



Custom Western Towboat Company – Western Star

Make:	Custom	Boat Name:	Western Star
Model:	Western Towboat Company	Hull Material:	Steel
Length:	60 ft	Draft:	6 ft
Price:	\$ 395,000	Number of Engines:	1
Year:	1987	Fuel Type:	Diesel
Condition:	Used		

Emerald Pacific Yachts - Brett Aggen
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The "Western Star"

Western Star was custom built by Western Towboat Company of Seattle, WA. It was built for the owner of the company and it has been moored in freshwater since new. The owner (2 family generations) used it to thoroughly explore the NW waters between Washington and Alaska.

In 2018 this fine vessel went through a major refit of the ship's systems including a new engine, new generator, new electronics, new AC and DC electrical systems. It also received a full exterior LP paint job and new bottom paint as well.

Western Star offers a heavily built structure (commercial grade), hundreds of thousands of dollars in upgrades, and 2,000 gallons of fuel capacity. Where do you want to explore?

Measurements

LOA:	60 ft	Displacement:	130000
Beam:	17 ft		lb
Max Draft:	6 ft	Fuel Tanks Capacity:	2000
			gal
		Fresh Water Tanks Capacity:	1000
			gal
		Number of Cabins:	2
		Number of Heads:	2

Propulsion

Engine #1

Engine Make:	John Deere	Engine Year:	2018
Engine Model:	61355 FM	Hours:	20
Primary Engines:	Inboard	Power:	425 hp
Drive Type:	Direct Drive	Propeller Type:	3 Blade
Location:	Center		

GENERAL DESCRIPTION AND ARRANGEMENT

WESTERN STAR is an all mild steel hull and aluminum deckhouse, single deck, raised forward, single screw diesel powered coastal pleasure vessel with shaped stern, molded hull and elliptical stern.

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The deck has a pronounced sheer forward the deckhouse is located amidship and extends over approximately 70% of the length of the vessel. The deckhouse is single level and divided into a slightly raised pilothouse with rounded-front located forward, master stateroom and adjacent head, galley and large salon.

The covered cockpit is located aft of the deckhouse and a full-length sundeck/flybridge is topside with helm.

The pilothouse has a console forward with navigation and communication equipment on the console and overhead. The aft end of the pilothouse has a settee and chart table, port forward area has a spiral oak stairwell leading to the below main and lower deck areas. Windows provide excellent visibility forward and to the sides of the vessel.

The on-deck master stateroom features a full size double berth that slides port and starboard 18" so it can be situated to owner's preference, built-in storage areas, and adjacent head with shower, sink and storage areas.

The galley contains a (3) burner electric stove, microwave, trash compactor, Refrigerator/Freezer, Oak cabinets, laminate counter tops, double stainless steel sink, oak overhead and base cabinets and maple wood table with matching chairs.

The galley floor is tile and a diesel fired Balmer stove/heater is located at the galley entrance and provides general heating to the main deck accommodations.

The salon occupies the after end of the deckhouse and is on to the galley. The salon features a leather couch, (4) chairs, coffee table, built-in Oak clingiest with countertop, and flat screen TV. A Dutch split entry door leads aft to the cockpit on the stern. The salon can be heated electrically and cooled by a Carrier air conditioning unit.

Several large windows allow for natural sunlight and they also have shades. Exclusive of the galley tile floor, the remainder of the main deck flooring is carpeting. The bulkheads are generally finished with oak paneling and trim throughout.

The below deck area is divided by a fresh water tank on the bow, chain locker, guest stateroom and head, engine room and lazarette. Main access is from the pilothouse stairway, a second stairway from the lazarette is normally covered and used for maintenance and servicing.

A stacked two berth arrangement for guests is located below deck forward on the starboard side. A head with shower and sink is adjacent on the port side. The berthing space and head are provided with built-in storage. The wall coverings are oak and laminate, floor coverings are carpeted.

The engine room is directly aft in the mid-body section of the hull. A stack Whirlpool washer/dryer is at the forward end of the engine room. Aft of the engine room is a very large lazarette used for storage, water and fuel tanks and steering equipment. The space has storage shelves located to port and starboard, and an ice maker.

ELECTRONICS

ComNav Autopilot with remote

Furuno NavNet Radar/Plotter/Sounder (Touch Screen)(new 2018)

Furuno Sitex Flasher

Furuno GP32 GPS

(2) Horizon VHF radios

AIS Receiver

8" Atlas magnetic compass

Rudder Angle Indicator

Signet Knotmeter

Pioneer stereo

ELECTRICAL

Bollard 11kW generator with remote start (new 2018)

(1) AGM 8-D battery in pilothouse for 12-volt electronics (new 2018)

Dedicated electronics battery charger (new 2018)

(2) AGM 24-volt batteries for the bow thruster (new 2018)

(2) AGM 24-volt batteries for the engine (new 2018)

(8) AGM 24-volt batteries for the house (new 2018)

120V/240 electrical panel (new 2018)

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24 volt electrical panel (new 2018)

12 volt electrical panel (new 2018)

Blue Sea Systems electrical monitoring system (AC and DC) (new 2018)

175amp / 24V alternator (new 2018)

Magnum Inverter with remote panel (new 2018)

(4) LED engine room lights (new 2018)

HULL AND UNDERWATER EQUIPMENT

The hull is all welded mild steel and aluminum construction of 3/8", 5/16" and 1/4" thick materials and structured by good commercial marine practice which be considered beyond the normal construction standard of pleasure vessels. The hull is A36 (ABS Grade A) build steel and house aluminum (marine type).

The hull was cleaned and painted June 2018 in Seattle and painted with Ameron (PPG Amerlock 302 (1-coat) and Amercoat (2-coats).

20' 3" stainless/Aquamet shaft (removed and inspected 2018).

Intermediate pedestal shaft bearing.

New shaft seal (2018)

Stainless steel rudder, 2-1/2" stainless rudder stock

1-1/2" steel Skeg and Pintle bearing (new 2018)

Coolidge three blade 44" x 36" propeller (re-pitched and balanced 2018)

(20) bolt-on 10lb. Aluminum Anodes (new 2018)

4" common sea chest with (4) water supply lines.

Drain thru-hull valves (inspected 2018)

ENGINE ROOM AND MECHANICAL

John Deere engine, model 61355 FM, 6-cylinder turbocharged, Tier II, keel cooled.

Engine hydraulic pump

Engine 175 amp 24-volt marine alternator

Twin Disc MGX 5114 DC reversing reduction gear with hydraulic clutches and 3.43:1 ratio.

Wagner electric/hydraulic steering

Side Power 30hp bow thruster.

(2) Sealand pumps with 18 gallon holding tank

(2) Rule 3500 bilge pumps, Atwood 1500 gpm bilge pump

Raritan 20-gallon hot water heater

Paragon water pump with Groco pressure tank

New Pex plumbing throughout

Deming lube transfer pump

Dayton 4" air supply fan

Work bench, 4" vise, steel fabricated with tool chest

(2) 18 gallon holding tanks

Marco oil change system (new 2018)

(3) Electric heaters and (2) Red Dot heaters

Emergency pump (3hp gas engine)

Spare parts

DECK EQUIPMENT

Nordic commercial grade windlass, hydraulic driven

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225 lb. Anchor with 5/8" chain and cable

Spare anchor with 3/4" rope is stored in the lazarette

Aluminum Davit with electric winch

Flybridge bench seat with storage below

8" Searchlight, 4" Saturn compass, Wagner rudder angle indicator, 36" steering wheel

Custom fabricated aluminum mast

Buell electric horns

(2) 8" quartz deck lights

(2) LED floodlights facing aft, (2) LED floodlights facing forward

Fresh water bibs X 2

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.

Photos



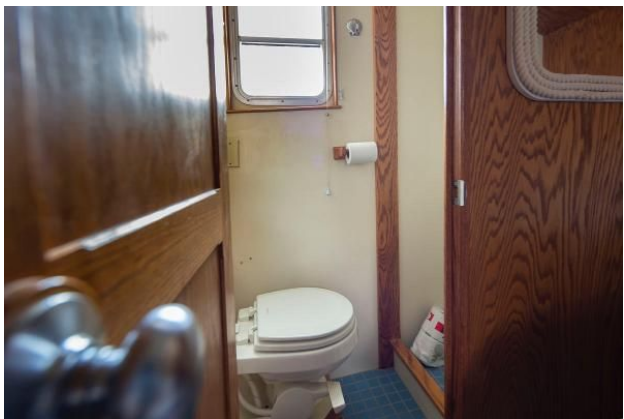
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