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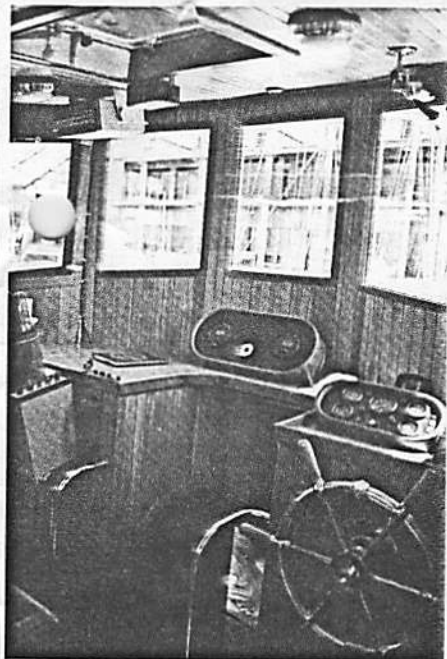
Lord Nelson 37 Victory Tug

A yacht with a tugboat
profile



TWB PHOTOS





Pilothouse



Dining Area



Galley

Motherhood and apple pie once tugged our emotional strings, but the world has changed. Now it seems to be teddy bears and tugboats. Teddy bears, of course, are warm, cuddly and excellent protection against the monsters that inhabit the nether world of night. Tugboats are cuddly in their own way, and one woman, on seeing a tugboat at a recent boat show, commented that her first inclination was to give it a hug.

Some of us were introduced to tugs through Little Toot in that famous children's book. Others entered the world of tugs through the eyes of Tugboat Annie, that gruff but lovable character from the pages of the old *Saturday Evening Post*. Books aside, there is something about an officious tug shoving its way through a crowded harbor that makes people grin,

and I know several otherwise rational, mature adults who can be brought to a complete stop to watch tugboats bustling about.

This commentary is not so much about the foibles of human nature, but about why the Lord Nelson 37 Victory tug is such a marvelous toy for grown-ups. One yacht-tug owner commented, "It's a lot more expensive than a rubber duck for my bathtub, but it's also a lot more fun."

Nevertheless, it's one thing to enjoy looking at a classic or vintage yacht, and it's quite another thing to buy one. But Craig Beckwith, who distributes the Victory tugs in California, has delivered 14 of the husky yachts with 18 ordered, so the yacht-tug is apparently that rare combination of marketable fun.

Don't let the bluff and seamanlike

appearance of the Victory tug fool you, though. This is no oily workhorse, but a craft that you can show off at your yacht club with pride.

The Victory 37 tug grew out of discussions between Loren Hart, owner of Lord Nelson Yachts, and James Backus, a yacht designer in the Pacific Northwest. Hart wanted a yacht with a tug profile and appearance, but he had other requirements as well. It had to have an efficient displacement hull; it had to steer easily and track well offshore; it had to have a spacious yacht interior; and it had to have top quality construction.

The lines that Backus produced are based on the traditional New England lobsterboat hull, a seakindly shape with a fine entry and a flat run aft for stability and speed. The long keel, which holds 3000 pounds of ballast, produces good

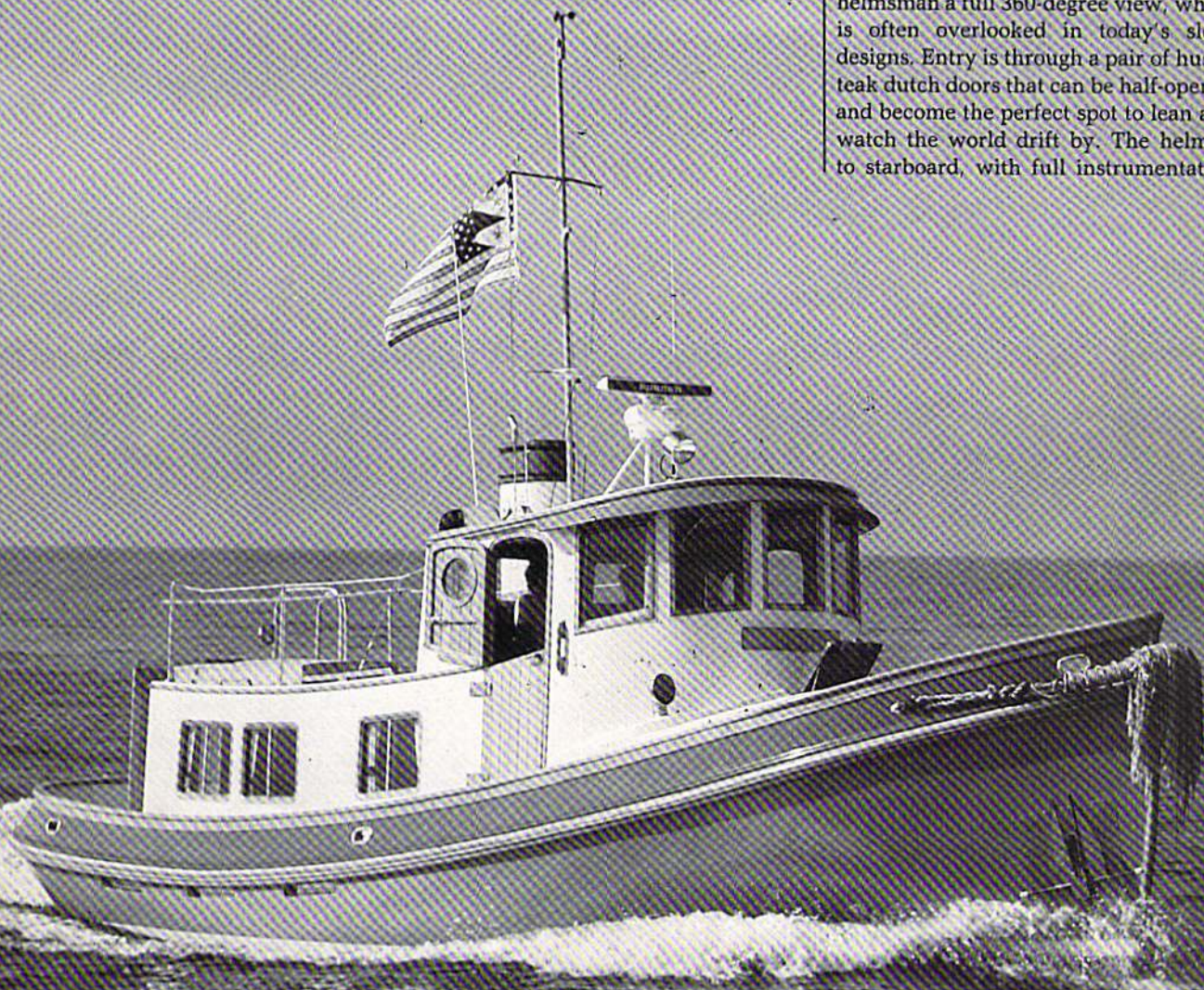


tracking, and the oversized, balanced rudder enables the tug to turn surprisingly quickly.

Lord Nelson Yachts also produces the Lord Nelson 41, a lovely double-ended cutter, so they have taken over the full capacity of the Hai-O shipyard in Taiwan to insure a steady flow of boats as well as a high standard of construction.

From dockside, the bow appears to tower over you, and there's no question that it can take the worst waves and come back for more. The high bulwarks that encircle the entire deck are a minimum of 24 inches high (normal lifeline height) and, combined with the sure footing of the wide teak side decks, make for a very safe yacht.

Most skippers head for the pilothouse first, since it sits boldly upright with nary a trace of modern streamlining. But that traditional design also gives the helmsman a full 360-degree view, which is often overlooked in today's sleek designs. Entry is through a pair of husky teak dutch doors that can be half-opened and become the perfect spot to lean and watch the world drift by. The helm is to starboard, with full instrumentation



and engine controls. To port is a large chart table, space for electronics and the main electrical panel. At the aft end of the pilothouse is a raised settee which provides plenty of seating while cruising and converts into a navigator's berth when needed.

A short companionway ladder leads aft into the main cabin and galley area. The U-shaped galley fills the forward end of the cabin. The oversized 11-cubic-foot icebox is housed in a counter that functions as a room divider. A three-burner LPG stove with oven is beneath the large window, and cupboards and drawers provide utensil space. A large pantry cleverly opens to provide access to the engine room, and a spirits locker is just forward of the counter.

A permanent settee forms a double berth for guests, while a folding table and two graceful teak chairs complete the living area. Ted Ritter, the owner of the boat shown in these photos, lives aboard in Newport Harbor, so you can see the amount of space available in a 37-foot hull.

Forward of the pilothouse is the state-

room, with a queen-sized berth, settee and hanging locker. To port is a private head compartment with Italian marble vanity, while an enclosed shower stall is to starboard.

The craftsmanship is superb throughout the interior, and it should be noted that all of the teak used for bulkheads and cabinetry is solid, rather than the veneers so common today. The cabin sole is teak and holly; the overhead is light-toned ash; and there are just enough painted areas to accentuate the teak and keep the interior airy. An array of opening ports provides ventilation, and the classic styling is complemented by the brass fixtures throughout.

The cabin top is accessible by a ladder from the cockpit and is intended as usable deck space. Lifelines surround the area, the dummy smokestack contains the galley stove tank and the area is large enough for sunning, sitting or for storing a dinghy.

Power for the Victory tug is the BMW D150 turbocharged marine diesel which produces 136 hp. The top speed of the tug is over 11 knots, while it can cruise an honest 1000 miles at nine knots on

one tank of fuel. The engine room is located under the pilothouse floor and features almost full headroom and workbenches to port and starboard. Beds are installed for an optional generator, and the compartment is lead-lined for quiet cruising. A water heater serves the pressure water system, and American-made hardware is used throughout the 12v DC and 110v AC electrical systems.

At about \$94,000 delivered in the water with everything except electronics, you can expect to see more of these yacht-tugs around in the near future. There is one drawback to owning a Victory 37 tug, however. You'll have to get used to people stopping and smiling as you go by, and you'll learn to live with the attention you attract in an anchorage, but that's a small price to pay for owning such a fun boat. Do try to maintain your dignity, though. If someone asks where you first heard about it, don't say it was in a children's book. Just say it was in the old *Saturday Evening Post*.

For more information, contact Lord Nelson Yachts, P.O. Box 3048, Newport Beach, CA 92663. ☛

Lord Nelson Victory 37 Tug

Design by: James Backus/Admiralty Design Group

Specifications

LOA	36' 11"
LWL	33' 4"
Beam	13' 2"
Draft	3' 6"
Ballast	3000 lbs. iron (approximately)
Displacement	20,585 (approximately)
Propulsion	BMW 136 hp marine diesel, fresh water cooled
Reduction	Hurth 2:95:1
Fuel Capacity	215 gallons (Black iron tanks) ~
Fresh water	120 gallons (S/S tanks)

Balanced stainless steel rudder
Chain and cable steering
S/S anchor protector plate with hawse pipe to deck
Bronze thru hull seacocks, all bonded
Generator beds, factory installed
Three-blade propeller
Engine compartment sound proofed
Automatic electric and manual bilge pump
Pressure water system (galley, head & shower)
Double S/S sink (galley)
Shower sump pump
Salt & fresh water hand pumps (galley)
110 volt & engine hot water heater
(2) batteries in FRP boxes & selector switch
Color coded wiring and American breaker panel
International running lights
110 volt AC connector

Solid hand crafted teak interior joinerwork
Teak and holly sole throughout interior
Teak weatherdecks and cabin inserts
Teak caprails and grabrails
Molded rubrail with teak and brass cap
Fold out teak salon table
Salon spirits locker
Salon convertible double berth/settee
Wheelhouse convertible berth/bench seat
Double berth in forepeak with settee/drawers under
Separate head, port side and shower to starboard side
Marble vanity in head and shower with S/S sinks
(2) opening hatches, wheelhouse & forepeak
Teak sliding hatch at salon aft entry
(4) opening portlights, forepeak, head & shower
(11) opening windows with S/S frames & 1/2" glass
(2) teak salon chairs, upholstered
Choice of available fabrics and colors
(2) Lazarette dogging hatches, aft deck
Teak double Dutch doors in wheelhouse
Engine instrument panel and electronics cabinet
S/S stanchions, ladder and lifelines at boat deck
Oriental ash overhead
3 Burner stove and oven
Molded and insulated top loading icebox
Manual marine toilet
S/S dorade vents to head and engine room
Choice of available hull and trim colors

Factory Options Available: S/S screens, Front Load refrigerator, mast and boom.