



# PRESCOTONT

110' (33.53m) 1930 Other Refitted Canadian Pacific Railway Tug  
Midland Ontario Canada



## OVERVIEW

|               |                |                |        |
|---------------|----------------|----------------|--------|
| Manufacturer: | Other          | Hull Material: | Steel  |
| Engines:      | 1 GM Cleveland | Cruise Speed:  | Knots  |
| Engine Model: | 8V-278A        | Max Speed:     | Knots  |
| Engine HP:    | 600            | Cabins/Heads:  | 4 / 4  |
| Beam:         | 28' 0"         | Fuel Type:     | Diesel |
| Max Draft:    | 10' 0"         | Fuel:          |        |
| Water:        |                |                |        |

## Call for Price



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## Data Sheet

Category: Tug  
Subcategory: Motor Yachts  
Condition: Used  
Model Year: 1930  
Beam: 28' (8.53m)  
Max Draft: 10' (3.05m)  
LOA: 110' (33.53m)  
Cabins: 4  
Sleeps: 8  
Heads: 4

Crew Cabins: 2  
Crew Sleeps: 2  
Crew Mess: 1  
Knots  
Knots  
Fuel Type: Diesel  
Hull Material: Steel  
Hull Shape: Displacement

Gross Tonnage: 302  
Bow Thruster: Yes  
Imported: No  
Designer: Davie Shipbuilding & Repairing  
Co. Limited  
HIN/IMO: 5283712

## Engines/Generators

### Engine 1

GM Cleveland  
8V-278A  
Inboard  
600HP  
447.42KW  
Fuel: Diesel  
Location: Middle

### Generator 1

Perkins  
60KW Keel Cooled Genset (Fernstrum Cooler)  
60KW

### Generator 2

Izuzu  
40KW Keel Cooled Genset (Fernstrum Cooler)  
40KW

## Summary/Description

PRESCOTONT was commissioned for the Canadian Pacific Railway and began her career on September 10, 1930, along with her sister vessel, the railroad barge OGDENSBURG. PRESCOTONT was the first diesel electric vessel built in Canada and took 90 days to build. Between 1930 and

**MASSIVE PRICE REDUCTION!!!**

PRESCOTONT was commissioned for the Canadian Pacific Railway and began her career on September 10, 1930, along with her sister vessel, the railroad barge OGDENSBURG. PRESCOTONT was the first diesel electric vessel built in Canada and took 90 days to build. Between 1930 and 1970, she ferried barges loaded with railroad cars between Prescott, Ontario and Ogdensburg, New York. In 1970 she was moved to work for the Windsor/Detroit Barge Lines until 1989 when a fire retired her from service. PRESCOTONT was headed to the scrap yard when she was purchased in 1994. All the internal systems have been retrofitted including engine, hydraulics, electrical, plumbing, & communications systems. The salons and staterooms have been all updated and ready to enjoy.

## Hull & Structure

The hull is plate and riveted construction. This building technique was phased out of shipbuilding in the early 1950s with welding techniques learned in WW2, but there are still vessels operating on the Great Lakes that were built using riveted hulls. PRESCOTONT hull is a very good example of quality riveted construction. The hull has been coated inside and out, which has aided much in its preservation.

- No major indentations on inner or outer hull above and below W/L.
- Hull is dry with no leakage.
- No oil present in bilges in machinery space. Oil absorbent pads placed deep in bilge below machinery were not saturated.
- Hull has only one single Sea Valve.
- Hull has permanent ballast and has no Water Ballast tanks. The ballast is railroad iron rails. Owner has coated these to prevent corrosion.
- Ultrasonic reading (random) of hull plate at Frame 49 shows 3/8" thickness.
- Inner hull can be seen in Machinery space and in Fwd workshop area.
- Original fuel tank volume has been reduced. Located at Fr 48-Fr 52 and is now a Double Bottom tank. The area above is now workshop/storage.
- Former Aft Peak tank has been converted to a workshop. Area is well coated but former corrosion of web frames can be seen. These areas have been addressed and well coated.
- Separate Stainless-Steel tanks for water, Grey water and sewage are installed under the staterooms and secured on vessels web frames and longitudinal girders.

- Owner had outer hull inspected by a dive company.
- Hull is protected with anodes on outer hull.
- Bulwarks in very good condition. Fairleads and rope cleats are attached. Additional Stainless-Steel rope cleats have been added.
- Superstructure in very good condition.
- 1 collision bulkhead and 4 W/T bulkheads. All W/T bulkheads have W/T door installed. Bulkheads remain intact.
- Bow-thruster installed at Frame 50, hydraulically operated. Approximately 20" diameter.
- No corrosion evident where superstructure meets the deck, where it would be expected.
- Area behind W/H has been extended and is welded construction.
- W/T doors fit well and have sealing rubber installed.
- All enclosed areas have at least 2 escape routes.
- Stairways added to interior and exterior are all steel construction.
- Anchor windlass is welded to deck re-enforcing plate.
- Hawse pipes no wear. Anchors have Stainless-Steel re-enforcing plates.
- Anti-Skid bars welded to outer deck from about Fr 46-Aft.
- Towing Bitts are still installed.
- Owner has installed de-watering pipes in void compartments and bilges for emergency use.
- Crane is properly installed over B/H with re-enforcing plate installed.
- All rails, handrails and stanchions are in excellent condition.

## Engine & Running Gear

The Tug has been repowered from its original configuration of Diesel-Electric to Diesel-Reduction Gearbox. The Main engine and Falk reduction Gearbox installed, still operating in many commercial tugs today, is no longer manufactured, but spare parts are still readily

available.

<https://www.hatchkirk.com/parts/cleveland/>

This engine model, General Motors Cleveland 8V-278A, was originally developed for the US military but remained in production after WW2 and production was stopped in 1962. The engine is reportedly only operated for about 50 hours per year and shows no signs of leakage. The outer brass components are routinely polished, and the engine and gearbox are painted white. The owner reports the engine to use 13 gallons of fuel/hour full steaming. The engine is typical of a

large industrial Diesel engine and requires a support

system. It is air start, which requires separate compressors, and has a lube oil purifier system with air controls remote from the W/H.

The machinery space is clean and tidy and well laid out. It is fitted with industrial quality equipment. All main equipment has monitoring panels and gauges.

- Main engine GM Cleveland 8V-278A, 2-stroke 700 RPM / 600 HP.
- Engine has closed cooling system and dry sump.
- Falk 3.5:1 Reduction Gearbox. Remote and local operation.
- 2 x 300 series Quincy compressors 300psi. (5 and 10hp)
- 2 x 300 psi Air receivers.
- Sharples lube oil purifier.
- 2 x Ingersoll Rand 150psi control air compressors. (one large and one smaller standby unit)
- 1 x 150psi air receiver.
- Main electric driven Hydraulic pump.
- Electric driven Fire/Bilge/Washdown pump.
- Domestic Potable / Sanitary pump and pressure tank.
- Domestic heating boiler.
- 1 x Perkins 60KW Keel Cooled Genset. (Fernstrum Cooler)
- 1 x Isuzu 40KW Keel Cooled Genset. . (Fernstrum Cooler)
- Hydraulic operated Bow-Thruster.
- Propeller shaft is fitted with replaceable liners and bronze bearings.
- Conventional packing gland at stern tube.

All machinery was reported to be in good working order.

The machinery space has a workshop area aft of the main machinery space.

## Steering

The steering system is hydraulic operated, independent of the main hydraulic system with redundancy. It has 2 electric

motors and pumps, integral with the hydraulic tanks mounted on the furthestmost aft bulkhead. There is also a hand operated lever beside these 2 units. The unit can be hand operated in an emergency. A 2-ram system operates the large original tiller on the aft main deck and the rams and tiller are covered in from weather by a wooden covering. The system is manufactured by AutoNav, <https://www.autonav.com/>, which is a Canadian company based in BC. The steering was upgraded by the owner from the original chain and cable system, installed at the shipyard.

No leaks or deficiencies are known to exist.

## Electrical

The AC electrical system on PRESCOTONT is mildly complicated to understand. The vessel accepts 208V, 440V and 575V shore power, and there are interlocks to ensure switchgear cannot be confused. There is also a transformer bank to deal with different voltages. The generators with independent breakers, are 3-phase and do not supply a conventional switchboard. They supply power to the switchgear. The main switchgear, transformers and generators are situated in a sound-protected, insulated room situated on the Port side of the engine room. All electrical motors and components are protected by breakers. All wiring is marine grade and adequately installed. DC power is supplied by numerous batteries installed throughout the Tug.

- DC power for the steering controls.
- DC power for Nav equipment.
- Starting batteries for each Genset.

## Mooring

The Tug has a very well installed redundant (2 sides) anchor windlass with 2 bow anchors. The anchor chain has a separate chain locker installed forward of the collision bulkhead. The chain locker is coated, but the chain is not. The chain appears to be original but was most likely seldom used for the original trade as the Tug was always mated to a barge. The Hawse pipes are not worn. The windlass is hydraulic operated locally and is enhanced aesthetically with chrome plated guards. It is also fitted with a dedicated tarpaulin cover. There are ample Panama style fairleads and bollards installed along the bulwarks along with added stainless-steel cleats for stowage of lines underway. The tow bitts are still installed aft, but are mainly for historic and aesthetic reasons,

and serve no real purpose. The ropes and mooring lines are in good condition and show no signs of weather damage.

## Navigation Equipment & Instrumentation

The wheelhouse is well equipped with modern electronics installed on an on-board computer. A laptop is used for back-up purposes. Both are installed with a Navionics program.

- Navionics chart plotter with redundancy
- GPS Unit
- Furuno radar 64 Kn/M

- Depth sounder
- Speed over ground indicator
- Shaft tachometer
- Rudder angle indicator
- 2x Uniden VHF units
- Ritchie magnetic compass

The W/H is equipped with all around windows for visibility and has the engine and gearbox control mounted on the console along with B/T controls and steering jogger. The steering wheel is mounted center with a single pilothouse chair dedicated to the wheelsman and another chair mounted on the starboard side. The windows also have shades and the W/H is finished in light stained wood.

## Tanks

The vessel has many separate tanks installed. These are tanks that are not integral to the hull such as the main fuel tank.

- Lube oil remote sump tank (machinery space)
- Lube oil sludge tank (machinery space)
- Main engine coolant header tank (stack)
- Main engine and generator fuel day tank (machinery space)
- Main hydraulic tank (machinery space)
- 2x individual steering hydraulic tanks (machinery space)
- Sewage tanks (and Marine Sewage system) (under staterooms)
- Stainless-Steel grey water tank (400gal) (under staterooms)
- 100 Gallon Black water storage for emergencies
- 2 x Stainless-Steel potable water tanks (under staterooms)
- 1 x Stainless Steel potable water tank (2300gal total capacity)

These tanks are well installed, vented and fixed properly to their mountings and have proper deck filling and pump-out arrangements.

## Pumping Arrangements

The black water sewage is disposed of by being treated in a USCG and IMO approved Marine Sewage device.

<https://brtmarine.com/productcategory/products/plumbing/humphrey/>

The unit is made by Humphrey and is an IMO type 11 device. It is an anerobic system that sterilizes the effluent prior to discharge and is an industrial unit used in many workboats. The grey water is stored for shore disposal or it can be legally pumped overboard in open Canadian waters but not in US. The vessel is equipped with an electrically driven main bilge / fire pump via a manifold, but also carries a Gasoline powered pump for emergencies. The Gasoline pump is equipped with a suction hose that can be connected to dedicated pipes for each space equipped with camlock connectors for emergency pumping if required. Fuel is transferred via an electrically driven transfer pump from the main bunker to the day tank. Sanitary and Potable water is supplied from the main FW tank to a domestic water pump and pressure tank.

## Accomodations

The accommodation area of PRESCOTONT is the most impressive area of the vessel. The 4 staterooms below the main decks are all 5-star hotel quality. The walls are all finished in stained or painted wood, and the wood trim is expertly installed. All staterooms are carpeted and have on-suite bathrooms with shower stall and walk-in cedar lined closets. The rooms are large, even for a vessel of this size and would be very comfortable for guests for extended periods. All staterooms have brass polished portholes. The only adjective used to describe these stateroom areas would be "luxurious".

Access to the Staterooms is via a staircase from the main dining and lounge area on the main deck. Forward of the 4 staterooms, separated by a future laundry area, is the crew area, which has 2 separate cabins with single bunks and a shared bathroom and shower area on the Port side. The Starboard side has a small galley area for the crew with a microwave oven and sink. Access to this area is from the area forward of the Galley, with its own separate staircase and door. The area also has natural light via a plexiglass Marine W/T hatch.

At the extreme aft area on the Main Deck behind the main lounge there is access to the machinery space from the Starboard side and there is a small rope storage area with a workbench.

Within the superstructure main deck forward there is a large carpeted area for sitting and socializing with a sit-down bar area, with a wine cooler integrated on the Port side.

Behind this area is the Galley, with slate floor, which is furnished in Stainless steel, and has a large fridge, electric stove, double sink, coffee maker, 4-slice toaster, and microwave oven. It is also equipped with a very large stainless-steel countertop for food preparation and a Stainless-Steel dishwasher.

Aft of the Galley is the main dining room. This area along with the main lounge area aft is the most impressive of all. It is



trimmed with richly dark stained wood and has cabinetry original to the vessel. The woodwork is professional quality. Flooring is ceramic, engineered hardwood, with quality carpets in appropriate areas. Ceiling is white with LED recessed lights installed. It has a large wooden oval dining table seating 6 with matching chairs. This area and the Main lounge aft of this is open concept. Furnishings are mostly antique. There is a large desk with a computer on the Port side, with large chesterfield sofa, coffee table and 2 cushioned chairs behind, and on the Starboard side there is a cushioned chair and cushioned lounge chair along with antique cabinets. The flooring is also a mixture of carpet and engineered hardwood. The portholes are polished brass and the walls are dark stained wood. The ceilings are also white with recessed LED lighting.

There is a common washroom on the Starboard side which is very nicely finished. These 2 areas are heated with large cast iron radiators, keeping with the décor, plus 2 hot water blowers installed in the walls.

The deck has a large sitting room for entertaining or lounging with plenty of natural light from portholes and a large patio door on the aft B/H. The room is tastefully decorated, carpeted, and has an antique chart table and ships wheel mounted on the forward B/H. The ceiling is tongue and groove wood with dark stain and the walls are light grey with white trim.

Aft of this lounge area outside on the boat deck is a large barbeque, just in front of the skylights for the main lounge area on the main deck. Aft of the Skylights, the funnel is situated center and a 16ft fiberglass tender is situated in a cradle on the Starboard side with a hydraulic crane used to launch the boat is mounted on the Port side.

The elevated Wheelhouse is accessed through a W/T door on the boat deck or through the lounge area. The W/H is not usually listed as part of the accommodations but a mention of the quality of workmanship of the woodwork and decoration is required. The W/H would be a pleasant place to spend the day, whether navigating or not. The W/H also has solid Oak hardwood floors.

It is plain to see the owner has paid attention to detail refitting the Tug and has made extra efforts to ensure it exudes luxury and quality wherever possible.

## Mechanical Disclaimer

Engine and generator hours are as of the date of the original listing and are a representation of what the listing broker is told by the owner and/or actual reading of the engine hour meters. The broker cannot guarantee the true hours. It is the responsibility of the purchaser and/or his agent to verify engine hours, warranties implied or otherwise and major overhauls as well as all other representations noted on the listing brochure.

## 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.







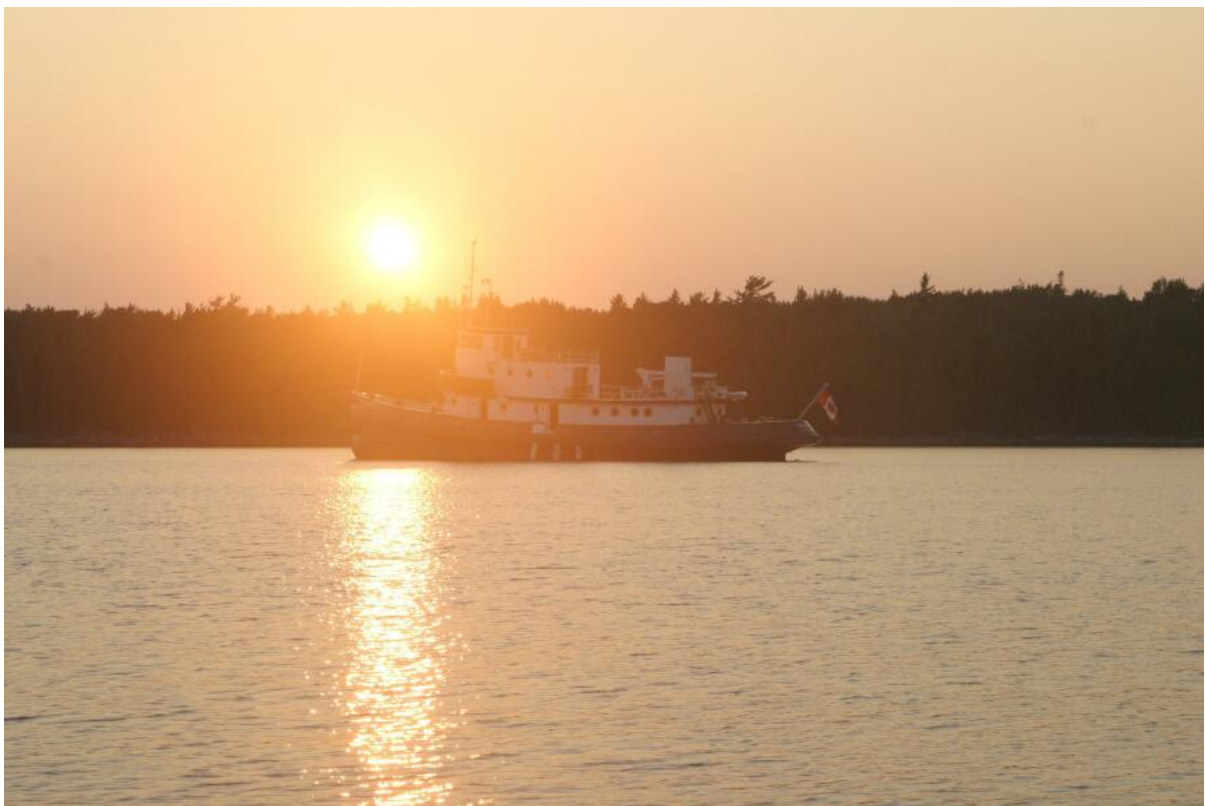
















### TUGBOATS FLOCK TO MIDLAND FOR TUGFEST GEORGIAN BAY

There were tugboats aplenty in Midland Harbour as Tugfest Georgian Bay took place over three days starting Aug. 19. Saturday saw the tugs sail past the town dock and engage in a little playful spray. Tugfest boasted races, tug demonstrations and a push contest, plus vendors, buskers, musical entertainment and the annual ArtWalk event. Tugfest was last held in Midland in 2014. David Hill photo





































































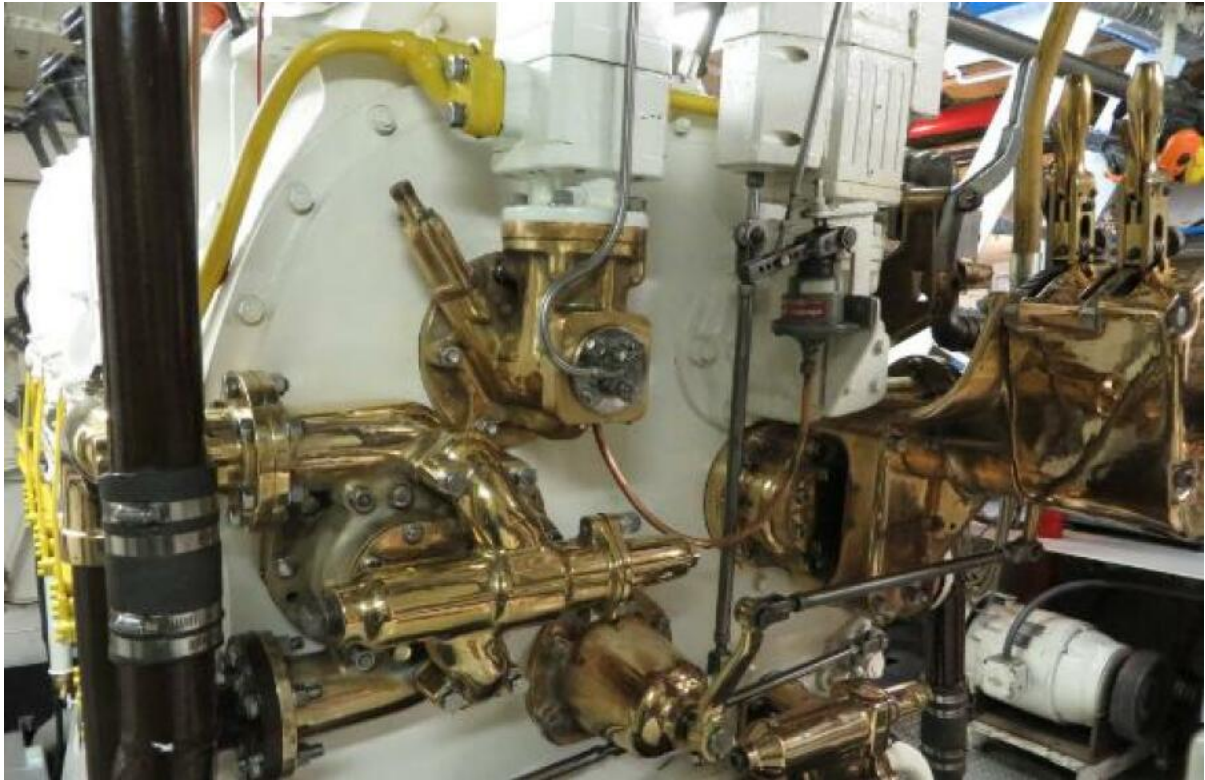








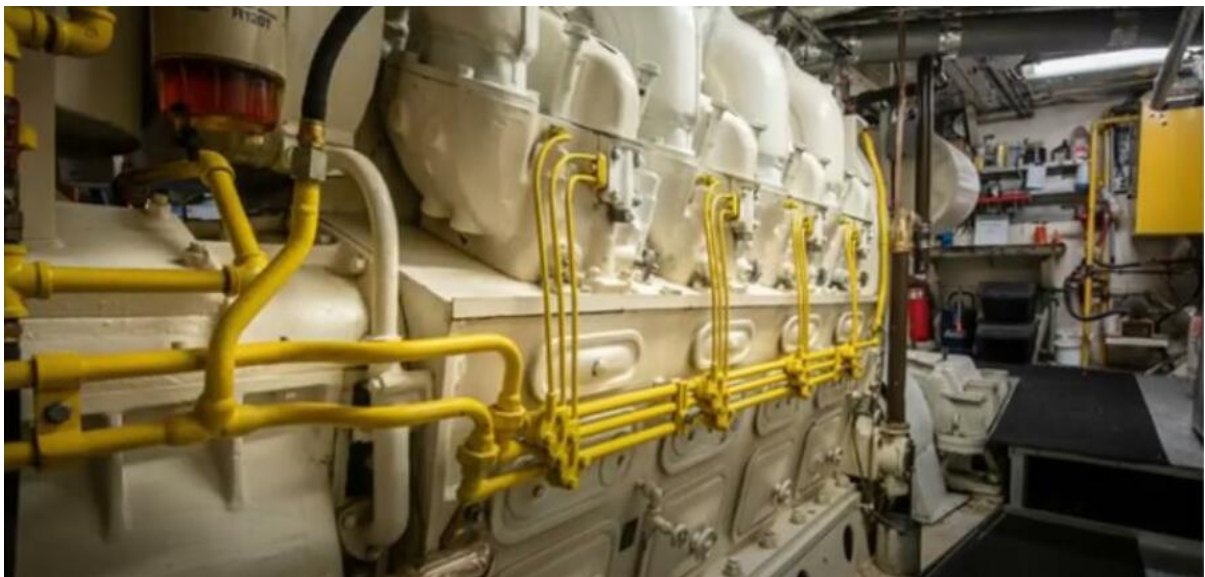




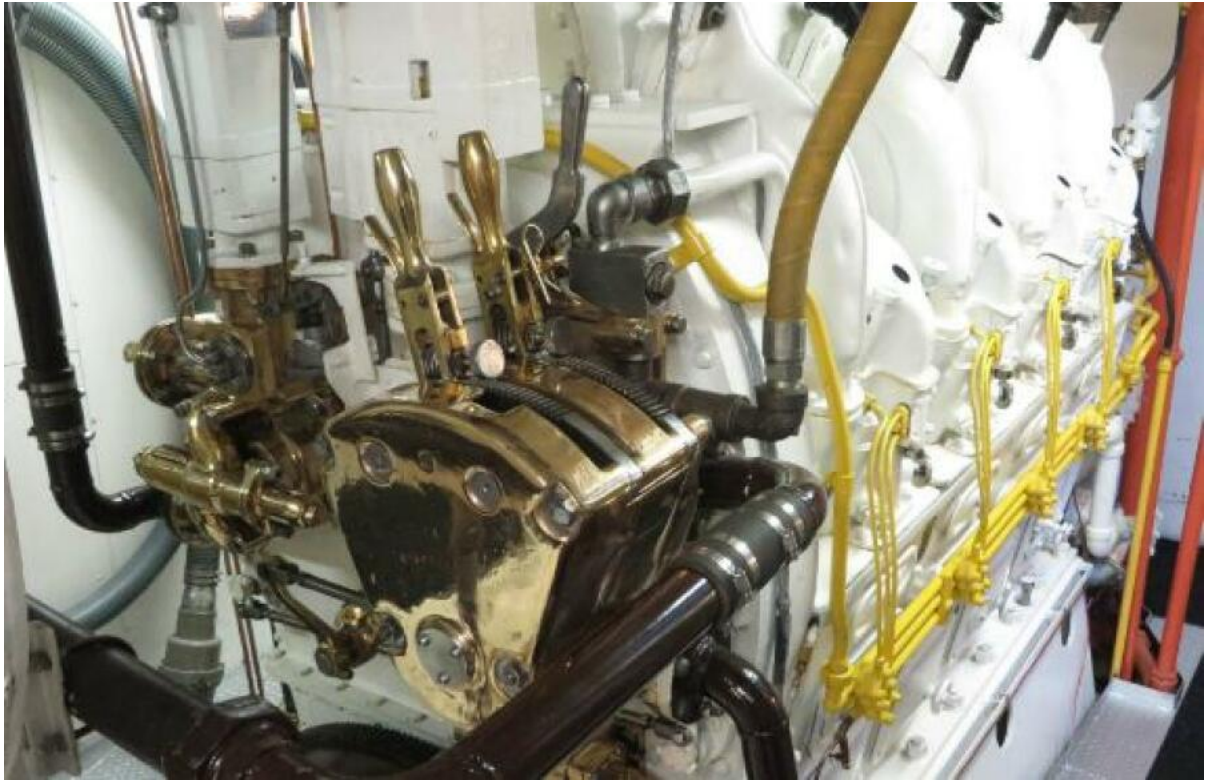


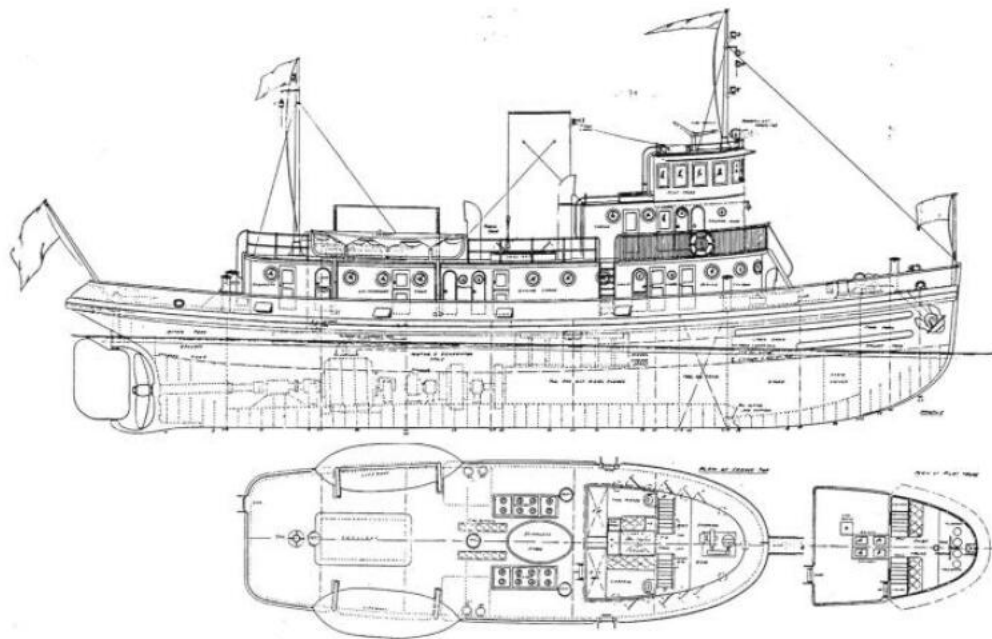




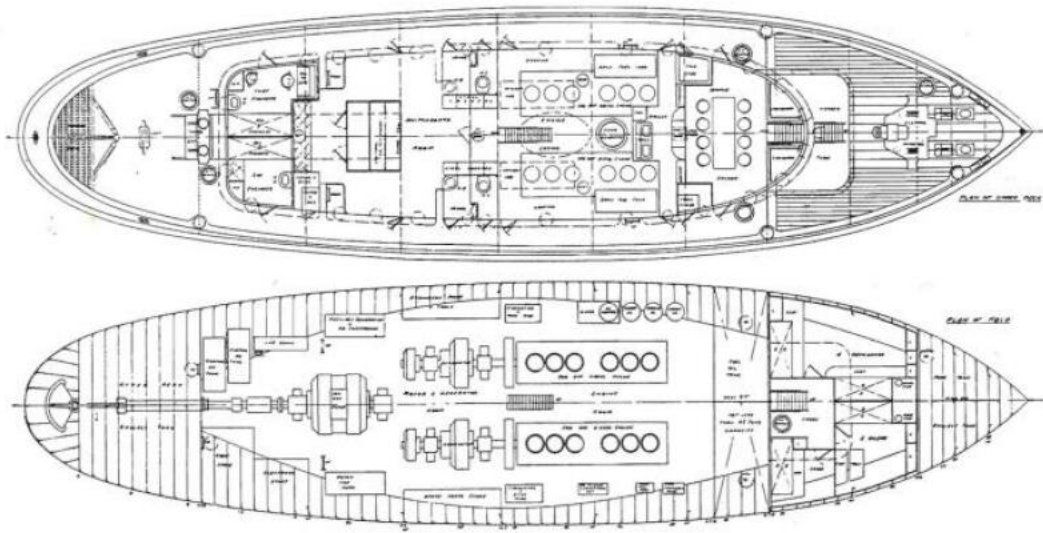












General arrangement of the Diesel-electric tug Prescott