

Nordic Tugs 42



With its plumb bow, sweeping sheerline, salty wheelhouse and full side decks, the Nordic Tugs 42 certainly reflects its tugboat heritage. Fortunately for comfort-loving cruisers, the resemblance to a working tugboat stops there.

Sure, Nordic's line of workboat look-alikes, ranging from 32 to 52 feet, are rock steady underway. With a long keel, large rudder and 30-inch diameter propeller, for example, the 42 tracks like a freight train and exudes the kind of confidence boaters need for handling oceans or great lakes.

Built in Washington state, the 42 has that unspecified but clearly apparent west coast workboat design heritage. Real tugboats, though, for all their visual charms and salty seaworthiness, can be very slow and very noisy, with few creature comforts.

The Nordic Tugs 42, on the other hand, combines all the good points of an ocean-going workboat and a modern cruiser. It's a combination sure to warm the hearts of cruisers who love to head over the horizon with confidence. The single 540-hp Cummins diesel engine gives the 42 a usable top speed of 18.6 mph (16.5 knots) for those times when you need a burst of speed to beat bad weather or make a dinner date. Unlike traditional-style trawlers limited to their theoretical hull speeds, the Nordic Tugs 42 has a fine entry and broad

aft sections that — combined with a powerful enough engine — let it move easily into semi-displacement mode.

If you're less hurried, though, the 42 runs along nicely at 13 mph (11.3 knots) at 2000 rpm, burning almost half the fuel it consumes during a top-speed run. Pull back to 1350 rpm and you're still making 9.6 mph (8.4 knots). At its hull speed of just under 9 knots, with 600 U.S. gallons of diesel fuel onboard, the 42 has a realistic range of about 2,000 miles. Where do you want to cruise? Range like that opens up a world of possibilities.

A boat like the Nordic Tugs 42 — which one should perhaps more properly call a yacht although it often feels like a small ship — has more than just the range needed for long passages and extended cruises. It also has the comforts. The accommodations belowdecks consist of a full galley, spacious head, two staterooms, an office/nav station and a light-filled salon. But the wheelhouse is what really sets the 42 apart from other floating pleasure palaces. The wheelhouse is the heart of the boat and, like its lovely lines, is its clearest link to its workboat lineage.

For starters, the 42's wheelhouse offers full 360-degree visibility with three windows forward, two on each side and a couple aft. The side windows are complemented by sliding doors with windows on each side offering full access to the wide side decks. Built by Diamond Sea-Glaze of Langley, BC, the windows and doors are meant for heavy duty. Breaking waves are unlikely to find their way into the wheelhouse windows; if they do they will be shrugged off. Three windshield wipers will keep the forward windows clear and freshwater sprayers can clean away salt smudges.



CLOCKWISE FROM TOP LEFT: Nordic Tugs 42 pilothouse has passage-making comfort and full visibility; the master suite boasts plentiful storage; large windows fill the salon with light; the 42's range is about 2,000 miles.

Open access to the salon completes the all-round visibility. The centre-mounted steering wheel offers an ideal standup steering position, while a Garelick helm chair adds highly adjustable seating capacity. A teak wheel and teak cabinetry combine with the lighter-coloured bulkheads and headliner to make the wheelhouse a warm, comfortable space.

Test day was sunny and crisp and the sea trial through the passages and wide bays of Georgian Bay's 30,000 Islands near the dealer's home base in Honey Harbour, ON, was a delight. With a wheelhouse as comfortable, bright and open as this one, a flybridge (offered as an option) seems almost superfluous.

The wheelhouse is meant to be a place for captain and crew to gather during passages, with an aft-facing "first mate" seat built into the forward starboard corner and a two-place raised settee, complete with table, aft to port. To the left of the wheel there's a large flat chart table with drawers for storing paper charts.

During sea trials there wasn't a paper chart in sight, with the optional Raymarine E120 display handling electronic mapping and GPS position plotting. A radar overlay on the electronic chart added even more navigational confidence. Other displays indicated depth and speed, wind speed and rudder position. Cummins Diesel View

► NORDIC TUGS 42

LOA	13.46M/44'2"
BEAM	4.2M/13'10"
WEIGHT	13,154KG/29,000LBS.
DEADRISE	N/A
DRAFT	1.3M/51"
HULL	FIBREGLASS
PASSENGER CAPACITY	N/A
FUEL CAPACITY	2,271L/600GAL. US
WATER CAPACITY	568L/150GAL. US
POWER (STANDARD)	CUMMINS QSC 8.3 – 540 HO 540 HP 8.3L (505 CID) SIX-CYLINDER FOUR-STROKE DIESEL INBOARD
POWER (AS REVIEWED)	CUMMINS QSC 8.3 – 540 HO 540HP 8.3L (505 CID) SIX-CYLINDER FOUR-STROKE DIESEL INBOARD
PROPELLER	30-INCH DIAMETER FOUR-BLADE LEFT-HAND TURNED TO ISO-484 PITCH TOLERANCES

Quoted setup may not be exactly as depicted in photos.

REVIEW BOAT PROVIDED BY

Bay Breeze Yacht Sales, 100 York Blvd.,
Suite 502, Honey Harbour, ON L4B 1J8
Tel.: 1-877-727-2297; (905) 886-7880. Fax: (905) 886-8825
Website: www.nordictugs.com

instrumentation kept us informed on all aspects of engine operation. An optional closed-circuit video system displayed the view aft of the engine room, offering even more mechanical reassurance.

To ease docking, the bowthruuster joystick is at the ready. The optional autopilot let us sit back and enjoy the scenery on longer

open-water runs. A wireless remote lets the skipper move forward of aft without giving up control of the helm.

The Nordic Tugs 42's sturdy construction is readily apparent in a seaway. Nothing clunks, rattles or shakes. Fit and finish are likewise flawless. Cabinetry is well fitted; even bilges and storage areas are finished. While the wheelhouse will be a cruiser's favourite place underway, the galley and accommodation are just as inviting.

The open stairway leading aft to the salon and galley has a teak railing and adds warmth and openness to the already inviting salon area. Adding even more appeal to wood-lovers, the test boat had the optional full teak-and-holly sole. All-round windows bring the outdoors in, two windows open for ventilation, and all are equipped with blinds for privacy. With the galley in the forward port corner, the dinette-settee is located in the starboard aft corner and the entertainment centre aft to port. A door leads to the aft deck and swim platform.

The galley is fully equipped, with Corian countertops, a bar island separating it from the rest of the salon, a Nova Kool refrigerator/freezer, Princess stove and oven, Broan trash compactor and plenty of overhead lighting. There's room to add a couple of comfortable chairs without making the space feel crowded at all.

Four steps down, there's a small desk in an alcove to starboard that works well as an onboard office or navigation station (for looking

over paper charts or a *PORTS Cruising Guide* for example). The boat's electrical panels are located on the bulkhead above the desk. Forward of the workstation is the fully equipped guest head that also doubles as a day head. The guest stateroom, with a settee that pulls out to form a double berth, is to port.

Right forward the master suite or owner's cabin is a full ensuite head, a queen-sized bed, gorgeous teak cabinetry and plenty of storage space.

Speaking of storage space, the Nordic Tugs 42 has more than enough to let a couple live aboard indefinitely. The space and configuration means the owners could easily and comfortably entertain visiting guests and family.

Although the optional equipment installed on the test boat — including navigational equipment, satellite TV and wood flooring — is nice, the boat's standard equipment list is very long including an electric windlass, an 11.5-kW Onan generator, Vacu-Flush heads, air conditioning, greywater and waste holding tanks and much more. The Nordic Tugs 42 is very well equipped. At \$629,330 for the base boat, it should be. But the beauty of the 42 is that the desirable cruising equipment, often seen as optional, is already in place.

All that's needed, aside from the cash and the time, is the desire to cruise wherever your heart leads you.

Mike Milne



Uncompromising Quality, Classic, Solid and Seaworthy...



Nordic Tugs Great Boats for the Great Lakes

Bay Breeze Yacht Sales, In-water location: South Bay Cove Marina, Honey Harbour



Bay Breeze Yacht Sales, In-water location: South Bay Cove Marina, Honey Harbour
375 South Bay Road, Port Severn, Ontario L0K 1S0

Contact: Rene@BBys.ca 1.877.727.2297 Toll Free 705.727.2297 Local www.BBys.ca