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Nordic Tug 42

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by [Connie Cassinetta](#) (Sea Magazine January 2002 Sea trials)

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The Nordic Tug 42 stands out among other pleasure craft - not just because this boat looks different from anything else in the marina, but because of its high overall level of quality and its solid cruising ability.

Nordic Tugs are designed with an eye toward exquisite craftsmanship, as well as practicality for the long haul. The new 42 succeeds on both counts, while offering a cruising experience that is reminiscent of another era.

CLASS ACT

The 2002 Nordic Tug 42 is brand-new, but it retains the traditional tug-style lines that all Nordic Tugs offer. We tested a new 42 - with a turbocharged 450 hp Cummins 450C Diesel engine package - in Alameda, California at Ballena Bay Yacht Brokers, the Nordic Tugs dealer for Northern California. The boat's owner, Glenn Eden's, and his friend Robin Rove went along for the ride.

Dealer Lenard Lee walked us through the boat, explaining the attention to detail that Nordic Tugs puts into each of its models. Nordic Tugs are designed to appeal to power boaters who are concerned about economical fuel consumption, but also want a boat that can handle long-range cruising in style and comfort.

Back in 1979, Washingtonians Jerry and Jim Husted and Gail Davis built the first Nordic Tug - a 26-footer which made it's debut at the 1980 Seattle International Board Show. It was an instant hit, and paved the way for a full line of seaworthy, tug-style cruisers. Today, all Nordic tugs are still built in Burlington, Washington. However, the line now includes boats from 32 to 52 feet in length - all of them well equipped for extended adventures on the water.

Nordic Tugs new 42, designed by Lynn Senour, features a redesigned pilothouse and a more comfortable interior. The goal was to give the 42 a high level of livability to equal its cruisability. The boat as tested carried a retail price of \$509,047. However a more basically equipped boat will cost \$449,000.





1. Large double berth with storage underneath.
2. His/Hers hanging lockers
3. Seperate stall shower in master head.
4. Guest Stateroom
5. Guest head with shower.
6. Laundry/utility room
7. U-shaped galley with large AC/DC fridge/freezer.
8. Upper galley cabinets above range
9. Spacious salon with 6' settee and 360° view.
10. Hinged transom door
11. Ship style helm station with room for latest electronics
12. Chart drawer under helm
13. Wheelhouse settee converts to single berth

DESIGNED FOR EFFICIENCY

We boarded the 42 through the portside transom door, entering a roomy cockpit. A draining deck box offers ample storage for lines and other equipment - and fenders are easily stowed in a built-in storage area in the transom.

All traffic areas feature molded skid-resistant ivory fiberglass decks. Wide, rail-protected walk-around decks provide ready access around the boat.

You can enter the 42 through your choice of three doors. Two sliders open into the pilothouse (to starboard and to port) and a cockpit door opens into the saloon. Diamond Sea Glaze constructs all of the boats doors and windows.

Speaking of windows, you can't help but notice that the 42 offers a 360-degree view of the sea through its 16 windows - nine of which are in the pilothouse (two are opening windows with screens), plus seven in the saloon (three are opening windows with screens). You'll never miss any views in this boat - and it makes docking that much easier.

Another great feature that makes docking maneuvers much simpler is the boats standard 8 hp Sidepower bow thruster, which comes with a convenient joystick control.

The Nordic Tug 42 is designed for fuel efficiency - and when it comes to fuel consumption, the boat's standard single 450 hp Cummins diesel engine and the optional single 635 hp power plant both pass efficiency tests with flying colors. The 42's top speed, with the standard engine, is 17 knots. It cruises comfortably at 14 knots - and at a slower cruise speed of 9 knots, the 42 burns less than 3 gallons of fuel per hour.

The 42's semi-displacement hull offers a



combination of good, reasonable speed and a solid ride. The hull is of hand-laid fiberglass construction with a full keel to protect the rudder and the propeller. Hard chines prevent rolling motion.

A 13 foot, 10 inch beam and a full keel keep the boat well centered. It glides along easily - and we could barely hear the purr of the engine from the pilothouse, even at wide-open throttle - 17 knots, at 2,800 rpm.

Our sea trial ride was comfortable and quiet, giving us the opportunity to chat and enjoy the panoramic view of San Francisco Bay. The boat performed nicely at a cruising speed of 9.2 knots (at 1,400 rpm), and we still made good time through the Bay.

At 9.6 knots (at 2,000 rpm), our test boat (equipped with the standard 450 hp engine) consumed about 4.5 gallons of fuel per hour.

BUILT FOR THE LONG HAUL

The 42's roomy saloon can easily accommodate the whole family or a large group of cruising buddies. A 6-foot-long settee is placed to starboard, where a teak table with drop leaves can accommodate a crowd for dinner or appetizers. This dinette converts into a double berth for overnight guests.

A smaller settee - ideal for a group conversation area - is located to port. Storage cabinets are provided both to port and starboard, and a large U-shaped counter offers additional dining and storage options.

The 42's spacious step-down galley provides a deep, double stainless steel sink, a three-burner electric stove with an oven and broiler, and a large refrigerator/freezer. There is ample stowage in the

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galley for an extended cruise, and the boat is pre-plumbed and wired for an optional washer/dryer in the the passageway that links the cabins.

In the forward stateroom, you'll find two hanging lockers and a queen-size walk-around berth with stowage beneath. The midcabin stateroom has a double berth, a built-in desk and bookshelves.

The 42's pilothouse helm station offers an expansive teak console with plenty of room to add a full compliment of electronics, in addition to the Cummins instrument panel. Enclosed circuit breaker panels are easily accessible, abaft the captains station. Two overhead storage compartments can hold a large collection of charts and supplies.

This pilothouse is exceptionally roomy, even with a large settee (which offers stowage under and behind) and a chart table. There were five adults and a dog in the pilothouse when we tested the boat, and we still had more than enough room for another five people.

Four house batteries and two separately connected starter batteries power the boats electrical system. An optional 5.5 kw Northern Lights generator was installed on our test boat. (A 5 kw Onan is standard, and the 12 kw model is optional). The generator is well insulated with a sound shield, so it won't wake up guests or neighbors anchored next to you.

Two tanks hold 500 gallons of fuel, and a pair of additional tanks holds 200 gallons of water. A 45 gallon waste tank is located in the keel area.

The 42's standard head system, with separate heads located in the stateroom and near the guest cabin, is by Jabsco. An optional package offers Sealands

VacuFlush head system.

ENGINE BASICS

The engine compartment is roomy and offers excellent headroom for working below decks. However, the only access to the compartment is through a saloon hatch.

The engine catwalk, located on the starboard side, offers easy access to the Racor fuel filters. A ladder drops down, so there is no need to jump down or do gymnastics when climbing out.

A hinged door separates the engine compartment from the battery storage and generator area. The engine room is well insulated, keeping the saloon relatively quiet while underway.

Nordic Tugs has put together a very attractive package in the Nordic Tug 42. The expansive windows and finely crafted teak interior create a feel of New World luxury, while the Old World style and craftsmanship carry forward the history of Norwegian nautical lore.

This is a boat the the whole family will enjoy cruising in. It provides both the reliability and the comfort needed for the long cruise. The classic lines are a joy to look at, and the construction provides a ride that is smooth and stable, even in rough weather.

Contact: Nordic Tugs Inc. (360) 757-8847 or visit www.nordictug.com

Nordic Tug 42

SPECIFICATIONS

Length	42 ft., 2 in.
Beam	13 ft., 10 in.
Draft	4 ft.
Weight	30,000 lbs.
Fuel capacity	500 gals.
Water capacity	200 gals.
Props	28 x 30; four-blade bronze
Maximum headroom	6 ft., 7 in.
Maximum power	450 hp Cummins engine
Base price, with 450 hp Cummins diesel	\$449,000
Price as tested	\$509,047

PERFORMANCE SPECS

(with standard 450 hp Cummins engine)	
Top speed	17 knots
MPG @ 9 knot cruise	3
Fuel cost for 100 miles	\$66.67*
Range @ 9 knot cruise	1,269 miles

*based on a fuel price of \$2

QUESTION FOR YOUR DEALER

- Can the builder install a larger refrigerator?

STANDARD FEATURES

All teak interior, galley counters and saloon table with Karadon tops, Heatercraft forced-air heat, electric three-burner stove with oven, Ritchie compass, 5 kw Onan generator, Teleflex hydraulic steering, radar reflector in removable stack that gives return signature equal to that of a 75 foot steel vessel, Diamond Sea Glaze doors and windows.

CONSTRUCTION

Hand-laid fiberglass hull with a full keel to protect the rudder and propeller. A heavy-duty stainless steel shoe protects running gear. Glass-encapsulated foam stringers give extreme hull stiffness and include fully glassed limber holes to allow drainage to the lowest point, where it is picked up by pumps. Watertight sections in keel minimizes danger of flooding, in case of keel damage.

COMPANY PROFILE

Years in business	23
Number of employees	126
Boat lines	Nordic Tug

BUILDER: Nordic Tugs Inc., 11367 Higgins Airport Way, Burlington, WA 98233; (360) 757-8847; www.nordictug.com

