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Compass Rose

37' Lord Nelson Victory Tug

- Year: 1983
- **Current Price:**
US\$ 159,000
- Located in Seattle, WA
- Hull Material: Fiberglass
- Engine/Fuel Type: Single Diesel
- YW# 1728-1468011

Photo Gallery	Send Email
Finance It	Insure It
Ship It	

Additional Specs, Equipment and Information:

Builder/Designer

Builder: Lord Nelson

Designer: Jim Backus

Dimensions

LOA: 37'

Beam: 13'6"

Displacement: 20,850

Draft: 3'6"

Bridge Clearance:
12'6"

Ballast: 3000

Engines

Engine(s): BMW

Engine(s) HP: 150

Engine Model: 6
cylinder

Hours: 4555

Cruising Speed: 7.5

Max Speed: 9.5

Tankage

Fuel: 230

Water: 125

Holding: 20



Stern under away

Interior plan

The accommodations are for 2 owners and guests in 1 private forward stateroom plus 2 dinette and 1 settee berth for a total of 5 berths. The forward stateroom has an off-set double berth, love seat and hanging locker. There is a separate stall shower with sink on the starboard side, and a head with a marble sink vanity on the port side. Compass Rose features gorgeous stained glass dolphins framed within the doors to the shower for added elegance and light.



Beam



Cockpit, Gen-set box



Dinghy Davit



Salon fwd

Moving aft and up 4 steps into the enclosed pilothouse which has port and starboard solid teak Dutch doors, is the helm, navigation table and a day berth that is also a forward facing bench seat. Down and aft 4 steps to main salon on the port is a generous U shaped galley with a breakfast bar, and on the port a convertible dinette with solid teak leafed table and 2 chairs opposite on starboard. Moving further aft and up two steps through two solid teak opening doors is the cockpit which has full walk around teak decks with raised bulwarks for extra security when moving for and aft on deck.

- Webasto hot water boiler/forced air heating system
- Cybernet AM/FM tape/ stereo with Polyplanar 3 way box speakers
- Seth Thomas clock and barometer

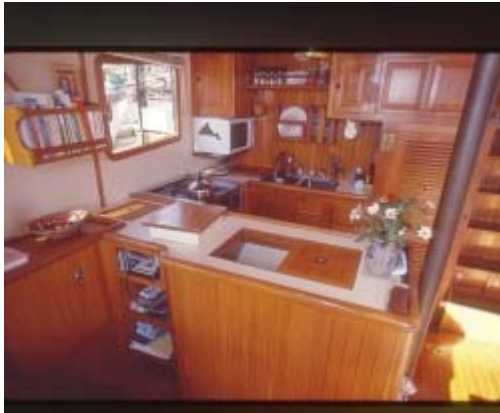
Galley

Located amidship to port and is U-shaped. There is a double stainless steel sink with hot and cold pressure water. The counter tops are long and wide with drawer and locker storage throughout. A large top and front opening Adler Barbour 12v refrigerator/freezer, 3-burner propane stove with oven and broiler. Below the stove is a custom deep drawer for pots and pan storage. There is a large 4-shelf pantry that swings out to provide engine access from the salon.

- Sharp 1000 watt Microwave oven
- Force 10 3 burner stove/oven
- Fireboy S-2A sniffer system
- Bronze fresh water hand pump
- Bronze salt water hand pump
- Adler Barbour 12 volt fridge and



Galley 1



Galley 2



Salon aft, port settee



Pilothouse to stbd

freezer

Electronics

- 300-PL IBM computer with Pentium processor
- Captains navigation software
- Epson printer
- APC color monitor
- Shipmate RS-8000 VHF radio
- Icom M-55 VHF radio
- Apelco loud hailer/fog horn
- Furuno 35 differential GPS
- Furuno LS-6100 LCD 6" display dual frequency sounder
- Sitex T-100 16 mile CRT radar
- Benmar compu course 2000 autopilot
- Autohelm 5000 linear drive backup autopilot
- Remote handheld for Autohelm 5000

Electrical

- 1800 watt Heart interface inverter/charger
- Wesmar 8' electric bow thruster
- 12 volt and 110 volt electrical panels
- Northern Lights 5-KW generator (299hrs)
- Ample power electrical system monitor
- Battery parallel switch

Engine

There is a complete running spare BMW D150 6 cylinder diesel (1000hrs) with marine gear in storage that goes with the boat.

- BMW D 150 diesel (4555hrs)
- Heat
- New 2" Stainless prop shaft

- exchangers recently removed and serviced.
- Tank tender system for water and fuel tank levels
- New PYI dripless shaft seal

Safety Equipment and Ground Tackle

- Maxwell Nielson 1200 watt anchor windlass
- 65lb Forfjord anchor, stored in haus pipe on the bow
- 440 feet of 3/8 chain (recently regalvanized)
- Ross, Kelly, Olson pivoting davit with Rule electric motor for picking and launching a dinghy.
- Life sling
- Life ring mounted on stbd side fwd

Other equipment and work performed

Vessel was last bottom painted April 2005 with Petit Ultima. The owner has reported that the bottom is clean with no blisters.

Disclaimer

The Company offers the details of this vessel 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 agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel is offered subject to prior sale, price change, or withdrawal without notice.



Pilothouse berth



Salon fwd 2



Head



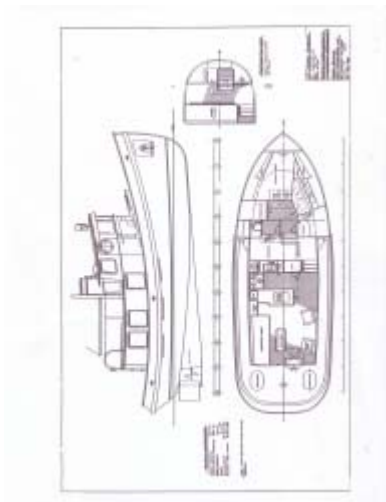
Dolphin doors to shower



Shower stall



Fwd stateroom berth



Hull and interior drawings (To print save as JPEG then print)



Builders specification (To print save as JPEG then print)



Design review p.1 (To print save as JPEG then print)



Design review p.2 (To print save as JPEG then print)

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