



# Nordic Tug 49

A MODERN CLASSIC

BY ROGER MCAFEE

**WHEN NORDIC TUG'S ORIGINAL DESIGNER, LYNN SENOUR** of Seattle, died in 2004, the builder needed to look for a new marine architect. Nordic wanted a designer who would bring a level of style and sophistication to the table, while retaining the look and tradition developed over the 28 years since the first Nordic – the Nordic 26 – splashed down at the Seattle Boat Show in 1980.

The builder chose Howard Apollonio, a professional engineer and graduate of University of Michigan Naval Architecture and Marine Engineering. And that turned out to be an excellent choice, especially as far as the new Nordic 49 is concerned.

## DESIGN FEATURES

At first glance the new 49 is all

Nordic. It has a husky, broad-shouldered tug yacht style, with a pilot-house window visor, stowage funnel, stainless rails, excellent glasswork and high-grade marine windows and doors. However, take a closer second look and you'll see subtle changes.

The new 49 is the first Nordic to have a flared bow — not much flare, but noticeable. It also has a finer entry

that will smooth out the ride in chop. It is the first Nordic to have a molded-in spray rail, or spray knocker, that has the effect of knocking down spray generated as the vessel moves through a head sea, which also keeps the deck drier.

At the transom, the swim step has been enlarged fore and aft creating a different look. It also makes access to the cockpit easier. The Nordic 49 tunnel hull has a prop that can be tucked into the transom, resulting in a shallow draft and more prop protection than traditional semi-displacements hulls. It also results in a more horizontal driveline, leading to

improved fuel efficiency. The Nordic 49 is the first Nordic to have a foil rudder, filled with oil to avoid internal corrosion.

## ON DECK

The exterior is entirely wash and wear with no wood requiring annual refinishing. Even after months of cruising, the vessel can be cleaned with a freshwater scrub-down. Entry to the aft cockpit is from a substantial swim step through a transom door. A set of cockpit engine and thruster controls is located in the forward starboard corner, and made docking quick and easy in our test boat, even in a very crowded marina.

All of the walking surfaces are molded and nonskid. In addition, the exterior glasswork is excellent. Access forward is along ample side decks, with stainless grabrails along the aft salon roof giving way to side rails from the aft of the pilothouse.

Exterior access to the boat deck above the aft salon is via a stairwell from the port side of the cockpit. This is not the traditional vertical ladder, but an open staircase set at an angle that reminds us of landside stairs.

The cockpit features cleats mounted on each side of the transom and at the aft end port and starboard vertical cockpit sides. This is a great touch that removes the chance of stubbing your toe on the cockpit sole.

On the fore deck, the anchor chain locker is accessible from the deck through a large deck hatch, a feature the new 49 shares with its larger cousin, the Nordic 54. Seawater that always drips from the chain is discharged directly over the side. Traditionally, chain lockers are accessed through a small door in the deck. More and more vessels are bulk-heading the chain locker completely from the rest of the vessel and the Nordic 49 has joined the trend.

## BELOWDECKS

The fit and finish of the oiled teak woodwork is excellent. The salon is equipped with a 26-inch LCD HDTV that pops up from a set of teak cabinets. Opposite the television is a very comfortable leather settee and chair

# An Inside Look



### TESTER'S OPINION:

**"The Nordic 49 is a completely new boat with a number of small, but significant changes. If a boater is looking for a vessel for serious cruising or as a very comfortable liveaboard, the new 40 should make his or her short list."**



**Above: The U-shaped galley comes equipped with all the necessities, while the pilothouse features all the electronics required to operate the vessel and monitor almost all the systems. In a break from tradition the master stateroom is under the pilothouse where it takes advantage of the full hull beam.**



with a triangular table within easy reach.

At the forward end of the salon, to port of the stairway up to the wheelhouse, is an efficient U-shaped galley, complete with a four-burner electric stove with an oven, dishwasher, ice-maker, microwave and refrigerator/freezer. A deep, double stainless sink is set into Corian countertops that match well with the teak and holly sole.

The pilothouse features all the electronics required to operate the vessel and to monitor almost all systems. It also boasts a full-size chart table and a full-size paper chart drawer. Visibility is excellent, and if the skip-

per crouches slightly he or she can see what's happening in the cockpit.

The guest and master staterooms are accessed by a starboard stairway forward down into the deck. In a break with tradition the master stateroom is not in the forepeak, but rather under the pilothouse where it can take advantage of the full hull beam. The master has a queen-sized island berth with stowage, a private head, shower and vanity, a sound system and enough storage for extensive cruising.

The guest stateroom, in the forepeak, is also well finished like the master. It has an island berth, plenty of storage and direct access to the guest head. The guest head also doubles as

## Nordic Tug

49

### SPECIFICATIONS

LOA	52 ft., 3 in.
LWL	48 ft., 4 in.
Beam	16 ft., 1 in.
Draft	4 ft., 2 in.
Weight (dry)	47,000 lbs
Fuel capacity	800 gals
Water capacity	300 gals
Base price	\$950,000

### PERFORMANCE SPECS

Top Speed	16.5 Kts	6.9 Kts	7.7 Kts
Range	406 nm	2,901 nm	1,980 nm
Fuel burn	29.2 gph	1.7 gph	2.8 gph

Numbers collected at sea trial on reciprocal course with data averaged to cancel current fluctuations.

### STANDARD EQUIPMENT

Hydraulic steering system w/foil-shape rudder, electric bow and stern thrusters (in keel), 610 hp 2300 rpm Cummins QSM11 electronically controlled diesel engine, stacked side by side refrigerator/freezers (Nova Kool), combo washer/dryer, two staterooms, reverse-cycle A/C and heat system, Stidd Helm chair, 2500-watt inverter/charger (house batteries) w/second 12 volt 40 amp 3-stage battery charger, retractable 26 in. HD flat-panel TV w/Bose Lifestyle 28, 240 volt 50 amp shore power connection, and cable TV/phone connection.

### CONSTRUCTION

Hand-laminated RFP construction process on the hull and deck, hull sides are cored from waterline to the sheer, hull guards are UV stabilized PVC w/SS inset, infusion molded process on the bulkheads and cabin soles, aluminum powder-coated doors and windows.

### COMPANY PROFILE

Years in business	7
Number of employees	150
Boat lines produced	Nordic Tugs

### BUILDER

**Nordic Tugs Inc.**, Burlington, WA; (800) 388-4517; [www.nordictugs.com](http://www.nordictugs.com)

### WEST COAST DEALERS

**Ballena Bay Yacht Brokers**, Alameda, CA; (888) 619-8600; [www.ballenabayyachts.com](http://www.ballenabayyachts.com)

**Ballena Bay Yacht Brokers**, San Diego, CA; (619) 523-1151; [www.ballenabayyachts.com](http://www.ballenabayyachts.com)

**Skipper Cress Yacht Sales**, Anacortes, WA; (800) 996-9991; [www.skippercress.com](http://www.skippercress.com)

**Nordic Tugs of Alaska**, Juneau, AK; (206) 919-7887; [www.nordictugsofalaska.com](http://www.nordictugsofalaska.com)

**Bay Breeze Yacht Sales**, Richmond Hill, Ontario Canada; (877) 727-2297; [www.bbyc.com](http://www.bbyc.com)

the vessel's day head and can be accessed directly at the bottom of the companionway leading down into the main cabin spaces, without going through the guest cabin. This is a well-thought-out design touch.

The new Nordic 49 interior is oiled teak, but it's teak with a difference. Teak has been a tradition in the marine industry and a staple of finishing woods. It's tough, and has great longevity and beauty. Many boaters like the durability, but find the color and uniformity of the grain pattern rather bland. The new Nordic 49 uses teak with random, natural, dark-grain patterns in the wood, which brings the wood to life.

### UNDER WAY

The late Jim Cress, Nordic's CEO, was at the helm at the time of our test. We fired up the 661 cubic-inch (10.8L), 610 horsepower Cummins QSM electronically controlled diesel; the engine idled smoothly, without fuss or muss or any obvious smoke. At 600 rpm we idled away from the dock and ghosted through the marina at 4.5 knots, burning 1.1 gallons per hour.

A touch of the bow or stern thruster gave precise control as we moved. The ability of a vessel to move through our ever more crowded marinas is a feature often overlooked by many other builders. All Nordics score well in that department and the new Nordic 49 is no exception.

Once clear of the marina breakwater we began our speed/fuel burn tests. It's always difficult to know what speeds might be significant to a boater. A sailboater moving to power for the first time will likely consider 6 knots to be a good speed, whereas a boater with a smaller planing hull will likely consider 10 knots to be the lowest speed acceptable.

At 880 rpm the Nordic 49 made 6.3 knots and burned 2 gallons per hour. That's 3.15 nautical miles per gallon or 3.62 statute miles per gallon.

At 1350 rpm the vessel made 10 knots and burned 6 gallons per hour. That's 1.53 nautical miles per gallon or 1.76 statute miles per gallon.

With the throttle wide open, 2300 rpm, the 49 did 17 knots and burned

30 gallons per hour. Clearly speed costs money.

At 12 knots, and 1850 rpm, the Cummins burned 15.9 gallons per hour. That's .75 nautical mile per gallon. At 11 knots, 1600 rpm, the fuel burn was 10.4 gallons per hour. That's 1.05 nautical miles per gallon.

These fuel burns are excellent for a 22.5-ton vessel and attest to the efficiency of the hull shape developed by Nordic and Apollonio.

Then we cranked the helm hard starboard and pushed the throttle fully open. The Nordic 49 leaned slightly to port but leveled up again by the time we had finished one complete circle. It continued that way through a few more circles, handling the waves generated with ease. This test, while rough and dirty, is a decent indicator of a vessel's stability, and the new Nordic 49 performed well.

The 49 we tested was the first hull off the line, and it dumped the engine exhaust into the water under the hull. This made the vessel a bit noisy under way, a fact that Jim Cress pointed out. Within a week he had pulled the vessel out of the water, added a muffler and rerouted the exhaust through the aft port corner of the transom. It's now much quieter.

### IN SUMMARY

The Nordic 49 is a completely new boat with a number of small, but significant changes. A close examination reveals a more sophisticated hull shape, a flatter shaft angle and the operational economy that brings a drier hull when driving into a head sea due to the built-in spray knocker, a chain locker accessible through the deck and a larger swim step.

At the same time the traditional Nordic features excellent fit and finish throughout, a well-thought-out layout, top-line mechanical equipment and appliances, beautiful woodwork and superb visibility that has been maintained even with the new design.

So while the new Nordic 49 is clearly a Nordic Tug, it's a Nordic with a difference. If a boater is looking for a vessel for serious cruising or as a very comfortable liveaboard, the new Nordic 49 should make his or her short list. ♥