American Tug 41

2005–10







In the real world, few trawler owners need the heavy-weather security (and rolling) that goes with a full-displacement hull—there's a big divide between those who hope to circumnavigate the globe and those who really do it. That's why semi-displacement trawlers like the American Tug 41 are so popular; they combine the low-speed efficiency of a displacement hull with the planing-speed performance of a modified-V hull. With her broad 15'10" beam and prominent bow, the 41 is a big, muscular vessel. Below decks, her layout is dominated by a huge salon with an Ultraleather settee, U-shaped galley, high-gloss cherry joinery, and four large cabin windows. Note that her false stack creates a unique raised area in the forward salon overhead. The 41's raised pilothouse, with reverse windshield to reduce glare, has a desk to starboard and lounge to port. Both staterooms are fitted with queen berths and en suite heads with separate stall showers. A large hatch in the salon floor provides access to the spacious engineroom. A bow thruster and underwater exhaust system are standard; a flybridge is optional. Cruise at 12–14 knots with a single 540hp Cummins diesel (about 16 knots top).

Specifications

Length Overall	43'7"	Clearance	16'0"
Length WL	38'6"	Fuel	640 gals.
Beam	15'10"	Water	210 gals.
Draft	4'10"	Waste	60 gals.
Weight	35,360#	Hull Type	Semi-Disp.