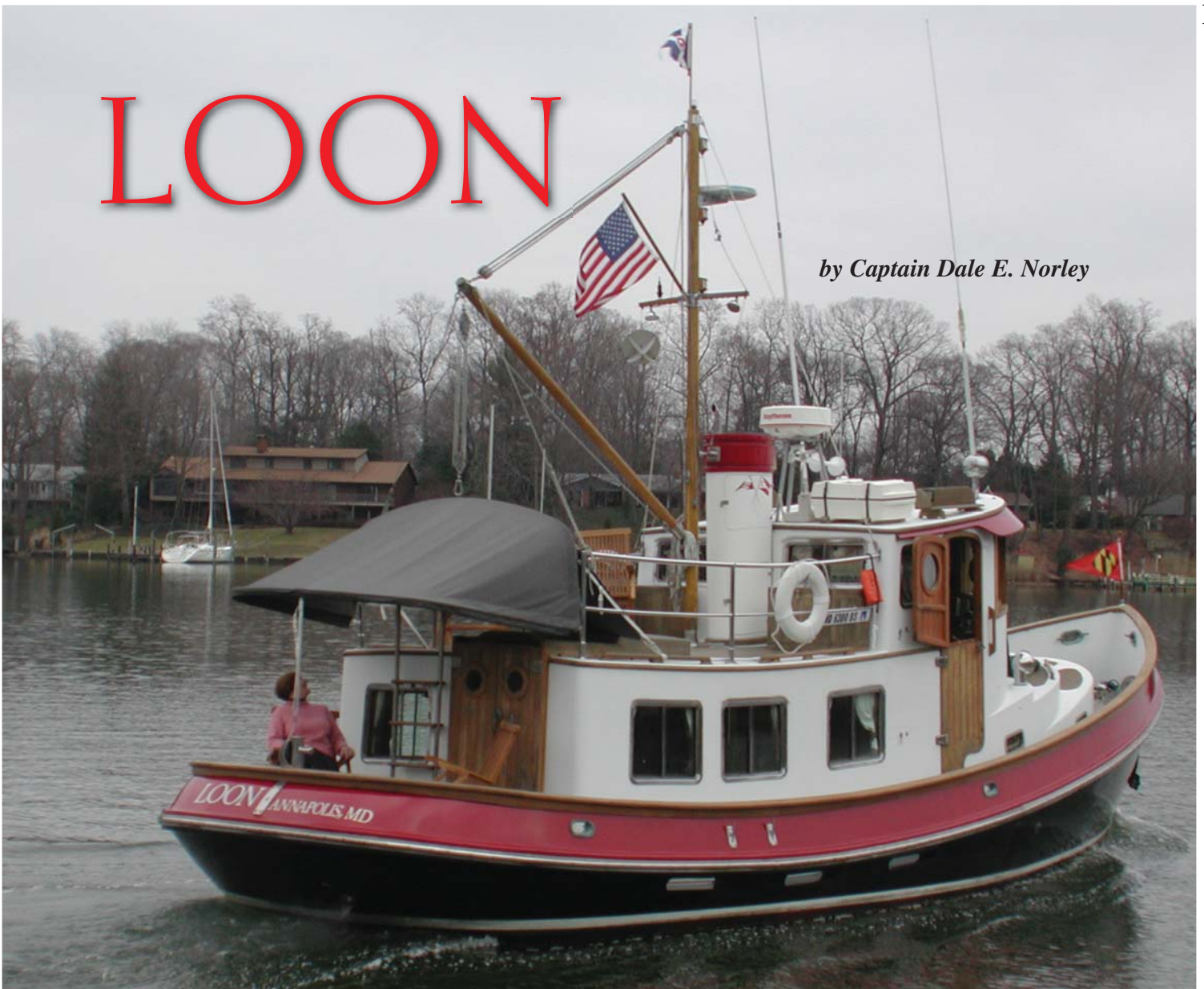


LOON

by Captain Dale E. Norley



Boaters are notoriously impulsive; Alice and Andy Mutch fit the bill. They attended Trawlerfest in Solomon Island, MD and when they saw this 37' Lord Nelson Victory Tug, they forgot about owning a Dickerson sailboat and bought *Loon*.

Loon is an exceptional example of a sturdy tug-style trawler equipped for long distance cruising. The aft deck, which is solid teak, has plenty of room to sit and enjoy a cocktail and a sunset. She has a custom awning for shade from those hot summer days. The upper deck,



which is accessed by a stainless ladder from the lower deck, is surrounded by stainless railing. There is a breakaway for launching a dinghy with the help of a mast and davit. There is also access to the smokestack for the four CNG tanks. Two teak boxes on the upper deck add to the already- generous amount of storage. Bowmar hatches

on the floor of the deck provide access to the lazarette, Webasto diesel heater and additional dry storage.

Entering the main salon from the aft deck, there is an L-shaped settee to port which converts to a double berth. The table is moveable and secures to the sole in various locations. To port is an easy chair and table for buffet dining. A 16,000 BTU reverse cycle heating/air conditioning unit along with large sliding windows can combat any weather this tug encounters.

Forward to port is a spacious, well lit galley with a top and side-loading Adler Barbour reefer/freezer, CNG three-burner stove with oven and broiler, Seagull drinking water filter and a double stainless sink. The

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galley is open to the salon creating a comfortable open atmosphere for the chef.

Up a few steps is the impressive pilothouse with 360-degree visibility. A large pilot berth, which converts to a double berth, makes for both comfort on watch and a place for social gathering. The captain's jump seat is comfortable for watches and folds away for those occasions when the pilothouse becomes the center of activity. Overhead chart





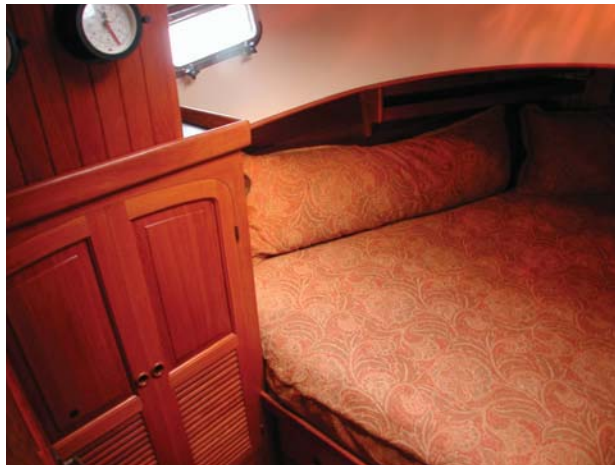
holders keep charts nearby without using valuable space on the nav table. Both port and starboard doors in the pilothouse are dutch style for better ventilation.

Electronics aboard *Loon* include Raytheon 6000 autopilot, Raytheon R-20 radar, KVH 314 digital compass, Scitex CVS 106 fish finder, Datamarine knot/log meter, Vetus bow thruster, Datamarine depth sounder, Furuno GPS 35 and Link battery monitor. Alice and Andy are planning to upgrade to Simrad radar and chartplotter before heading north in the early summer.

Down the forward companionway is the head to port with a separate shower to starboard. The master stateroom is forward with an offset queen berth with custom mattress, hanging locker to port and a vanity with seat and mirror to starboard. This cabin has its own 8000 BTU reverse cycle heat/air conditioning unit. There is a large hanging locker and also drawers under the berth for more-than-ample storage.

Engine room access aboard *Loon* is through a large door in the galley and also through the floor in the pilothouse. A Balmar high





output alternator, 40 amp battery charger, Heart 1500 inverter and 2.5 KW Mase generator are also housed in the engine room.

An Ideal vertical windlass, #33 Bruce, #22 Danforth and FX 14 Fortress anchors make for effortless and safe anchoring in any conditions. Alice and Andy will get plenty of opportunity to use their ground tackle when they head up to Maine and on to Nova Scotia this summer anchoring around New England aboard their fabulous tug, *Loon*. ⚓



Loon

Designer	Jim Baccus
Builder	Lord Nelson Yachts
Where built	Lake Union, Seattle, WA
LOA	37"
LWL	33'4"
Beam	13'2"
Draft	3'6"
Displacement	20,500 lbs.
Engine	Cummins 4BT3.9 150 hp
Fuel	250 gals in 4 tanks
Water	150 gals in 2 tanks

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