

Atlantic Boat Company

DUFFY-26 LAUNCH

USCG Certified 24 Passenger



Custom finish. Built to USCG specifications.
Harbor Launch Water Taxi

About Our Company

Atlantic Boat Company is a family owned business operating a waterfront facility on 37 acres in Brooklin, Maine. Founded in 1995 by the merger of Duffy & Duffy and Flye Point Marine, Atlantic Boat carries on its predecessor's custom of building traditional Downeast lobster boats. Since the 1970s, over 1,500 hulls have been built for fishermen, cruisers, and sport fishing enthusiasts. The *Duffy* and *BHM* line of hulls are time-proven and our dedicated employees carry on that long-standing tradition of high-quality, Downeast boatbuilding.

History of Downeast Boats

The *Duffy* downeast lobster boats trace their lineage of legendary performance down a long line of work boats in the Gulf of Maine, back to the days of working sail. For generations, Maine fishermen have relied on these rugged boats to take them to sea, function as stable, dependable work platforms, and then bring them safely home, burdened with the trip's catch, in weather that most of us wouldn't venture out in.

The DUFFY-26 traces her lines to the *Duffy* 35, which is one of the most successful lobster boat designs of all, with 395 hulls built to date. Like her larger predecessor, the 26 is a built-down, semi-displacement commercial lobster boat hull. She has a deep fore foot and narrow entry, allowing her to be pushed easily and slice through the waves without pounding. She has a full keel and skeg providing stability, tracking, and propeller protection. She has flat after sections giving her the weight carrying capability and soft sea motion that made *Duffys* famous. These attributes, shared by the entire *Duffy* line, combine to produce an all-around boat that is unmatched in the world of power boats.

About the DUFFY-26 Launch

Mid Harbor Launch, a launch and mooring business in Marblehead, MA, saw the need for a harbor launch capable of carrying 24 passengers + 1 crew. The *Duffy* 26 hull, with its rugged construction, fine finish, and easy maintenance fit the bill perfectly so, in 2006, Atlantic Boat Company and Mid Harbor Launch joined forces and produced hull number one, *VENTURE*, which passed the USCG's stability test for 24 + 1 and began service in Mid Harbor's launch fleet in Marblehead, MA, in 2007.

U.S. Department of
Homeland Security
United States
Coast Guard



Stability
Certificate
Number 1239773
Date of Issue 05/27/2012

1239773
1239773
05/27/2012

1239773
05/27/2012

STABILITY LETTER

Portland Yacht Club
4400 Forebush Rd
Portland, ME 04103

Boat: JAMES M. CHURCHILL, O.N. 1239773
Small Passenger Vessel (ST)
24 Total Persons, 1 Crew Member

Stable Underway

You are responsible for maintaining this vessel in a satisfactory stability condition at all times and for following the instructions and specifications listed below. You are reminded that you are required by 46 CFR 161.117 to notify your dispatcher with these instructions and provisions when leaving and prior to disposition to each voyage.

A successful stability test, witnessed by the U.S. Coast Guard, was performed on JAMES M. CHURCHILL, O.N. 1239773, at Falmouth, ME on July 27, 2012. The test was conducted in accordance with the requirements of Title 46 Code of Federal Regulations (CFR) 178.225. This stability test was conducted with a 6000 lb weight of 5,625 lbs. The assumed average weight per person is 197 lbs. Results indicate the stability of JAMES M. CHURCHILL, as presently certified and equipped, is satisfactory for operation as Personal Vessel, provided the following provisions are strictly observed:

OPERATIONAL RESTRICTIONS

- 1. EQUIPE:** Operation as Personal Vessel, as defined by 46 CFR 178.091, is permitted. Since the vessel's limit is based upon either construction or stability, you are reminded that the limit may be further limited to that specified on its Certificate of Inspection.
- 2. PERSONNEL:** A maximum of 25 total persons may be carried of which 24 may be passengers.
- 3. BALLAST/SPENCER:** Any coverage that could allow water to enter hull. An hull should be kept closed when rough weather or sea conditions exist or are anticipated.
- 4. WEIGHT CARRIAGE:** No load shall be added or weight that is added, removed, stored or stowed without the prior consent of the captain (C/O) or Chief Mate.
- 5. EMISSIONS:** The vessel's engine shall be kept purged to maximum extent at all times consistent with pollution prevention requirements.
- 6. FUEL AND OIL:** Fuel should be kept every effort to prevent the loss of any fuel oil to the hull or the vessel before taking underway action.

This stability letter shall be posted under glass or other suitable transparent material in the presence of the vessel.

Signature

Outlook

D. M. DODD
Commissioner, U.S. Coast Guard
Office in Charge, Marine Inspection
140 North Main Street
Portland, ME 04101

Each successive launch has provided the feedback required for the evolution of the current DUFFY-26 Launch ...



"A successful stability test witnessed by the U.S. Coast Guard, was performed on JAMES M. CHURCHILL, O.N. 1239773, at Falmouth, ME on July 27, 2012. ... A maximum of 25 total persons may be carried of which 24 may be passengers ..."

Launch Specifications & Construction

The *DUFFY-26* Launch is offered in a *Standard Package* and a *Yacht Package*, an Option List is available for both packages.

LOA	26'3"	Beam	9'6"	Displacement	5500 lbs.
LWL	24'8"	Draft	2'9"	Capacity	24 Passenger + 1 Crew

Every *DUFFY-26* Launch ...

- ▶ Is built to United States Coast Guard specifications
- ▶ Includes all USCG required construction inspection certifications
- ▶ Includes all USCG required stability certifications for 24 passenger and 1 crew at the current 185lb weight requirement
- ▶ Is designed and built for heavy duty, continuous service
- ▶ Is highly maneuverable and low wake
- ▶ Has easily servicable systems

Hull & Construction

The *Duffy 26* hull is molded in solid Fiberglass Reinforced Plastic with a vinyl ester skin layer and full length longitudinal foam cored stringers; the hull is white gelcoat. The solid fiberglass skeg and full keel protect the propeller. PVC spray rails are through-bolted and glassed on the interior.



The interior deck and seating are a single mold in FRP with foam coring. All deck, step, and seating areas are molded; the surfaces are white gelcoat and the non-skid painted a light gray.

Engine mounting brackets are through-bolted to the stringers. The engine, transmission, shaft coupling, battery/battery box, and high water alarm are installed under a FRP, sound-proofed engine cover vented with a closable fitting. The fixed fire system is also located in this space. The cover tilts forward for maintenance and inspection access. A fiberglass drip pan is installed under the engine. The wet exhaust and muffler exit through the stern.



All engine controls, gauges, alarms, and emergency controls are located on the console at the operator's station. Steering is by a vertical tiller with a push-pull cable linkage to the rudder arm or mechanical hydraulic steering. Rudder and post are stainless steel.

A deck hatch is provided for maintenance and inspection of the shaft tube, drip-less packing, and primary bilge pumps. This hatch is exposed by tilting the deck box, containing the life vests, aft.

Decks are drained into the stern sump area through two 2" x 6" drains connected by 1 1/2" hoses. An automatic bilge pump in the stern sump and a primary bilge pump in the keel area discharge overboard through the starboard side.

Welded, 316 polished, stainless steel handrails surround the passenger deck on the coaming. A custom-made, 316 polished and welded stainless steel safety handrail is installed at the boarding step. LED safety lights are installed to illuminate the step and deck at night in the passenger areas.



Launch Specifications & Construction *cont'd*

Machinery Installation

Propulsion

The vessel is powered by a 48 HP Westerbeke diesel, 55D-Four with a continuous SHP output rating of 48 HP @ 2600 RPM mounted to the longitudinal stringers on aluminum beds. This is coupled with a Zf 25A hydraulic transmission with a 1.93:1 gear ratio. The gearbox is joined to a 1 1/4" diameter Aquamet driveshaft through a DriveSaver coupling. The fuel filter is Racor, USCG approved.

The driveshaft is carried to the stern bearing in a 5' x 3 1/4" O.D. shaft tube sealed with a standard speed P.Y.I. pack-less shaft seal to turn a 16", 3-blade, bronze propeller.

Control of the engine and gearbox is through cables from a single lever control mounted on the top of the operator console. Engine start/stop and monitoring is by a Westerbeke, panel including ignition, engine stop, oil pressure, coolant temperature, tachometer, and attenuator panel with visual and audible alarms.

Raw cooling water is supplied by a single 1" bronze thru hull with screen, a UL Listed bronze seacock, connected to a bronze strainer with a stainless steel basket.

Exhaust

The single exhaust, from the 3" diameter mixing elbow on the engine, is a Centek Fiberglass Wet Muffler, marine wet exhaust hose with stainless T-bolt clamps. Running aft, the same hose type is used to connect the muffler to the Centek thru hull exhaust fitting, with rubber flapper valve located 4" above DWL in transom.

Fuel Tank

The fuel tank is a single, 49 gallon tank, aluminum construction with a black coating on the exterior, 2" fill, 5/8" vent, 5/16" pickup, 1/4" return, from RDS Mfg. with USCG Certification. Installed on FRP pads on center, between longitudinal stringers, under the deck aft, and accessed by separate hatch. Fill and tank are electrically bonded.

Steering

Owner's choice of tiller or hydraulic steering. The 40" vertical tiller pivots on a 1" stainless waterproof bearing with an 8" arm. The tiller and 10" rudder arm are connected by a push-pull cable with 3/8" diameter spherical rod ends and rated at 150 lbs. push, 1000 lbs. pull, with positive rudder stops at helm and rudder post. The Hydraulic wheel steering is installed to meet all USCG inspected vessel requirements.

Electrical System

The electrical system is a standard 12 volt marine system using a Group 31 wet-cell marine battery, with the positive wired through a battery isolation switch to the engine starter and a fuse panel in the console. Battery cables to engine and isolation switch are 2 AWG marine assemblies with a 10 AWG connection to the fuse panel and negative buss. All wiring is marine grade minimum 14 AWG, copper stranded with 105°C insulation, UL listed, and color coded per ABYC Standards. All alarms are located at the operator's console. All wire connections are appropriately sized crimp-on rings, with adhesive, waterproof shrink tube. Wiring is labeled for ease of maintenance. Two waterproof rocker switches on the console activate the running lights and the courtesy lights in the cockpit.

Fire Protection

Fixed System – The single, rechargeable, manual/automatic BC extinguisher, using 125 cubic feet of HFC-227 clean flooding agent, is installed horizontally inside the forward end of the engine cover with a manual discharge cable mounted on the operator's console. The Fireboy Xintex, Inc. Model #MA2-125-227 is coupled to an automatic engine shutdown system, Fireboy Xintex Model #ES-3000-1, indicator panel mounted on the console with discharge alarm and light. **Fire Extinguisher** – 2.5 lb. Class B-1, dry chemical agent, rechargeable with gauge, mounted on the starboard side of the operator's console. **Fire Extinguisher** – 10 lb. Class B-2, dry chemical agent, rechargeable with gauge, mounted in forward locker. **Emergency Fuel Shut-off** – Manual pull cable, with tee handle on the console adjacent to the fire pull, connected to the fuel tank valve. **Three 12qt buckets.**



USCG Certified 24 Passenger Launch



VENTURE was followed closely by three additional launches, servicing Bridgeport, CT, Boston, MA, and Naples, FL ...



Sliding down the ways in June 2012 were the *JAMES M. CHURCHILL*, serving Portland Yacht Club and residing in Falmouth, ME, and *LYC IX* for Larchmont Yacht Club of Larchmont, NY ...



ALLERTON was the most recent *DUFFY-26* Launch making her debut, launched in August 2012 for Hull Yacht Club, Hull, MA.



Frequently Asked Questions

What is the deck height or freeboard of a DUFFY-26 Launch?

The *DUFFY-26* Launch deck height or freeboard is 27" aft, 28" midship, and 45" at the bow.

What stability tests have been performed on the DUFFY-26 Launch regarding the USCG weight requirement?

The Coast Guard has performed multiple stability tests on the various *DUFFY-26* Launches over the past six years and all of the launches have passed the 24 + 1 at the new 185# weight requirement. The latest successful stability tests were performed on *JAMES M. CHURCHILL* (7/27/2012) and *ALLERTON* (8/22/2012).

What type of transmission is in a DUFFY-26 Launch?

In the launch business, a solid transmission is a critical part of the operation. The *DUFFY-26* Launch comes standard with a heavy duty marine transmission, either ZF hydraulic with the Westerbeke engine or the Borg-Warner velvet drive with the optional Yanmar.

Can I get wheel steering or tiller steering?

The *DUFFY-26* Launch comes standard with tiller or wheel steering. Traditionally, many yacht clubs like tiller steering for ease of operation but a USCG certified hydraulic steering system is also available. Tiller steering utilizes a heavy-duty rudder stop located at the rudder tiller arm as well as a tiller stop located at the tiller end. The rudder is controlled by a heavy-duty steering cable that allows for a very positive steering control with no slop. Excessive load on the steering cable is prevented by the positive stops on each end.

Is it possible to remove the prop without unstepping the rudder?

Yes, there is enough clearance between the rudder and the shaft end to remove the prop.

Is it possible to remove the shaft without unstepping the rudder?

Yes, the shaft can be removed and both cutlass bearings can be replaced without removing the rudder.

How is access for daily maintenance on the DUFFY-26 Launch?

The *DUFFY-26* Launch is made from molded composite units, greatly reducing screw holes and joints. This style of manufacturing allows for easy cleaning and up-keep of the fiberglass. In addition, the systems can all be easily reached through the engine box area.

What about sea-keeping in rough conditions?

The *DUFFY-26* Launch is built on a commercial downeast lobster boat hull so it is strong with a full keel and skeg providing excellent tracking, sea-keeping, and protection of the propeller. The *DUFFY* offers a soft ride only a built-down hull can provide.

How maneuverable is the DUFFY-26 Launch?

The large, balanced rudder, which goes to 30° of center of the *DUFFY-26* Launch, can turn 360° in 1.5 times her length. Her deep fore foot and full keel keep her from blowing off into the wind; this launch stays where you put her much better than the competition.

What is the delivery time for a new DUFFY-26 Launch?

Contact us for availability: 207-359-4658, www.atlanticboat.com, or launch.sales@atlanticboat.com.



DUFFY-26 Launch

Launch Specifications & Construction *cont'd*

Safety

Lifesaving and Safety

Life Vests – Type 1, with reflector patches and name of vessel, 25 adult and 3 children. Storage is in two locations, the majority in an opening deck box on the centerline just abaft mid-ship, the balance stored in the bow. **Ring Buoy** – Type IV, 20" white, with name of vessel, and integral web straps and grab lines, secured to the vessel with 60' of 3/8" UV resistant polypropylene line. The automatic floating strobe light sits in a stainless bracket adjacent to the ring buoy, and attached to the buoy by a 6' lanyard. **Signal Horn** – Portable, air powered. **First Aid** – First aid kit, general purpose. **Emergency Anchor** – 14 lb Danforth-style, with 100' of 3/8" nylon line and 6' of quarter-inch chain. **Flashlight** – Rubber case, waterproof, 2 D-cells stored inside console. **Bilge Pump** – Manual, 6 gpm and a 6' hose. **Ladder** - Emergency man overboard. **Emergency Tiller** - 316 Stainless Steel.

The *Standard Package* includes...

Bottom paint	Standard Horizon RAM+ Mic VHF radio
Telescoping boat hook	Full fender system (x9, 8", white, horizontal)
Name and hail	Stainless steel burgee mounting hardware

The *Yacht Package* includes [the *Standard Package* and] these additional features, quoted on request ...

Varnished mahogany handrails	Varnished mahogany door on the console
Varnished mahogany coaming	Varnished mahogany door on the rope locker
Varnished mahogany burgee flag pole	

The *Option List*, available for the *Standard Package* and *Yacht Package*, quoted on request ...

Boot stripe	Canvas dodger	Awlgrip hull color
Non-skid color	Full canopy and side curtains	
*75 HP Yanmar diesel		

*Model 4JH4-TE with a continuous SHP output rating of 68 HP @ 3100 RPM (118 ft-lbs of torque), coupled with a Velvet Drive gearbox with a 1.9:1 gear ratio.



ALLERTON slid down the ways and passed her Coast Guard stability and construction tests, receiving a temporary COI authorizing the immediate use of *ALLERTON* at HYC. Her new owner, Hull Yacht Club, completed sea trials and accepted the boat for delivery.

