

L O R D N E L S O N V I C T O R Y T U G S

WHY BUY A LORD NELSON

HULL AND DECK:

- * Fiberglass hull & cabin, fully insulated for moisture & temperature control, with extra fiberglass applied at high stress areas.
- * ISO Phthalic resin (3 layers), results in an overall increase in physical hardness, and increased structural longevity with the added advantage of being highly water resistant.
- * Epoxy resin, which is far superior in strength and water resistant characteristics, is applied in the first and last coat of lay-up below the waterline. (no osmotic blistering from the bilge or the outside of the hull)
- * DMB Fiberglass Cloth (double bias matt), enhances the beauty of the gelcoat. Its outstanding quality is increased strength of each lay-up in which it is used (double the strength at half the weight).
- * Ballast is solid cast iron encapsulated in fiberglass. (Lead is also available at current market price)
- * Rubrail molded on hull gives hull immense strength and the protective strip guards against damage.
- * Anchor with 50' of chain and 250' of nylon rope.
- * Solid fiberglass deck with FRP stiffeners every 12".
- * Non skid solid teak deck inserts for the best footing at sea.
- * High bulwarks for that extra measure of safety.
- * There is no core material in decks; no rot or delamination.
- * Balsa core coach roof for added strength and insulation. Balsa is installed in 4" squares with resin barriers to prevent moisture migration.
- * Wide stairway for easy entering and exiting. This feature is particularly handy when loading groceries.
- * Stainless steel deck fittings and hardware.
- * All bronze and stainless portlights are opening and have screens.

- * Backing plates behind all hardware including stanchions are 1/4" stainless.
- * Drop down swim ladder on stern drops 30" below waterline.
- * Fiberglass dorades with large, removable stainless cowl vents.

ENGINE:

- * Cummins 4 cylinder turbo charged 150 hp diesel engine, fresh water cooled on 37 tug and 225 hp Luger on 49 tug.
- * Heavy duty engine stringers with oil drip pan.
- * Quiet, wet exhaust system with safety drain.
- * Engine panel with complete instrumentation, including R.P.M. meter, oil pressure alarm and water temperature gauge, alternator charge meter, at companionway.
- * Fuel filter with particle separator and water trap.
- * Engine room access through companionway ladder and auxiliary access via removable panel.
- * The 37' tug has space for a 4.5 k.w. generator installation on starboard side of main engine. The generator beds are installed to allow retrofiting a generator anytime.
- * The 49 tug comes standard with a 8 K.W. Northern Lights diesel generator.
- * Thru hull fittings are bronze ball valve type, bonded to common ground.

TANKAGE AND PLUMBING:

- * Removable stainless water tanks with opening access ports; 2 tanks totaling 200 gallons on the 37 tug and 4 tanks totalling 500 gallons on the 49 tug.
- * Diesel and water tanks are cross-plumbed with separate shut-off valves and individual deck fills.
- * Fuel: 1250 gallons in 4 tanks on the 49 tug; 250 gallons in 4 tanks on the 37 tug. All tanks are removable.
- * Hot and cold pressure water system throughout, including a shower in the cockpit.
- * Epoxy coated black iron fuel tanks with fuel measuring rods.

- * Large walk-in shower with separate sump and electric sump pump.
- * Full size marine head with holding tank.
- * Hot and cold pressure water system with engine heat exchanger and 110V water heater.
- * Four life jackets, four 25' dock lines, three fenders, 2 fire extinguishers.
- * Large sit down chart table with hinged table top.
- * Chart locker is housed below the chart table.
- * "U" shaped area for a variety of NAV gear and electronics.
- * Spacious U-shaped galley provides safety to the cook.
- * 2 deep stainless steel sinks in galley near center line.
- * Wide counter tops fitted with sea rails.
- * Below counters are drawers and lockers.
- * Top loading icebox is insulated with 4" high density foam.
- * Propane stove and oven with stainless steel finish, electric solenoid shut-off, and propane tank.
- * Water line is designed to be above water level when empty. This allows cruise-ready loading without sinking the boot stripe. In todays market, this is an unusual feature.
- * Water tanks in bilge allows storage under settees.
- * Settee lockers are insulated throughout and have solid teak walls.
- * Water tank vent in sink instead of outside, won't freeze in cold weather.
- * Water and fuel manifold in one easily accessible place.

- * Hot and cold water shower in cockpit.

ELECTRICAL SYSTEM:

- * Deluxe instrument panel.
- * Electrical system all color coded.
- * 12V and 110V system with individual breakers and master shut-off switches, panel light, 12V and 110V ammeters and voltmeters.
- * 110V shore power plug-in with 50' power cord.
- * Individual reading lights throughout boat.
- * Recessed red and white night lighting throughout the floor of the boat with switches at the companionway for convenience.
- * Dual battery banks with battery selector switch.
- * PVC wiring channels glassed into the overhead to provide protection for wiring and ease of later installations.
- * Wire access panels throughout boat.
- * Dynamote battery charger for extended battery life.
- * Two automatic bilge pumps with one manual bilge pump located in galley for convenience.

INTERIOR:

- * Teak interior with teak and holly cabin sole.
- * Ritchie Globemaster compass.
- * Folding stainless emergency tiller.
- * Headroom 6'4".
- * Custom liquor and stemware cabinet with louvered doors.
- * Tool drawer in companionway for handy access.
- * Teak tongue and groove bulkhead construction eliminates the all too prevalent glue-lines that occur when wood shrinks away from inferior butt joints.
- * Marble vanity in heads.
- * Full length bookcases in all staterooms.