

Nordic Tug 42



Imagine your own tug!

Nordic Tug of Burlington, Washington has been building some pretty rugged and seaworthy boats since 1979. The current line of Nordic Tugs ranges from 32 to 52 feet. They offer both beauty and brawn, and are designed for serious cruisers. Nordic Tugs are one of a select group of vessels designed for long crossings and the extreme weather that both our coasts and the Great Lakes can throw at cruising boaters.

Dockside on a windy fall test day, I was struck by how purposeful the design of the 42 looked. This is a luxury yacht designed for substance over mere style and appearance. Our test boat did not have the optional flybridge, but the 42's lines suit the lower profile better.

The roomy bridge on the 42 features a central helm position that provides a panoramic, 360 degree view with access to both side decks. The ship-style pilot house features a comfortable, adjustable captain's chair, settee with table, another small settee starboard of the helm and a chart table with a handy storage drawer.

The large helm area and overheads in glossy teak, provide plenty of room to mount the standard instrumentation and optional electronics. Our test boat featured Cummins Diesel View to monitor the power and a suite of Raymarine electronics for navigation and communications.

Down a set of stairs from the pilot house is the spacious and bright salon, with a U-shaped galley to port. The galley is fully equipped with Corian counters, double stainless sink, AC/DC power,

refrigerator / freezer combination, propane stove and oven, a microwave and a very useful garbage compactor. Plenty of storage is provided in the teak cabinetry and in the two appliance garages.

The salon features an expansive settee to port, that converts into a berth. There is a pedestal dining table in teak as well as teak cabinetry for storage, the ice-maker and the entertainment centre which comes complete with a flat panel TV and Bose surround sound system.

Below, the accommodations are designed for comfort when spending extended periods aboard. To starboard, at the foot of the companionway, is a small desk / workstation for the navigator and the electrical panels for the boat are right there as well. To port, the guest cabin includes a convertible berth, hanging locker, storage cabinet and drawers. Hidden away, are a combination washer / dryer.

The separate guest head is as well appointed as many master heads would be, with a Vacu-Flush MSD, vanity and shower stall. The larger master head features a shower stall with bi-fold doors, vanity and storage cabinet, linen locker, and a Vacu-Flush MSD.

Forward, the master stateroom has a centre line queen size berth. There is ample storage for clothing and possessions under the berth, plus hanging lockers and hull side storage cabinets. The use of recessed lighting, mirrors and a large overhead hatch gives the master stateroom a bright and spacious feel.

Down below in the engine room,

test results 2006

POWER/PERFORMANCE

Test boat engine: Cummins MerCruiser QSC8.3 HO 540hp in-line 6 cylinder, 505 ci / 8.3. L, electronic fuel injection, turbo charged, after cooled.

ACCELERATION mph / sec

NA

TOP SPEED rpm / mph

2,600 / 21.8

CRUISING SPEED rpm / mph

1,100 / 9.2; 1,200 / 10.4

FUEL CONSUMPTION rpm / mph / gph

1,100 rpm / 9.2 / 3

1,200 rpm / 10.2 / 5

1,500 rpm / 13.8 / 12

SPECIFICATIONS

LENGTH (LOA) - 43' 10" / 13.35m

BEAM - 13'10" / 4.21 m

WEIGHT - 30,000 lb / 13,608 kg

FUEL - 600 gal / 2,270 L

Nordic Tugs

11367 Higgins Airport Way

Burlington, WA USA 98233

Tel: 360-757-8847

Boat supplied by and price quoted by:

Bay Breeze Yacht Sales

375 South Bay Road

R.R. #1, Port Severn, ON L0K 1S0

Tel: 705-727-2297

www.nordictug.com

the care and detail taken by Nordic Tugs to produce a truly superior yacht is evident. All systems are readily accessed and the wiring and plumbing are neatly routed and supported. Systems include Racor Filters, Reverso oil change system, Fireboy fire suppression and Walker Air Sep filter System.

Underway is where the Nordic Tug 42 truly shows her mettle. The hand laid fibreglass hull has been designed to provide a quiet and stable ride. The semi-displacement hull, with full keel and hard chines easily handled the large swells that Georgian Bay was building on test day. The weather kept most cruisers in port, but the 42 was not even tested in the 3 to 4 footers.

Powered by a 540 HP, Cummins QSC 8.3 - 540 HO, the Nordic Tug 42 topped out at 19 knots (21.8 MPH) on test day and cruised quite comfortably at 8 knots (9.2 MPH).

If you are looking for a luxurious live-aboard or a serious passage maker, the Nordic Tug 42 should be on your horizon.

By Mike Gridley