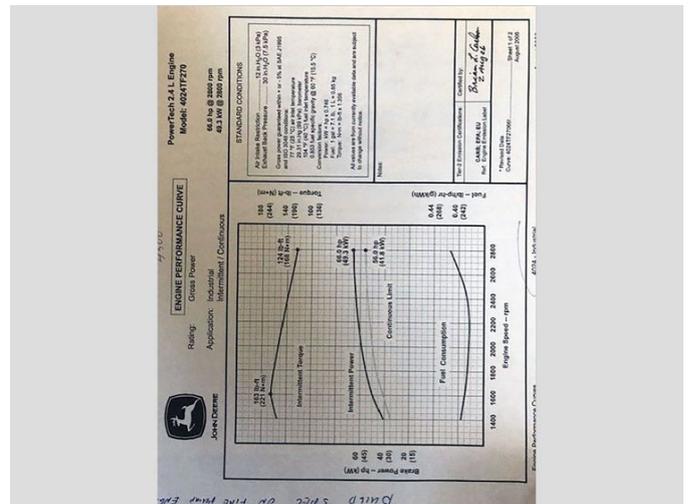
Taiflex-8.3088



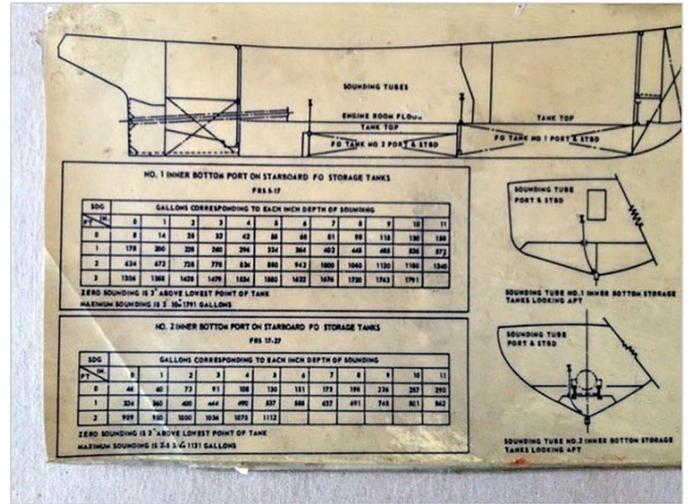
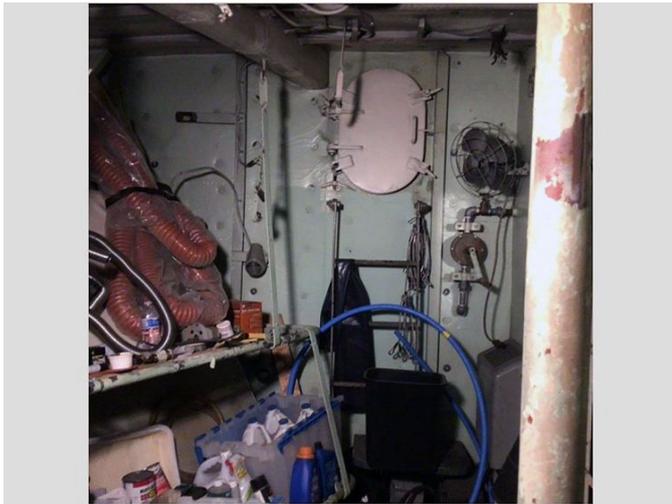




A technical data sheet for a LUGGER L6140AL2 generator. The sheet includes a table of specifications, performance graphs, and contact information. The table lists various parameters such as Output Power, Voltage, and Frequency. The graphs show the generator's performance under different load conditions. The contact information includes the company name, website, and phone number.









FOREPEAK BALLAST TANK
SOUNDING TUBE LOOKING FWD
AT FRAME 5

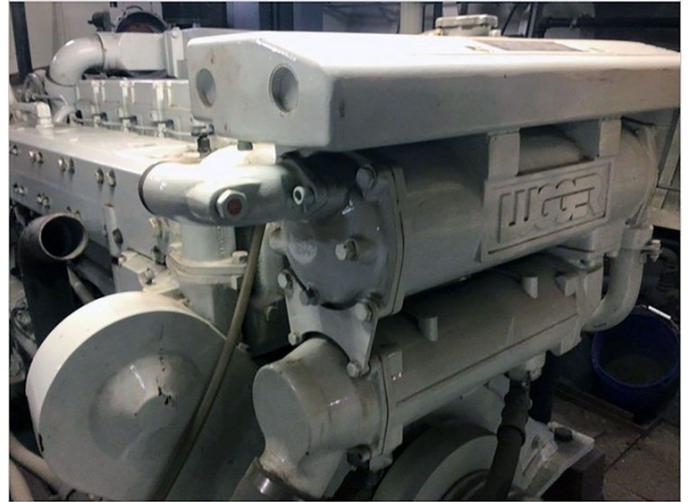
FOREPEAK BALLAST TANK
SOUNDING TUBE LOOKING FWD
AT FRAME 5

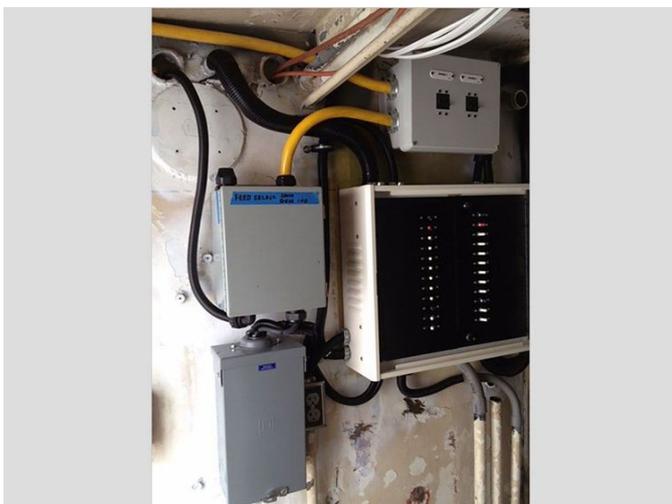
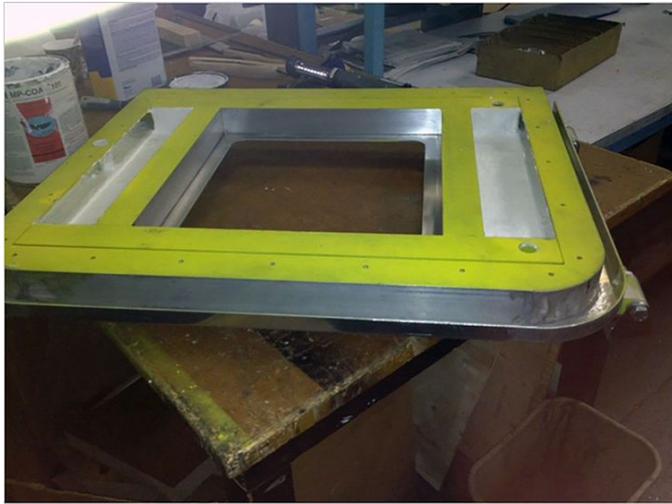
TONS CORRESPONDING TO EACH INCH DEPTH OF SOUNDING

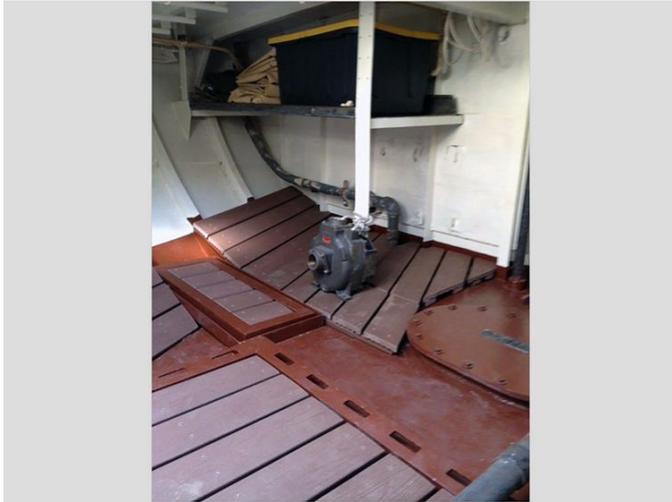
0	1	2	3	4	5	6	7	8	9	10	11
0.00	0.00	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.3
1	0.4	0.4	0.5	0.5	0.6	0.6	0.7	0.7	0.8	0.9	1.0
2	1.1	1.2	1.2	1.3	1.4	1.5	1.6	1.7	1.8	1.9	2.0
3	2.1	2.2	2.3	2.4	2.5	2.5	2.6	2.7	2.8	2.8	2.8
4	2.9	2.9	3.0	3.0	3.0	3.0	3.1	3.1	3.2	3.2	3.2
5	3.3	3.3	3.4	3.4	3.4	3.4	3.5	3.5	3.5	3.6	3.6
6	3.6	3.7	3.7	3.7	3.8	3.8	3.8	3.9	3.9	4.0	4.0
7	4.0	4.1	4.1	4.2	4.2	4.2	4.3	4.3	4.4	4.4	4.4
8	4.5	4.5	4.5	4.6	4.6	4.6	4.7	4.7	4.8	4.8	4.8

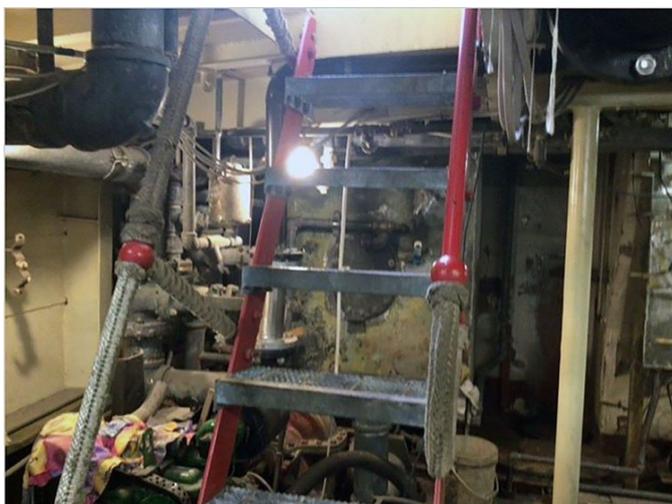
ZERO SOUNDING IS 1.0" ABOVE LOWEST POINT OF TANK
MAXIMUM SOUNDING IS 3.0" ABOVE LOWEST POINT OF TANK
CAPACITY OF TANK PRESSURE TO MAIN DECK - 5.2 TONS L.M.

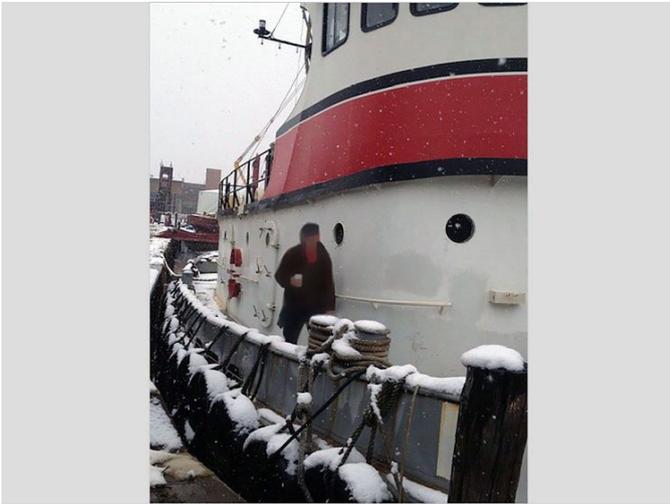












L6140AL2

500 / 1800 rpm Continuous

600 / 2100 rpm Medium Duty

700 / 2100 rpm High Output

A mechanic's dream.
The 6140 is easy to service. All service points are on one side within easy reach. The in-line design leaves room to move around the engine. Individual heads, replaceable wet-cylinder liners, fewer hoses and belts, and clean design simplify service. Since the engine only has six cylinders, instead of eight or ten, it has fewer parts to wear out and replace. All this means less time and money spent on repairs.

Get specific about fuel.
Since fuel is your largest operational expense, it makes sense to reduce it as much as possible. Brake specific fuel consumption (BSFC) is a measurement of the weight of fuel an engine burns to produce one horsepower for one hour. The 6140's BSFC goes as low as 0.333 lb/hp/hr. Compare its BSFC with any engine in its class.

Keeps engine room in-line.
Extremely compact for its displacement and weight, the 6140 fits in tight engine rooms. Unlike 80-to-wall V-6s, its in-line design with single exhaust and unit-mounted expansion tank, like installation simple. Twin engine vessels are twice blessed.

Electric clutch PTO for power out both ends.
You can take up to 10000 lbs of power off the front of the 6140 with an electric clutch PTO (power take off). There is also a 20 hp hydraulic pump mount pad and another accessory drive. Use them to run hydraulics, power steering pumps, alternators, water pumps, or other hydraulic auxiliary systems.

Tested, tested, tested.
After the engine is built to your specification, it is dyno tested. Then the gear is installed and it's run again. This is just part of Luger's quality control program. When the engine is delivered it is ready to go to work.

- Jacket water aftercooler increases performance. Thermally controlled to avoid overheating.
- DC electric relays and circuit breaker.
- Washable foam air cleaner.

LUGER





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>

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