

# Victory Tugs: 37 & 49

By David G. Brown  
Photos By Carol B. Brown

Coming up the Detroit River toward us was a green and white tugboat. We could see the faces of the crew pressed against the glass of its pilot house. "How will they react to us?" we asked ourselves. After all, their real working tugboat was a virtual duplicate of the David D. on which we were riding.

We got closer, our port side to theirs. Then, when we were close enough to see facial expressions, one of the real tug's crew smiled. Then those working sailors were all smiling and waving. We had been accepted into the tugboat fraternity!

The *Douglas D.* looks as much like a tugboat as any working tug in any world port. But, beneath its hardworking exterior lies the heart of the real pleasure yacht. The *Douglas D.* is actually a Victory Tug built by the Admiralty, Ltd. in Seattle.

Dave and Jane Adams of Medina, Ohio had invited us aboard for their boat's maiden voyage. We joined up with them at W.C. Beardslee's marina on Harsen's Island near where the St. Clair River joins Lake St. Clair. Bill Beardslee had personally supervised the commissioning of the boat after selling it to the Adams.

We were bound south, across Lake St. Clair and down the Detroit River. Our eventual Lake Erie destination was Cedar Point Marina at Sandusky, OH.

It's hard to say whether the Victory Tug is a big small boat or a small big one. With an overall length of 37 feet, it's hardly the biggest cruiser afloat. But, it has an impressive 13 foot beam which is carried for almost three-fourths of the boat's length. The result is an enormous amount of space in an easy-to-handle package.

Designer James Backus of Seattle, obviously intended the Victory Tug for extended cruising by a couple. Oh, sure, the settee in the main saloon opens into a double bed and the lazy bench in the pilot house makes a dandy single. However, the only permanently made up bed is a double berth tucked into the cuddy. The Victory Tug is really a one



The Victory 37 Tug has a large main saloon where a huge engine would be located on a working tug.



bedroom retirement condo with an address anywhere there's water.

Also located in the forward cuddy are the head and shower. Interestingly, these are not in the same compartment. The head and vanity are to port of the companionway ladder while the shower is in a separate compartment to starboard.

The main saloon is located aft. It

features a good-size galley and plenty of room for entertaining or relaxing. Separating the cuddy and the main saloon is the raised pilot house. This is both the command center of the boat and the place where people naturally congregate when under way. The big lazy bench can accommodate four adults. It's



a great place to sit and watch the miles roll by.

We had the good fortune of seeing the Victory Tug's underbody out of the water at Beardslee's marina. This is a true displacement hull with no planning surfaces. The single screw and rudder are well protected by a massive skeg and shoe.

Displacement hulls aren't fast. With a 33 foot, 4 inch waterline length, the Victory Tug has a theoretical hull speed of just under 8 knots. Usually, displacement hulls can be powered to speeds slightly above their theoretical maximum. We found the *Douglas D*, with its 136 horsepower diesel, would reach a comfortable 10 knots.

Speed freaks have obviously quit reading. So, now the comfort freaks can gather 'round. A properly designed displacement hull can be about the most comfortable ride on the water. Forget all the slamming and banging that result from pounding into head seas. Instead, all you feel is the stately roll of a powerful hull.

Fuel economy is another advantage of displacement hulls. Ignoring headwinds, currents and waves, it should take less than 35 horsepower to move the Victory Tug at hull speed. With most engines, that works out to about two gallons per hour fuel consumption. You can spend the whole day underway for less than a 20 dollar bill.

The Victory Tug is rather overbuilt. The fiberglass hull and deck are as firm feeling as those of a steel working tug. The solid teak exterior cabin doors are simply massive. Down below, the engine beds and propeller shaft are oversize in keeping with the tug's workboat heritage.

The *Douglas D* is the first boat I have been aboard with the Scatra constant velocity drive. This system puts a constant velocity joint in the drive train between the engine and propeller shaft. The CV joint takes up any misalignment between the two, greatly reducing vibration. CV joints are common on front wheel drive automobiles. From what I have seen, they will be equally common in boats once people learn what they can do.

It was dark by the time we pulled into Sandusky Bay. The old cliché about "tired but happy" should have applied, except that nobody seemed tired. One of the real advantages of a displacement boat is that cruising doesn't tire you out.

## Introducing A 49er!

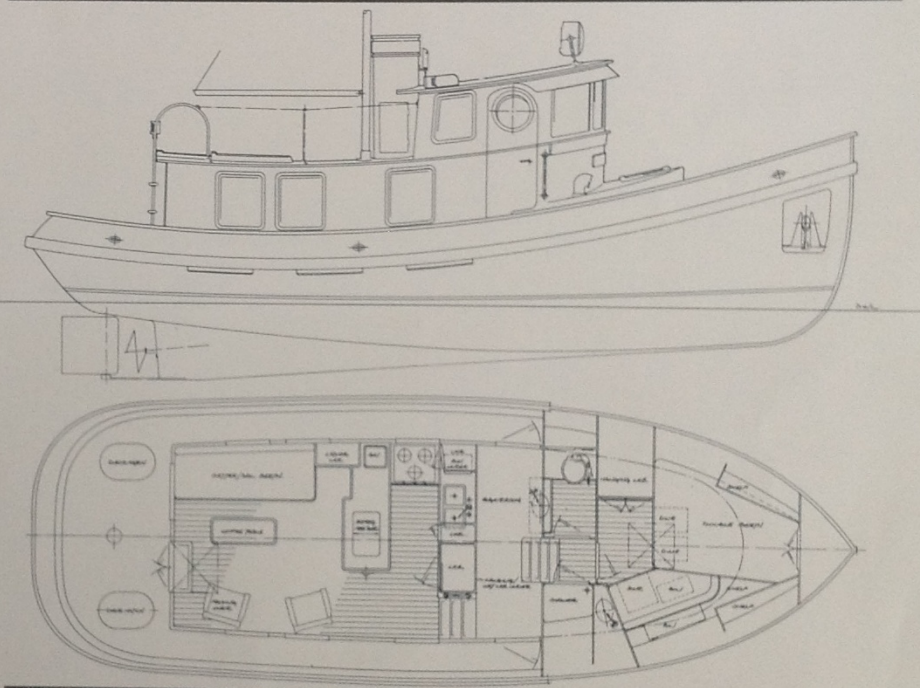
A 49-foot version of the Victory Tug is about to slide down the ways. LB was given a sneak preview of this new boat by Bill Beardslee, the Great Lakes biggest dealer in Victory Tugs.

The new, bigger Victory still retains the working tugboat look which characterizes the 37 footer. The pilot house is considerably larger and provision has been made for an outside "weather bridge" steering station. Powering will take a bigger workhorse, or two. So, standard engine is a 260 hp Cummins diesel, and there's a pair of 140s available as an option.

Down below, there are two staterooms in the Victory 49 Tug. A guest stateroom with separate head fills the forepeak. Just aft, beneath the pilot house, is the master stateroom. It has a walk-around double bed and a head compartment with a large shower.

The main cabin retains the U-shaped galley of the 37 footer, but enlarges it considerably. There is plenty of counter space for fixing dinner or feeding three hungry crew members.

The bridge offers the helmsman a centerline "throne" seat where he can see all the action. Behind him is a huge lazy bench for the rest of the crew.



### Victory 37 Tug

Base Price \$102,500  
F.O.B. Harsens Island, MI

#### Specifications:

L.O.A.	36 ft. 11 in.
L.W.L.	33 ft. 4 in.
Beam	13 ft. 2 in.
Draft	3 ft. 6 in.
Displacement	20,585 lbs.
Ballast	3,000 lbs.

#### Builder:

Admiralty Ltd.  
P.O. Box 55014  
Seattle, WA 98155  
(206) 281-0931

### Victory 49 Tug

Base Price Approx. \$190,000  
F.O.B. Harsens Island, MI

#### Specifications:

L.O.A.	48 ft. 10 in.
L.W.L.	45 ft.
Beam	16 ft. 8 in.
Draft	4 ft. 10 in.
Displacement	55,000 lbs.
Ballast	5,000 lbs.

#### Great Lakes Dealer:

W.C. Beardslee  
2256 North Channel Drive  
Harsens Island, MI 48028  
(313) 748-9951