

SEA MONSTER — GULFPORT SHIPBUILDING CORP



Builder:

GULFPORT SHIPBUILDING CORP

Year Built: 1953

Model: Expedition Yacht

Price: PRICE ON APPLICATION

Location: United States

LOA: 105' 0" (32.00m)

Beam: 25' 0" (7.62m)

Min Draft: 12' 0" (3.66m)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **SEA MONSTER — GULFPORT SHIPBUILDING CORP** from our catalogue. Presently, at Shestakov Yacht Sales Inc., we have a wide variety of yachts available on our sale's list. We also work in close contact with all the big yacht manufacturers from all over the world.

If you would like to buy a yacht **SEA MONSTER — GULFPORT SHIPBUILDING CORP** or would like help answering any questions concerning purchasing, selling or chartering a yacht, please call **+1(954)274-4435**

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SPECIFICATIONS

Overview

The Sea Monster project is a unique conversion in process was the first diesel tug in Boston Harbor. The vessel originally named MARS, was owned by Boston Towing & Transportation Co. and was ABS Classed when purchased in 2000. This robustly constructed and proven vessel was surveyed prior to purchase and found to be in sound condition; "a very capable unit" as described by the surveyor. She was completely dismantled down to the frames and all original machinery, piping, wiring and equipment removed. New systems were engineered and installed to meet the new requirements of the design. Setzer Design Group masterfully redesigned the spacious interior and styled the exterior maintaining the classic lines of the period. The hull has a model shape with flush deck and elliptical stern. The original superstructure was removed and an all new aluminum structure fabricated and installed with excellent head room, superb stairway access to all decks and large windows and doors. Westoff and Company, a noted large yacht interior engineer and fabricator, completed a stunning interior featuring European Beech joiner work. This interior, valued at over one million dollars, is ready for installation. All new machinery, systems, piping and electrical wiring has been installed. The propulsion system is diesel-electric and consists of three new Caterpillar generators in soundshield enclosures feeding the original, rebuilt electric drive motor and propeller. Over eight million dollars has been invested to date on this project. A large inventory is included with this offering along with the plans and engineering. A change in the owner's plans has initiated this offer. This is a very rare opportunity to acquire a first class tug/yacht conversion with a pedigree design and new joiner work, systems, machinery, wiring and equipment at a fraction of the investment. This vessel is being offered "as is where is" and for less than half of investment to date.

Basic Information

Category: Expedition Yacht

Model Year: 1953

Year Built: 1953

Refit Type: Tug to Luxury Yacht Conversion in Process.

Country: United States

Registration #: IMO 7003867

Coast Guard #: 266853 / Boston, MA

Dimensions

LOA: 105' 0" (32.00m)

LWL: 96' 0" (29.26m)

Beam: 25' 0" (7.62m)

Min Draft: 12' 0" (3.66m)

MFG Length: 103' 0" (31.39m)

Speed, Capacities and Weight

Gross Tonnage: 192 Pounds

Accommodations

Total Cabins: 5

Total Berths: 9

Sleeps: 12

Total Heads: 6

Captain Cabin: True

Crew Cabin: 3

Crew Berths: 4

Crew Sleeps: 4

Crew Heads: 2

Hull and Deck Information

Hull Material: Steel

Deck Material: Steel

Hull Configuration: Full Displacement

Exterior Designer: Setzer Design Group

Interior Designer: Setzer Design Group

Engine Information

Engines: 3

Manufacturer: Luggar

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

Remarks

The Sea Monster project is a unique conversion in process of the first diesel tug in Boston Harbor. The vessel originally named MARS, was owned by Boston Towing & Transportation Co. and was ABS Classed when purchased in 2000. This robustly constructed and proven vessel was surveyed prior to purchase and found to be in sound condition; "a very capable unit" as described by the surveyor. She was completely dismantled down to the frames and all original machinery, piping, wiring and equipment removed. New systems were engineered and installed to meet the new requirements of the design. Setzer Design Group masterfully redesigned the spacious interior and styled the exterior maintaining the classic lines of the period. The hull has a model shape with flush deck and elliptical stern. The original superstructure was removed and an all new aluminum structure fabricated and installed with excellent head room, superb stairway access to all decks and large windows and doors. Westoff and Company, a noted large yacht interior engineer and fabricator, completed a stunning interior featuring European Beech joiner work. This interior, valued at over one million dollars, is ready for installation and stored in a climate controlled warehouse. All new machinery, systems, piping and electrical wiring has been installed. The propulsion system is diesel-electric and consists of three new Northern Lights generators in soundshield enclosures running the original, completely rebuilt electric drive motor and propeller. Over eight million dollars has been invested to date on this project. A large inventory is included with this offering along with the plans and engineering. Project completion is estimated to take less than 12 months depending upon the shipyard. A change in the owner's plans has initiated this offer. This is a very rare opportunity to acquire a first class tug/yacht conversion with a pedigree design and new joiner work, systems, machinery, wiring and equipment at a fraction of the original investment.

Vessel Walkthrough

Note: To follow is a description of the planned design for this vessel based on the drawings from Setzer Design Group. The vessel's interior joiner package, loose furnishings, overhead and soft decor have not been installed though the staterooms, living spaces and cabins have been built to the drawings; bulkheads are in place, major piping and wiring are roughed in and the inventory is believed to include much of the equipment, hardware and fixtures required to complete the vessel.

Upon entry into the main deckhouse from either the port or starboard exterior side decks, one enters the main salon foyer with a day head to port and centerline access aft to the spacious main salon measuring 34' x 17'6" and surrounded with large windows allowing unobstructed views of the water. The high overhead accentuated by a recessed design feature make this area light and inviting. The proposed arrangement includes curved lounge seating forward port and

starboard, a full service bar aft to port, a game table and chairs to starboard. A desk to starboard hides a flat screen TV. Two hinged doors on centerline and protected by a generous overhanging deck, open on to the large elliptical aft deck measuring fourteen feet fore and aft on centerline. Two additional port and starboard bulwark gates allow convenient access for boarding from tenders or docks.

Forward of the main salon is the large open dining and galley arrangement featuring large windows, an island preparation and cooking area with a raised bar and stools. The dining area with a beautiful curved bulkhead forward could also be enclosed for separation and privacy from the galley. Large working counter spaces, separated appliances, two pantries and large windows make this a professional chef's dream.

Forward of the galley and behind a thickly insulated bulkhead are two identically dimensioned guest staterooms, each with queen berths, two hanging lockers, recessed TV cabinets and private head and shower. Each stateroom has the original brass portlights which were removed and restored and provide outside light and views.

Below the main deck and accessed from the midship foyer, two crew cabins with a large head, crew lounge with refrigerator, sink and dinette join the engine room bulkhead with a watertight door. A large lounge room is forward to starboard and a laundry room with washer and dryer are to port. Two cabins each with two berths and a bunk and private heads with showers allow use by additional crew or guests. A linen locker is on centerline. The separation of this area from the main deck provides privacy for the crew and engine room access from the lower deck for safety.

The owner's private deck is located on the 01 level above the main deck and is accessed by an interior stair that opens in to the skylounge. This area features large windows around classic elliptical bulkheads. Unobstructed views of the water while seated anywhere in this lounge are the result of low profile bulwarks with polished stainless steel rails. This area features a fireplace!

The owner's suite with a king berth and large head is accessed via an offset companionway which provides privacy from the sky lounge. Entering through an overhead archway, the aft facing berth with classic millwork is located on centerline. There are three hanging lockers, a desk and built in drawer cabinets port and starboard. The master head is accessed from both port and starboard doors and has an enclosed water closet, two sinks separated by a vanity, and a tub/shower. There are linen lockers outboard. Complete walk around side decks with polished stainless steel rails offer commanding views from the raised bow deck and the large sun deck aft. This exterior deck is 18' in length on centerline and averages 15' in width. It has two exterior

stairwells port and starboard that access the main deck. A bar cabinet with refrigerator and ice maker shaded by the overhanging boat deck provides service to a large dining table that seats ten. The views, privacy, and separation this deck provides will truly enhance long voyages.

The pilothouse and boat deck on the 02 level feature a traditional funnel and room for tender's, life rafts and a crane. The pilothouse provides excellent visibility through eleven pilothouse windows. Two of the windows are roll down type as often used on these vessels. A raised settee with table is located aft of the helm seat and contains a flag locker and chart storage. A navigation desk is to starboard and a pilot's cabin and head are accessed from the port side companionway. There are two aft facing weathertight doors port and starboard that open on to the boat deck. There is a fly bridge deck above the pilothouse with a large observation deck protected by polished stainless steel rails.

Engine /Mechanical Equipment

This vessel has a diesel-electric propulsion system consisting of three new Northern Lights generators in sound shields, an Allis-Chalmers 1020 hp motor driving a large single fixed pitch propeller.

Accommodations

Exclusions

Owner's personal belongings.

Disclaimer

The Company offers the details of this vessel or yacht in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his representatives, agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel or yacht is offered subject to prior sale, price change, or withdrawal without notice.

PHOTOS

Stern View



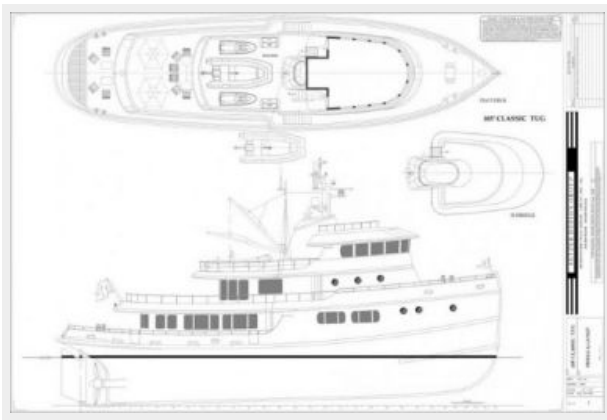
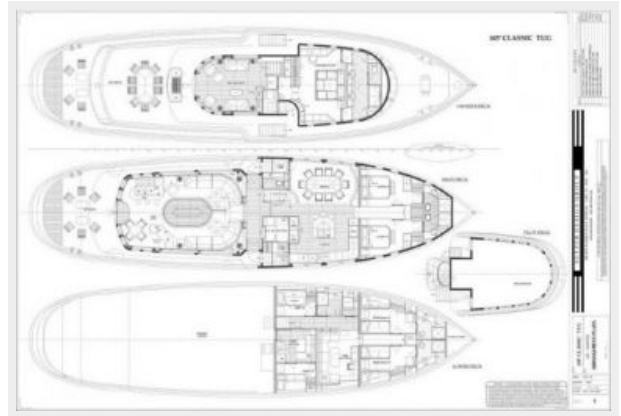
Bow Exterior



Prop and Rudder





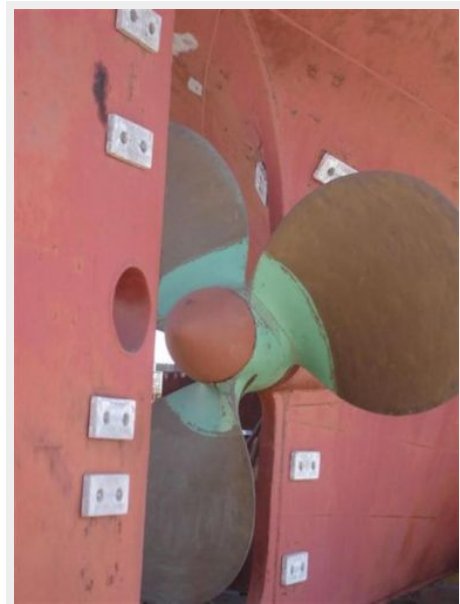


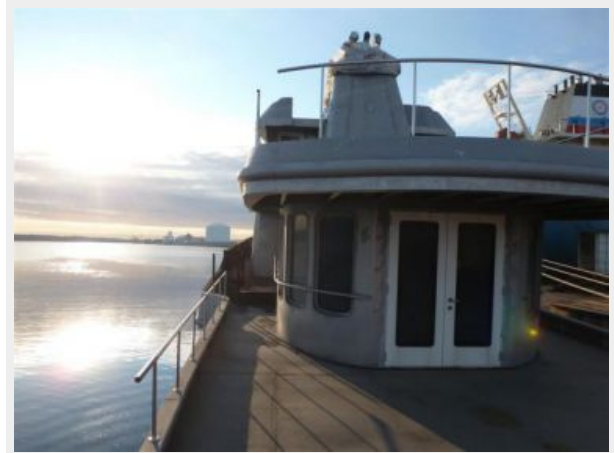


Exhaust



Prop





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