

# Nordic Tugs Nordic Tug 42 (2015-)

## Price

**Base Price**\$756162.00

*Prices, features, designs, and equipment are subject to change. Please see your local dealer or visit the builder's website for the latest information available on this boat model.*

## Key Features

- Oyster gel coat hull with colored inset and waterline
- Boarding platform with SS through bolted brackets and under mounted telescopic swim ladder
- Ten 12" cap rail mounted 316 SS mooring cleats
- Galley with 3-burner electric cooktop, microwave, refrigerator/freezer and icemaker
- Sapele Entertainment Center with BOSE entertainment sound system in salon
- Settee with Sapele fixed height table in the pilothouse
- Forward master with a queen-size berth on the center line and storage underneath
- Combo vented washer/dryer in guest cabin with hanging locker above

## Specifications

Length Overall	44' 8"   13.6 m
BEAM	13' 10"   4.22 m
Dry Weight	31,400 lbs.   14,243 kg
Tested Weight	
Draft	4' 7"   1.4 m
Draft Up	
Draft Down	

<b>Air Draft</b>	
<b>Deadrise/Transom</b>	
<b>Max Headroom</b>	6' 10"   2.08 m
<b>Bridge Clearance</b>	
<b>Weight Capacity</b>	
<b>Person Capacity</b>	
<b>Fuel Capacity</b>	600 gal.   2,271 L
<b>Water Capacity</b>	200 gal.   757 L
<b>Length on Trailer</b>	
<b>Height on Trailer</b>	
<b>Trailer Weight</b>	
<b>Total Weight</b>	
<b>Aft Deck</b>	
<b>Salon Inside Width</b>	
<b>Salon Fore &amp; Aft</b>	
<b>Salon Height</b>	
<b>Salon Volume</b>	

Galley Volume	
Master SR Width	
Master SR fore & Aft	
Master SR Overhead	
Master SR Volume	
Eng. Room Volume	

## Acceleration Times & Conditions

Time to Plane	
0 to 20	
Ratio	
Props	
Load	
Climate	

Nordic Tugs Nordic Tug 42 running shot

The Nordic Tugs Nordic Tug 42 has an LOA of 44'8" (13.6 m), a beam of 13'10" (4.22 m) and a draft of 4'7" (1.4 m).

## Mission

The Nordic Tug 42 is a capable and practical cruiser with accommodations for four. At one time the flagship of this Pacific Northwest builder's fleet, the Nordic Tug 42 has continued to evolve with input from owners and dealers. Further updates have been incorporated for 2015. While this brand helped launch the tug yacht concept, the Nordic Tug 42 is probably best described as a trawler yacht and is a worthy American-made competitor to other trawlers in this category and size range.

## Notable Features:

- Sapele cabinetry and trim
- Amtico teak and holly soles
- Large, ship-style pilot house with deck access to both sides
- Continually refined helm and control center (yet more refinements for 2015)
- Chart table in pilothouse and navigation station below
- Split-level interior allows conviviality between pilothouse, galley, and main salon
- Plenty of main salon window area
- Spacious master stateroom forward with its own head and shower
- Efficient, traditional single-screw design protected by a stainless grounding shoe
- Long-range fuel economy at displacement speed
- Get-there-fast performance when desired
- Diesel hydronic, 3-zone, 40,000 BTU heating system is standard
- Rugged, quality construction
- Distinctive anchor guard and dual rub rails
- Optional flybridge
- Optional direct access to flybridge from pilothouse (new for 2015)

## Hull

Most competent naval architects can optimize a hull for a single target speed. It's more difficult to design a hull that's good over a broad range of speeds and sea conditions. Designer Lynn Senour had the knack. The semi-displacement hull of the Nordic Tug 42 marries a fine waterline with plenty of bow flare to deflect spray and a near-vertical stem for a traditional tug appearance. Though conventional in profile, the shear of the Nordic Tug 42 appears attractively S-shaped from some angles, giving this model her own aesthetic character.

## Beam

With a 13'10" (4.22 m) beam, the Nordic Tug 42 is wider relative to her length than some Nordic Tugs models, but narrower than many competitors. The beam remaining proportionate is one key to this boat's good all-around performance. Molded carvel plank lines compliment the traditional aesthetic.

## Performance

Nordic Tugs' displacement trawler yacht competitors market their range on a single tank of fuel. According to the Nordic Tugs' website, the range of the Nordic Tug 42, operated at 8 knots, is comparable: 1,700 miles on 600 gallons. But Nordic Tugs offers other "gears". Our experience with other Nordic Tug models, and with Volvo Penta's D11 engine, leads us to confidently predict that high semi-displacement speeds are reliably available from the Nordic Tug 42. No serious commercial or pleasure boat captain wants to be caught in an underperforming boat when circumstances require speed, or enough power to punch through in circumstances requiring decisive action. Expedition yacht owners are no different.

Nordic Tugs or Nordic Tug 42 running shot

The signature anchor guard on all current Nordic Tugs models is as distinctive as Jeep's 7-slot grill, rugged looking and functional yet attractive, like a vaguely angelic figurehead.

## Design

A good design is a lasting design, but there's always room to improve. Nordic Tugs has long pursued a path of continual refinement, making it hard for even its own website to keep pace with details new to the 2015 model. This builder has always been ready to incorporate individual owners' input and preferences. Being a brand that attracts experienced and knowledgeable voyagers, they do well to learn from each encounter with a discriminating new client.

Nordic Tugs or Nordic Tug 42 running shot

Nordic Tugs are a product of the Pacific Northwest, where serious boats cover serious distances. Dual rubrails protect the hull from pilings at the pier or berth.

## Going the Distance

While some buyers of workboat-inspired yachts enjoy their boats primarily at the dock, owners of Nordic Tugs have general reputation for being active cruisers. These are people who enjoy life's journeys, and who would be restless in a land-locked summer home. Most already have boating experience and appreciate the virtues of workboat inspired design. Many come as couples sharing a desire to explore new horizons. We know several who are retired airline pilots. Whether enjoying an Inside Passage sunset or crossing The Channel to Dunkirk, these owner/captains take it all in stride and require a boat that will do the same. Nordic

Tugs have always been built in the Pacific Northwest, and are inspired by the large live aboard tugs that push or pull large barges up and down the Pacific coast from Alaska to Seattle and even further south. They benefit from being immersed in a culture that values rugged practicality, where the commercial and pleasure craft worlds inspire one another.

Image of Flying or Nordic boat  
Nordic Tugs Nordic Tug 42 profile shot

Secluded natural areas are there for one to explore in a Nordic Tug 42.

## Why a 42?

A 42' (12.8 m) trawler yacht has long been a popular size because it is large enough to handle two couples in complete privacy yet also has enough room for an adequate salon and galley. It is sort of the minimum size for adequate accommodations, but is also large enough to be able to handle most offshore conditions. Indeed, Joshua Slocum's Spray, which he sailed around the world single-handed, was only 37' (11.28 m) long.

## 39' or 42'?

Some people already know they want a Nordic Tug, but may be considering another model, such as the popular Nordic Tug 39. What do they get by upgrading to the Nordic Tug 42? 11" (.28 m) more beam means more space in the guest stateroom, two heads with separate showers instead of one, a nav station below decks in addition to the pilothouse chart table, and wider side decks for much improved 360-degree walk-around ability.

Image of Flying or Nordic boat  
Nordic Tugs Nordic Tug 42 aft facing table

This aft-facing table by the breaker panel can be a navigation station or just a desk. Need a convenient spot for a computer? Here it is!

Image of Flying or Nordic boat  
Nordic Tugs Nordic Tug 42 lower deck floor plan

Image of Flying or Nordic boat  
Nordic Tugs Nordic Tug 42 main deck floor plan

Image of Flying or Nordic boat  
Nordic Tugs Nordic Tug 42 flying bridge floor plan

The floor plan drawings of the lower deck, main deck and flying bridge of the Nordic Tug 42.

## The Layout

About half of these boats are built without the optional flybridge. For them, access to the upper deck via the aft cockpit is probably adequate. With a flybridge, however, we welcome a new option for 2015: direct access to the upper deck from the pilot house. Our experience suggests that, without this feature, the upper

deck and flybridge can become too inconvenient to access for some boaters. Underway, the helmsperson must travel a long distance to change positions – again, something that might be bothersome to some owners.

#### ~~Nordic Tugs Nordic Tug 42~~ Nordic Tug 42 berth

Shelves, drawers, cabinets and lockers are conveniently placed surrounding the master stateroom's queen-sized double berth.

One change that has been made to this model concerns access to the master stateroom. Some earlier iterations permitted access directly from the pilothouse. While there is good reason for the change, consistent with the split-level theme, the old arrangement may have appeal to some. Direct master stateroom access from the pilothouse is a feature of the Nordic Tug 49.

#### ~~Nordic Tugs Nordic Tug 42~~ Nordic Tug 42 guest room

Guests or family get a comfortable room of their own.

We've seen the Nordic Tug 49 customized with stacked V-berths forward for four people and the master stateroom aft. We see no reason why this alternate arrangement for the Nordic Tug 42 would not work equally well, albeit in slightly tighter quarters.

#### ~~Nordic Tugs Nordic Tug 42~~ Nordic Tug 42 helm station

Here's what the helm station looked like *before* the 2015 model year. For details of the latest wrap-around design, one will just have to lean on their Nordic Tugs dealer!

## Pilothouse

The pilothouse is a real strength of this design; particularly the helm / control center. We're told the 2015 design is wrap-around, with space for multiple multi-function displays. To port, forward, is a perfectly situated chart table. There are Diamond Sea Glaze sliding deck access doors port and starboard. A table and settee behind the port door will no doubt be a popular spot when underway. To starboard is an aft facing settee with wrap-around back. This apparently came about when the steps down to the master stateroom were eliminated, and some have questioned its usability. We like it as it provides a place to plop down for a quick face-to-face with the helmsperson.

#### ~~Nordic Tugs Nordic Tug 42~~ Nordic Tug 42 split level galley

Split level design with openings between pilothouse and galley allows conviviality, important for couples adopting a cruising lifestyle. The view from the galley is uninterrupted. The ability to look aft from the pilothouse through the main salon is helpful in docking maneuvers.

# Galley

One thing we look for in a distance cruising vessel is whether the galley is too isolated from social activity in and around the boat. While the galley on the Nordic Tug 42 is U-shaped – a good thing when cooking underway – it remains accessible and integrated with the main salon. It gets plenty of natural light, with clear lines of sight out large windows.

# Equipment

The standard equipment is all-electric, with a 3-burner stove, microwave, and a Nova Kool refrigerator/freezer. The dual under-mount sink is on the peninsula portion, closer to the boat's centerline than if it were against the side. This will help it drain consistently, incur less motion, and be easily accessed from both sides, but the ability to use this space as a breakfast counter or bar is largely sacrificed.

## Nordic Tugs Nordic Tug 42 main salon

The Nordic Tug 42's main salon is a movable summer cottage den. This builder will accommodate owner preferences, as these different interior treatments illustrate. Standard LED lighting has been added for 2015, including red night lighting at the steps.

# Main Salon

The entertainment center, including a standard Fusion stereo system, is conveniently out-of-the-way in the port aft corner, allowing the cabin side to be utilized as a window area for unimpeded views. One will want some form of curtains or shades at times (sapele valances are provided), but mostly the light and views out these windows will make their heart sing. The convertible settee to starboard is the boat's central gathering place. While many owners may never utilize this as anything but a table, it provides another berth in a pinch.

# Upper Deck

In many cases, the upper deck is used as a spot for a dinghy and is typically equipped with a crane that folds to a compact retracted position on the starboard side. Lifelines for all decks are standard equipment.

# Features

## Flybridge.

The Nordic Tug 42 comes well-equipped as a standard package. One's main decision will be whether they want the flybridge. If they opt for it, they must decide if inside access is preferred or the conventional outside access.



## Nordic Tugs Nordic Tug 42 running shot

The Nordic Tug 42 has one standard engine, a single 500-hp Cummins QSC8.3 engine, so there's no worrying about choosing the propulsion.

## Other Options

If the owner will be utilizing their Nordic Tug in southern waters they'll want air conditioning, which is optional. One will also want to consider whether they want a stabilizer, and what type. This is a decision that should be made early on if possible, as it may affect the location of other machinery. There is an optional bow pulpit to consider, but a standard windlass package is entirely adequate. The rest is the fun stuff. Does the boater want underwater lighting at the swim platform? A mast with spreader lights? A Bimini? (The answer is yes.) Whether it's on the official options list or not, the answer from the builder will likely be "no problem". Water-lift exhaust is standard, as is ablative bottom paint and all the basic mechanical systems and gear one will want and need.