

American Tug 41

BY PIERCE HOOVER

In the four years since its introduction, the 34-foot American Tug has carved a solid niche for itself in the power-cruising market. With more than 70 hulls launched, the boat has proven to be a practical, comfortable and seaworthy vessel capable of carrying a cruising couple most anywhere their ambitions direct.

Now, the design team at Tomco Marine Group has launched a new 41-footer that delivers a generous second helping of everything their customers have come to expect.

The first thing the 41 offers is space. Its near-16-foot beam creates sufficient interior volume for two amply proportioned staterooms and heads — the guest stateroom is the equal of most masters in this size range — along with all the amenities and living spaces needed for full-time life afloat.

I felt an immediate attraction to the pilothouse, which sported a helm area worthy of a small ship, along with a built-in desk on the starboard bulkhead that could serve as a working onboard office. My wife was equally impressed with the generous amount of storage throughout.

With its attractive teak interior, open layout and 6-plus-foot headroom,

the 41 shows well on its domestic merits. The washer and drier are located in a forward hallway, not a cramped mechanical space, and the appliance package includes a central vacuum system, trash compactor and ice maker. In short, the interior provides all the comforts of a true home afloat.

And as those who know American Tug would expect, the 41 not only stacks up favorably during a dockside walkthrough, but also will withstand the more careful scrutiny of an experienced boater who has spent considerable time on the water and expects all things mechanical to be equal to the cosmetic touches. Throughout the vessel, wiring, plumbing and drive systems are configured in a logical and organized fashion, and lie within easy reach of access hatches.

A pair of hatches, one in the starboard forward and one in the port quarter of the salon, makes engine room access easier. By standing in one of these open hatches, an owner can perform most all maintenance checks and service routines without having to stoop and crawl into the bilges. The boat's generous beam makes it easier to move into the deeper recesses of the engine compartment, which leaves plenty of room outboard of the main.

Major mechanical components are set on centerline, and tanks are balanced side to side and plumbed for gravity equalization. As a result, the 41 carries



WALT STEARNS (?)

The 41 Pilothouse offers two spacious staterooms, two heads and will make better than 16 knots at its top end.

no ballast and remains comfortably in trim regardless of load.

The sound-shielded genset is mounted in the lazarette and fitted with an underwater exhaust. In use, it produces a low hum that can barely be heard in the salon. For truly silent nights on the hook, the 41 is equipped with three house batteries and a 1,000-watt inverter that will provide the average couple with up to 48 hours of generator-free convenience.

In operation, the 41's hard-chine hull exhibits good form stability at displacement speeds and tracks well when pushed to higher speeds. On the day of our sea trial, hull No. 1 made short work of a nasty 4-foot inlet chop, and pegged the GPS at 16.5 knots in a short, modest cross swell. Throttled back to 12 knots, the 408 CE Cummins drank just under





SPECIFICATIONS

LOA: 45' 6"

Beam: 15' 10"

Draft: 4' 10"

Fuel Capacity: 640 gal.

Power: Single 480-hp to 540-hp

Price Range: \$515,000 to \$545,000

Information: 360-466-9277

www.americantugs.com

15 gph, while an 8-knot cruise netted almost 2 nautical miles per gallon.

During docking maneuvers, the boat's full keel mitigated the effects of windage during a crosswind docking exercise, and also proved its ability to protect the props when we momentarily strayed from the channel. (For the record, I was not at the helm.) Even with the keel, the 41 draws a modest 4 feet 6 inches, and this, combined with

A SECOND OPINION

When broker Greg Clark took delivery of hull No. 1 of the new American Tug 41, he was sufficiently impressed to place a deposit on a personal boat. He plans to purchase hull No. 13 early next summer and to re-create a cruise he and his wife made in one of the company's 34s. From the factory in LaConner, Washington, he will cruise north to Alaska for the summer, return to Puget Sound in the fall for any first-round mechanical tweaks, then follow the coastline south through the Panama Canal to Florida.

To increase range, he will install an additional 600-gallon fuel tank, and will also have a freezer fitted into the pilothouse desk station. Other than that, the boat should be ready to go as is, he says. "We took the 34 right out of the factory when it had less than 20 hours on it, and headed north. [American Tug] builds a turnkey boat."

To help other owners who might want to take a similar cruise, Greg is now working on a detailed cruising guide for new owners.

its 16-foot air draft makes it an ideal candidate for the Great Loop cruise and a whole host of shallow anchorages stateside and beyond. Soon, the company will introduce an optional fly-bridge for the 41, as well as a retrofitable version for the 34.

After spending a day aboard, I have

no doubt that this stout vessel is up to most any type of cruising adventure an owner could dream of. Dozens of American Tug 34 owners have already proven the brand's mettle; buyers of the 41 will be able to continue the tradition with an extra helping of creature comfort and elbowroom. ❁