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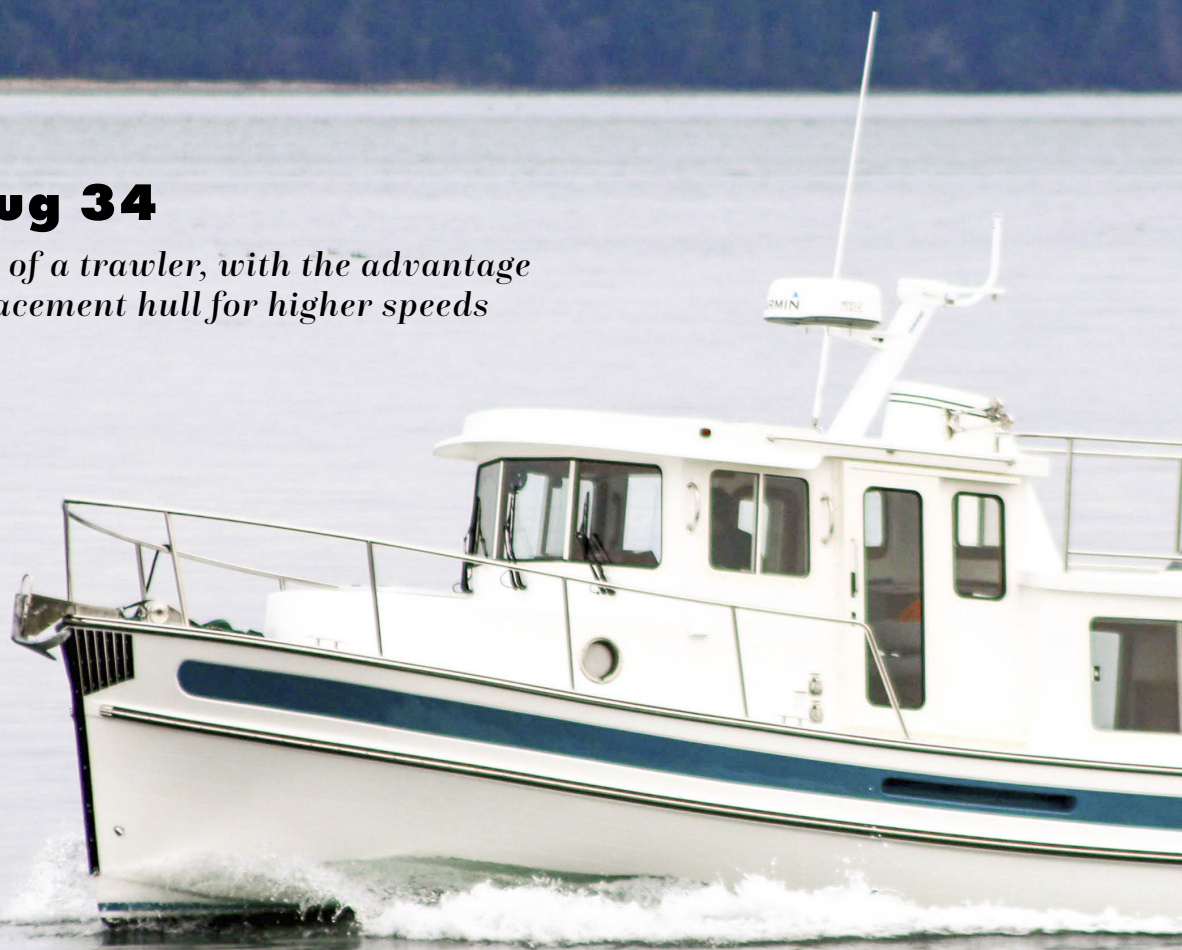
**BASICS OF  
BOTTOM  
PAINT**

Tested  
NORDIC  
TUG 34



## Nordic Tug 34

*All the benefits of a trawler, with the advantage of a semi displacement hull for higher speeds*





BY PETER A. ROBSON

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I wasn't expecting much from the Nordic Tug 34 when I first boarded it at the Vancouver International Boat Show this past February. Nordic seldom introduces new models and the 34 has been around since 2015. However, since Grand Yachts recently became the Western Canadian dealer, I figured we'd start seeing more Nordics in our waters. I decided to take a closer look, and boy was I impressed.

The company got their start in Burlington, Washington in 1979 with the introduction of the Nordic Tugs 26 designed by the late Lynn Senour. It was hugely successful, in part because it looked a lot like a little tugboat and in part because the high gas prices and oil shortages of the 1970s made it extremely economical to operate. The original 26 sipped only half a gallon per hour at 6.5 knots.

Over the past 44 years, the company has built more than 850 single-screw, tugboat-style semi-displacement pilothouse cruisers to 54 feet (16.46 metres). All offer excellent fuel economy and, when necessary, cruising speeds in the high teens. And you've got to love those rounded transoms and faux funnels.

The Nordic Tug 34's versatile hull offers the best of both worlds. It can cruise very efficiently at eight or nine knots, yet its single diesel engine can drive it at up to 18 knots. Its full keel helps with tracking and stability, while its single hard chine ▶



*The interior has a clean and classic look with Amtico synthetic teak and holly flooring.*



helps reduce rolling. The rudder shoe that runs from the aft end of the keel to the rudder protects the running gear from log and grounding damage.

**ON DECK** The cockpit is accessed from the integral swim platform and a drop down transom door. The cockpit coamings are topped with beefy (1.25-inch) stainless steel railings. They provide safety and act as mounts for portable barbecues and rod holders. A built-in cockpit locker houses the boat's propane tank as well as extra storage space. A large lazarette space is accessed via a hatch in the cockpit sole which also provides access to the steering gear. The upper aft deck, which is also fitted with beefy safety rails, has room for a small dinghy and davit, crab and prawn traps, water toys or, with the addition of a couple of folding deck chairs, a pleasant lounging area.

The side decks are narrow, but they still provide safe access thanks to very well-placed handrails. The sliding doors to either side of the pilothouse provide direct access to the bow and thanks to a midship mooring cleat, it should be easy for the helmsperson to hop ashore with a mooring line. Up at the bow is the windlass and anchoring gear. The coachroof here would make for an additional seating area.

**INTERIOR** One enters the saloon through a heavy duty Diamond Sea Glaze door and it's then three steps down. All interior spaces are tastefully finished with an abundance of satin-finished sapele hardwood (a sustainable African hardwood similar to mahogany), off-white Ultraleather upholstery, durable Amtico synthetic teak and holly flooring. All this, including wood battens in the overhead, combine to create a real traditional ship feel. The windows and valances are also trimmed out in sapele, adding to the effect. Large expanses of glass (all Diamond Sea Glaze) provide great visibility outside. Two of the side windows open to aid in venti-

lation. Numerous wooden handholds will make it easy to move about in rough weather—a feature too often neglected.

A hanging locker just inside the saloon doorway serves as a perfect place for coats and foul weather gear. A long L-shaped settee to starboard is fronted by a well-crafted, movable, wooden high-low table with a leaf. The settee folds out to provide an additional berth. To port, the galley is ergonomic with tons of counter space. A clever corner cabinet above is well suited for glasses and mugs. The galley includes a single deep sink, two-burner propane stove and a convection microwave, while under the counter is a reasonably sized Nova Kool fridge with a small freezer section. Throughout the saloon, ample storage cabinets and drawers provide storage

for all the food one might need for an extended cruise. There's more than 75 inches (1.83 metres) of headroom in the saloon.

**PILOTHOUSE** Three steps up is the pilothouse, again with an abundance of woodwork. The pilothouse is highlighted by a wide adjustable helm seat with bolsters and a comfy companion seat across. Headroom here is 80 inches (2.02 metres). Both seats have hinged footrests. This allows the mate and captain to sit together and cruise in comfort. Two pilothouse doors provide access to the side decks while two sliding pilothouse windows provide even more ventilation. I like that the helm console is finished in black matte to reduce glare. The unit itself is clean and ▶

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uncluttered and fronted by a wooden destroyer type wheel.

The test boat was equipped with a single Garmin 12-inch chart plotter that also displays the Garmin GMR 24X radar and there is ample room for a second 12-inch screen. Despite being a single engine vessel, bow and stern thrusters provide excellent maneuverability in tight spaces. The single lever electronic engine control, Volvo Penta digital engine readout, autopilot control, anchor windlass controls and a couple of rocker switches round out the console area. Two electric fans to either side of the windshield should prevent the three-panel windshield from fogging up. Sturdy pantograph wipers with wash functions will keep the windows clear regardless of weather. Sea rails are used throughout to stop gear from sliding off countertops, again, something often neglected.

**ACCOMMODATION** The forward accommodation area is three steps down from the pilothouse and again, there's plenty of rich woodwork. To starboard is the spacious and nicely appointed

head with electric flush toilet and a raised shower portion with a lip and a curtain to keep the water from the rest of the head. Forward of the head is the carpeted, master stateroom with sliding wood door. Steps to either side of the bed make it easier to get in and out. There's good storage in under-berth drawers and in two reasonably large hanging lockers. To either side of the berth are shelves with sea rails and 110 VAC outlets with USB ports. I was especially impressed by the heavy-duty round stainless portholes in the master and head. They feature very cool Clo-Zure shutters and screens. They add again to that ship feel.

**SYSTEMS** Standard power is a single 300-horsepower Volvo Penta D4 with straight shaft drive. The engine room is accessed via a hatch in the saloon and there is good access all round for maintenance while all the wiring is nicely labelled and tidy. A five kW Northern Lights generator provides auxiliary power, largely to supply the reverse cycle air system. Engine heat provides additional heating and the two share

vents throughout the vessel. I always appreciate separate 12 volt DC and 120 VAC panels and these are located in the companionway. A single 12V Group 31 AGM battery provides engine starting power while two Group 31 AGM batteries provide power to the thrusters. It is interesting to note that the Side-Power stern thruster is mounted inside the full-length keel, an unusual feature, but one that tucks it nicely out of the way. Four six-volt golf-cart type batteries should provide more than adequate house power. Both 30 and 50-amp shore power connections are provided.

**UNDERWAY** Broker Kyle Timol was at the helm when we motored out of Vancouver Island's Port Sidney Marina. As mentioned, one of the main attractions of the Nordic Tug 34 is its ability to sip fuel. At just under seven knots at 1,500 rpm our fuel burn was 1.4 gph (5.3 lph). At nine knots (2,300 rpm), it increased to 4.4 gph (16.7 lph). The hull creates virtually no wake at speeds below about eight knots. At 12 knots and 2,900 rpm, our burn increased to 7.6 gph (28.8 lph), which gave a range



### SPECS

**LOA** 10.6 m / 34' 11"

**LWL** 10 m / 32' 11"

**Beam** 3.5 m / 11' 4"

**Draft** 1.19 m / 3' 8"

**Displ.** 7,121 kg / 15,700 lbs

**Fuel** 776 L / 205 USG

**Water** 379 L / 100 USG

**Holding** 114 L / 30 USG

**Standard power**

Volvo D4-260 @ 4000 rpm Diesel or Yanmar

**Built by**

Nordic Tugs, Burlington, WA  
nordictugs.com

**Sold in Western Canada by**


Grand Yachts, Vancouver and Sidney  
250-656-8909

**Sold in the US Pacific Northwest by**

Seattle Yachts, Anacortes, WA  
360 299 0777

of 1.6 miles for every gallon burned. We found the 12-knot range was a good cruising speed. We could not get to full speed due to some upcoming tweaks by Volvo Penta, but the 34 typically tops out at about 18 knots.

The 34 had a comfortable motion and its hard chine bottom reduced the tendency to roll. In sharp turns there was no cavitation or slipping and we stayed nice and leveled. Despite the full keel, our turning radius with the wheel hard over was a mere two boat lengths, a testament to the large rudder. Visibility forward and to the sides was excellent all round and the two windows at the aft end of the pilothouse provide almost 360-degree visibility. Throughout the sea trials, there was no rattling or creaking below, proof that the 34 is solidly built.

**CONCLUDING REMARKS** The Nordic Tug 34 is a handsome, rugged, versatile trawler with an impressive amount of interior room—more than one might expect in a vessel of this size. And of course, its single engine makes it extremely economical to operate. Despite looking everywhere, I could not find fault with the fit and finish. With only a single stateroom, the NT 34 is most suitable for a couple. Another bonus is the tons of storage for gear and provisions should owners wish to make extended cruises. The builders (with advice from a very active owner's group) seem to have thought of pretty well everything over the years to make the Nordic Tug 34 a super coastal trawler. Price as tested with many options is US\$539,000. 

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