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Larsholm

### 37' Lord Nelson Victory Tug

- Year: 1987
- **Current Price: US\$ 119,900**
- Located In Stuart, FL
- Hull Material: Fiberglass
- Engine/Fuel Type: Single Diesel
- YW# 10784-1947668

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#### Additional Specs, Equipment and Information:

##### Builder/Designer

Builder: Lord Nelson

Designer: Jim Bachus

##### Dimensions

LOA: 36'11"

LWL: 33'4"

Beam: 13'2"

Displacement: 20500

Draft: 3'6"

Bridge Clearance: 12'6"

Ballast: 3000

##### Engines

Engine(s): Cummins

Engine(s) HP: 150

Engine Model: 4BT3.9M

Hours: 2135

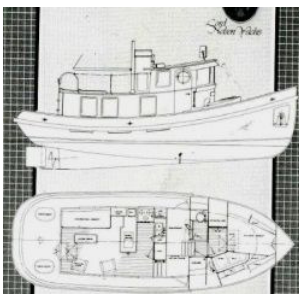
Cruising Speed: 7 knots

Max Speed: 9 knots

##### Tankage

Fuel: 250 gals.

Water: 185 gals.



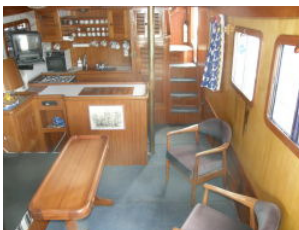
Layout

#### Introduction

"Larsholm" is a one owner Lord Nelson Victory Tug (hull # 68). She is a long range cruiser with a yacht finished interior that will cruise very comfortably and economically. She was built in Taiwan on a solid fiberglass, full displacement hull with plumb bow and a full length ballasted keel for great stability. Her teak batten interior, fully functional pilothouse, enormous galley, spacious salon, and wide walk-around decks with substantial bulwarks are certain to appeal to the experienced and discerning yachtsman. The Cummins diesel allows for an honest cruising range of between 800 and 900 miles on 250 Gallons of fuel between 7-8 knots. Since she was delivered to her knowledgeable owner who was a tug boat captain "Larsholm" had the best of care. Unfortunately due to his passing she is now awaiting the change of command. Call for an appointment to view her, she has been realistically priced to facilitate a quick sale.

#### Vessel Walkthrough & Accommodations

Entering the saloon from the cockpit, a wide companion opens to an easy step down. The starboard side of the saloon is open for the two casual teak chairs and the dinette folding table "stowed position." Opposite, an L-shape settee doubles as seating for dining or as a double berth. There is stowage below and a hospitality locker is just forward. The sole is teak and holly with tankage below; the overhead is tongue and groove teak. Moving forward, the large U shaped galley conceals the access to the engine room, starboard side. The bulkheads are a light laminate, much like boats built today and forward of the saloon all interior bulkheads are tongue and groove teak.



Interior forward

Moving forward stairs ascend to the starboard side of the pilothouse. In the pilothouse, the watch bench converts to a pilots berth, there are access hatches and a ladder to the engine room and there is a navigation desk, portside. Below the navigation panel is the main electrical panel. The helm is to starboard with a brass and teak wheel. The instrument console is centered over the stairs leading down to the accommodations. The Dutch style, teak pilothouse doors have a round portlight and the pilothouse windows just forward of the doors open and drop into concealed wells. Overhead there is a large opening hatch. Two sliding windows in the aft bulkhead behind the watch berth contribute to good ventilation.

Moving forward and down to the accommodations the split head provides a shower and lavatory to starboard and a toilet and lavatory to port. Experienced cruising couples appreciate this feature because it allows two people to use the facilities simultaneously. Forward, the large berth is set slightly to port of centerline with access from the foot and starboard side. There is a hanging locker, drawers and bins beneath the berth and a small settee with vanity. There is 6'4" headroom throughout the vessel.



Interior aft

#### Salon

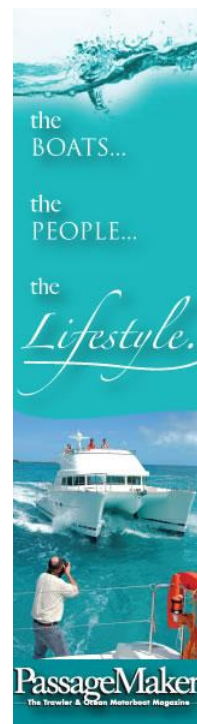
The salon offers excellent visibility thru seven large windows and includes an L-shaped convertible cushioned settee to port with two chairs and folding table which locks into the cabin sole in 3 different locations for flexible accommodations to starboard. There is storage under the settee and under the side deck to starboard.

- AC-DC Color TV with VCR
- AM/FM Stereo with cassette

#### Galley

##### Galley

The Galley is located amidship to port and is U-shaped. There is a double stainless steel sink with hot and cold pressure water. Ample countertop, drawer and locker storage throughout. A large top and front opening Adler Barbour 12v refrigerator/freezer, 3-burner CNG stove with oven and broiler. There is a large 4-shelf pantry that swings out to provide engine access from the salon.





Galley

- Magic Chef 3 Burner stove w/oven
- Sharp Microwave

#### Pilot House

The traditionally designed pilothouse gives the helmsman a 360 degree view. Entry into the pilothouse is through a pair of husky teak doors with the helm station to starboard with full instrumentation and controls. A hatch for access and visually inspecting the engine room underway is located on the wheelhouse sole. Access to the engine front is from a hatch cut out of the forward companionway and aft thru a door in the galley

#### Head

The head is a split plan located forward and down. To port is a private head with sink, marble counter tops and storage. To starboard is a separate shower stall with sink.



Pilothouse starboard

#### Electrical System

The electrical panel with breakers is located in the inset wheelhouse panel below the navigation station. Individual 12 volt and 110 volt systems include master shut off switches, panel lights, function lights by each breaker, ammeters and voltmeters for both 12 and 110 volt shore power receptacles, night floor lighting throughout the boat, automatic bilge pump and conveniently located 110 volt receptacles located in all living areas, and dual heavy duty marine batteries with selector switches.

#### Engine and Mechanical

The Cummins diesel allows for an honest cruising range of between 800 and 900 miles on 250 Gallons of fuel between 7-8 knots.

- Cummins 4BT3.9 150 HP diesel 2135 Hr
- Air conditioning (needs reconnected)
- Emergency tiller
- Cable steering
- Bilge pump



Pilothouse port

#### Electronics and Navigation Equipment

- Ritchie compass
- Standard VHF
- Data marine depth sounder
- Furuno Radar

#### Deck And Hull

Built in Taiwan on a solid fiberglass hand laid, full displacement hull with plumb bow and a full length ballasted keel for great stability. High bulwarks protect the full walk around decks with hawse cleats two additional added both port and starboard to make docking easier and reduce chaffing (recessed amidships), teak decks except upper deck which was removed and fiberglassed with a new mast installed, stainless storage bracket installed to ladder for mast storage when down, watertight hatches (2) in the cockpit, a very salty, stainless steel towing bit, On the upper deck is a mast, false stack with propane locker and lifelines with stanchions. Port lights and window frames are stainless steel as are the 2 cowl vents forward. Maxwell electric windlass with large anchor, large strike plate to protect the hull. The whistle is three tones.

#### 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 sette/berth



Forward companionway



Head



Shower



Stateroom



Stateroom vanity



Forward deck



Starboard side deck



Port side deck



Aft deck



Upper deck



Electrical panel



Engine room

Last Revised: Aug 28, 2008

Contact The Listing Agent For This Yacht

~ Greg Haught ~

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