



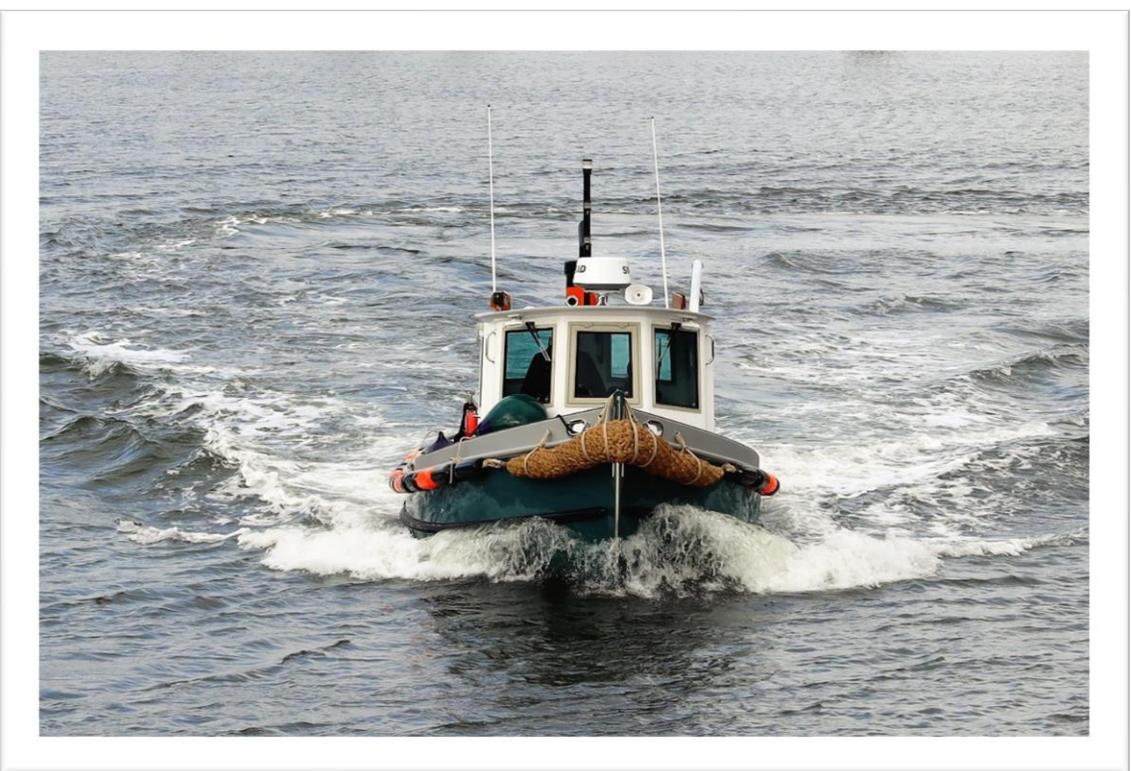
Thank you for viewing our new TugZilla 26 and for your interest in another of our fine vessels.

Devlin Designing Boatbuilders is in the business of *designing and building boats* for discriminating boaters who are looking for something different than what the typical mass-production market can produce. For the past 42 plus years we have designed and built more than 400 boats from 7ft. to 65ft. in length, each of them tailored to her owner's needs and desires. Using Wood/Epoxy Construction we build Strong, and Beautiful Boats. *We are offering a one time special on this low hour TugZilla 26 for \$219,690 dollars. A savings of more than \$70,200 dollars from a new vessel price. Engine hours are under 30 hrs. and her condition is excellent.*

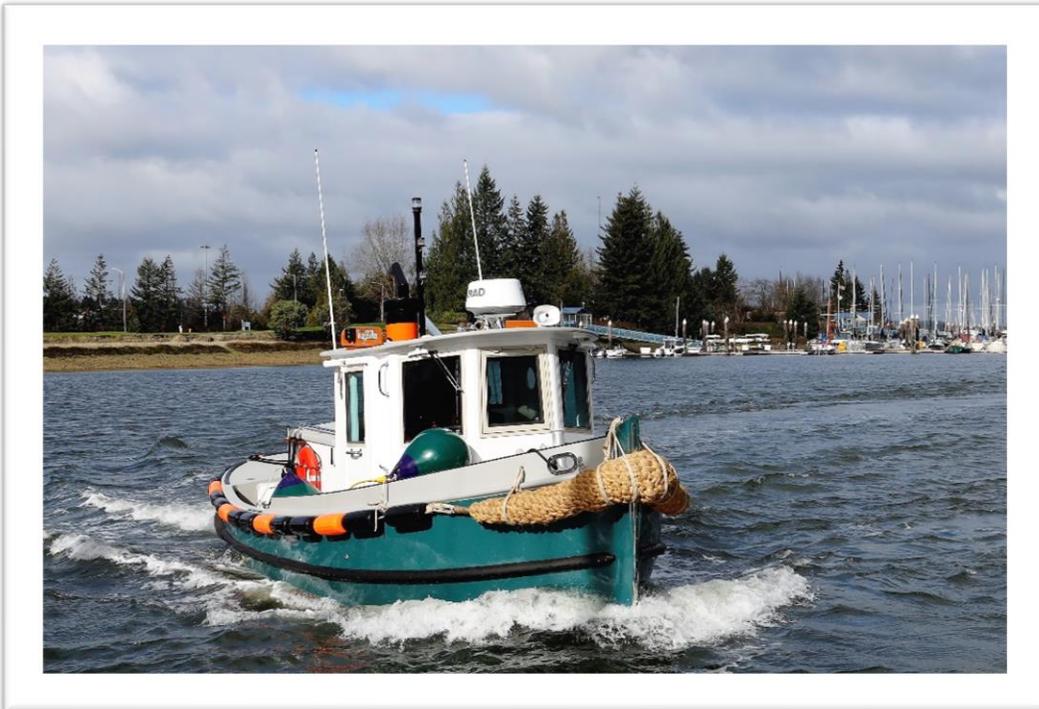


Our latest launching! *The TugZilla 26*

Devlin Designing Boatbuilders Inc. www.devlinboat.com
2424 Gravelly Beach Loop N.W. Olympia, Washington, 98502 (360) 866-0164



TugZilla 26



TugZilla 26, a 8 knot (top speed), 6.5 knot cruiser with a Single 110 hp. Yanmar inboard, keel drive.



DEVLIN DESIGNING BOATBUILDERS, INC.

2424 GRAVELLY BEACH LOOP N.W. * OLYMPIA WASHINGTON 98502 * (360) 866-0164

2019 "TUGZILLA 26"

LENGTH	~	8.0M	BEAM	~	3.0M	DRAFT	~	1.1M	DISP.	~	4808KG
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INCLUDES: TUGZILLA 26 IN AWLGRIP GREEN TOPSIDES COLOR, BRITISH STANDARD 1088 MARINE PLYWOOD, EPOXY COMPOSITE CONSTRUCTION, AWLGRIP URETHANE PAINT, MAHOGANY TRIM, SAFETY GLASS WINDOWS, (2) GROUP 8D DEEP CYCLE BATTERY'S (HOUSE SIDE), AND DELUXE BLUE SEAS D.C. PANEL, BLUE SEAS AC PANEL, HYDRAULIC STEERING, MECHANICAL ENGINE CONTROLS, RITCHIE COMPASS, 12VOLT LED RUNNING LIGHTS, STAINLESS STEEL HARDWARE, 100 GALLONS FUEL IN TWO TANKS, 30 GALLON FRESH WATER TANK, 6 GALLON HOT WATER HEATER, NAME LETTERED ON THE STERN, 4" FOAM CABIN CUSHIONS, 6 LED CABIN LIGHTS, CUSTOM HELM SEAT IN PILOTHOUSE, STAINLESS STEEL CUSTOM BOW PULPIT, (2) BRZ. DEADLIGHTS (PILOTHOUSE SIDES), MUIR ELECTRIC ANCHOR WINCH, SIDEPOWER BOW-THRUSTER, 20KG BRUCE/TYPE ANCHOR, 30FT. OF CHAIN, 150' OF 1/2" RODE, SIMRAD 12"/DEPTH/RADAR WITH BLUETOOTH PUSH OUT TO IPAD OR OTHER DEVICES, AIS VHF RADIO, AND SECOND VHF FOR GUARD CHANNEL AND BOAT TO BOAT COMS, 1500LB CRANE ELECTRIC ON STERN, SWINGS INBOARD AND OUTBOARD, DRY STACK EXHAUST, CUSTOM TOW BITTS FORWARD AND AFT, RUBBER MATTS FOR WORKING DECKS, TOWING AND RUNNING LIGHTS, AIR HORN, HAILER/FOG/DECK HORN, WIPERS ON WINDOWS, DIESEL FORCED AIR FURNACE AND RED DOT TYPE HEATING SYSTEM. CUSTOM FENDERS AND HAND WOVEN BOW PUDDIN.

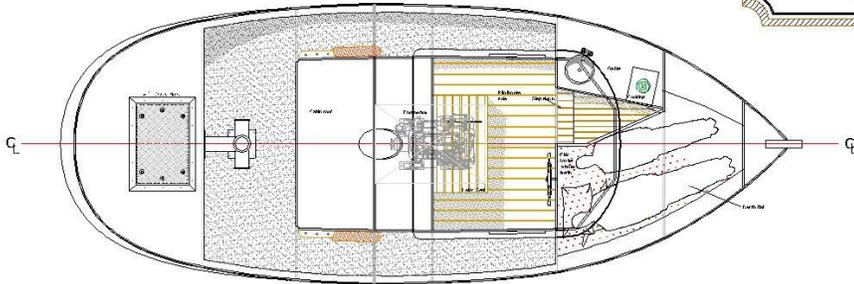
SPECIAL PRICE (ONE ONLY): INCLUDING YANMAR 110 HP. SINGLE DIESEL INBOARD ENGINE\$219,690.

OPTIONS:

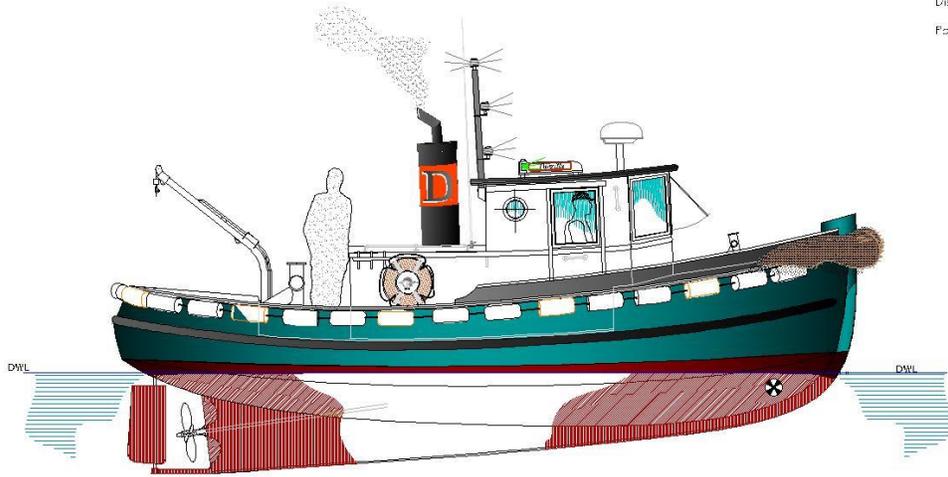
GALVANIZED 13,000 LB. TRIPLE AXLE TRAILER WITH TONGUE JACK, BEARING PROTECTORS, AND SPARE TIRE AND BRACKET	\$15,695
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OUR BUILDING TIME IS APPROXIMATELY 10 MONTHS LONG, DEPENDING ON THE TIME OF THE YEAR AND OUR BACKLOG WORKLOAD. TERMS ARE 20% DOWN TO INITIATE CONSTRUCTION AGREEMENT, 20% ON TURNING THE BOAT RIGHT-SIDE UP, 20% AT THE CONCLUSION OF THE DECKING AND 20% AT THE COMMENCING OF PAINTING OF THE BOAT. THE FINAL 20% PAYMENT IS DUE UPON LAUNCH AND COMMISSIONING OF THE VESSEL, AND EACH BOAT WILL NOT BE DELIVERED IN FINAL TO THE OWNER UNTIL AT LEAST 10 RUNNING HOURS HAVE BEEN LOGGED. ALL BOATS ARE DELIVERED F.O.B. OLYMPIA, WA AND SHIPPING IS THE PURCHASER'S OBLIGATION AND RESPONSIBILITY. IF YOU LIKE, WE CAN MAKE RECOMMENDATIONS AS TO HOW THE BOAT MIGHT SHIP BEST, BUT WE TAKE NO RESPONSIBILITY AS TO THE ARRANGEMENT. DURING COMMISSIONING TIME, OWNER WILL BE TRAINED TO OPERATE THE BOAT AND WILL BE ACQUAINTED WITH THE BOATS' SYSTEMS.

TugZilla 26



Length O.A.	26' 5 3/16"	8.0m
Length on deck	25' 11 1/2"	7.91m
Beam	10' 0 7/16"	3 m
Draft	3' 7 3/8"	1.1m
Displacement	10,600lbs	4800kg
Power	Yanmar 4JH110E 110 hp, diesel	



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2424 Gravelly Beach Loop N.W. * Olympia, Washington 98502 *

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Website <http://devlinboat.com> email sam@devlinboat.com

Stitch and Glue Construction

Thank you for your interest in our boats, we have been in the business of designing and building custom boats since 1977 and for these 42 plus years we have designed and built more than 400 vessels of sizes from 8 feet (2.4 meters) long to 65 feet (19.8 meters) in length. All of the boats have been built with the construction method "*Stitch and Glue*" and I have been a pioneer, author, and staunch advocate of this building method for all of those years.

Stitch and Glue when properly used for Boat construction yields a strong, relatively lightweight structure that has at least the same or in most examples even greater strength than conventional fiberglass construction. The boat built with the *Stitch and Glue* method has maintenance similar to that of a painted Fiberglass boat and has many additional advantages to other building methods. With the *Stitch and Glue* method the entire vessels structure is true *Monocoque* in type, with all the components of the boat contributing to the overall strength and stiffness of the structure. The *Stitch and Glue* boat doesn't sweat or draw moisture like other methods of boat construction have a tendency to do, the hulls are quieter, all areas of the boat are accessible and if there is maintenance necessary, it is easy to gain access to the hull skin itself and repairs can be done simply and quickly with a very basic kit of tools and materials. *Stitch and Glue* construction has no potential for the Dreaded nemesis of conventional Fiberglass construction "*Gel coat Blisters*" as we use High Grade Marine Epoxy Resins for all lay-up, sheathing and sealing of the structure (the very same Epoxies that you may have had applied to your pox ridden Fiberglass Boats in the past). By using only the very finest of materials in all aspects of the Boats construction we can indeed offer to you an absolutely "Unique and Beautiful" vessel.

Years ago when we were first starting our boatbuilding career the choice to use the *Stitch and Glue* method was a simple and easy one to make. The first advantage is that it allows a relatively small boatyard to build an amazing variety of boats with many different looks and purposes, all built without complicated and expensive tooling and molds. The Second advantage is that when as a builder you are not spending thousands of dollars in tooling and molds it allows both the designer and the builder to evolve and refine a particular design without the normal restriction of economics of efficiency. To put this in other words one of our design and build projects was the Sockeye 45 (Trawler) vessel the "Edwin S. Dawson". This vessel was designed and built for its owner as a full custom design and build. There were no expensive molds or tooling to build, just some design work to expand and refine a previous slightly smaller design to fit this customer whom is 6'6" tall. We were able to respond to his very individual needs directly and the result was a vessel that is custom tailored, or fit to him versus buying an off-the-rack type Production boat from the normal Fiberglass market. The concept of having a boat built to your specifications and needs is rather rare in these days of mass-production and we embrace our differences and uniqueness openly and with great enthusiasm.

You have a choice working with Devlin Designing Boatbuilders of having an absolute unique one of a kind vessel designed and built for you, or we can take one of our existing and proven designs and modify it to suit your own needs and desires. It's a long and laborious process building a boat this way and it takes a group of very dedicated craftsman to accomplish it. For 40 years that has been our Business, our Passion, and our Living!

Give me a call or stop by the shop, I always like to talk boats and look forward to working with you to translate your boating dreams into a Unique Reality!.....

Regards Sam Devlin (360) 866-0164