

Lord Nelson's Victory 37 Tug



A Seagoing Legend.



Lord Nelson Facts



Lord Nelson 37 Victory Tug

The Legend Lives On

Lord Nelson Yachts invites you to step back in time to the gracious era of luxurious yachts, when craftsmanship and dedication to quality was of greater importance than the quantity produced.

The "Victory Tug" will capture the imagination of the most discriminating power yacht enthusiast. The artful blend of workboat integrity with the spacious living areas and luxurious appointments found only in the premier yachts of the world are very much in evidence. The uncompromising yacht building integrity that is inherent in all Lord Nelson Yachts is found in our newest creation. The "Victory Tug" is a perfect example of modern craftsmen working with dedication and pride in their boat building art.

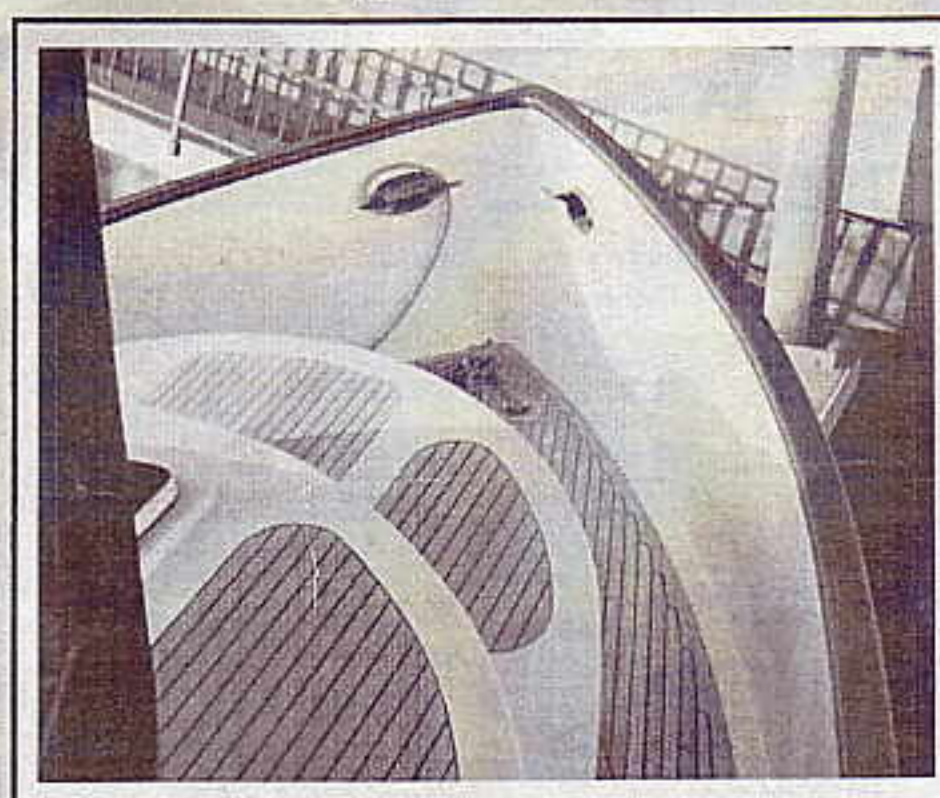
Welcome Aboard!

Design: The Admiralty Ltd. Design Group, working with Naval Architect James Backus, have incorporated the following design and construction features which complete and complement the "Victory Tug." The final result is a stable, sea-kindly and economical power cruising yacht, based on authentic tug lines, with comfort and livability in the finest tradition.

Hull: One piece, hand-laminated fiberglass layup, exceeding the highest Lloyd's and A.B.S. standards (inspection plugs are available upon request). Foam insulation is installed from waterline to sheer for moisture and temperature control. Extra laminates are applied to all stress areas. Highly polished gel coat, fully faired to a beautiful and dependable finish. The molded rub rail that encompasses the entire vessel is an exclusive Lord Nelson feature. It is capped with teak and bronze, resulting in great hull strength and protection.

Cabin and Deck: One piece hand laminated with solid fiberglass stiffener sections strategically placed to give added strength. Teak overlays are fastened to these sections to ensure that water will never penetrate the deck core material. All air spaces are foam filled for temperature control. Beautifully hand-crafted weather decks and flush cabin trunk inserts combine the natural non-skid qualities, strength and tradition that only teak can offer.

Deck Layout and Equipment: High bulwarks encompass the entire vessel, offering safety and dry operation. Three large freeing ports on each side are cut through the bulwarks at just the right area, allowing rapid clearing of deck water. After bolting of hull-to-deck joint is completed, bulwarks are filled solid with foam which ensures water tight integrity and adds further to their strength. A beautiful teak caprail is then added.



Hatches and Ports: The head and shower are each equipped with opening port lights, along with one on each side of the forward stateroom, offering light and ventilation. 24" x 26" stainless steel opening hatches are installed in the forward stateroom and wheelhouse. Double dutch doors are located on the port and starboard side of the wheelhouse, where a total of nine windows are found, six of which open. Saloon and galley areas are equipped with seven opening windows. Double doors and sliding hatch allow access to cockpit. Aft, two dogging deck hatches allow access to lazarette.

Ballast: Three thousand pounds of molded iron are cast in the shape of the keel and encapsulated in resin, mat and roving laminates. Excellent righting moments are achieved.

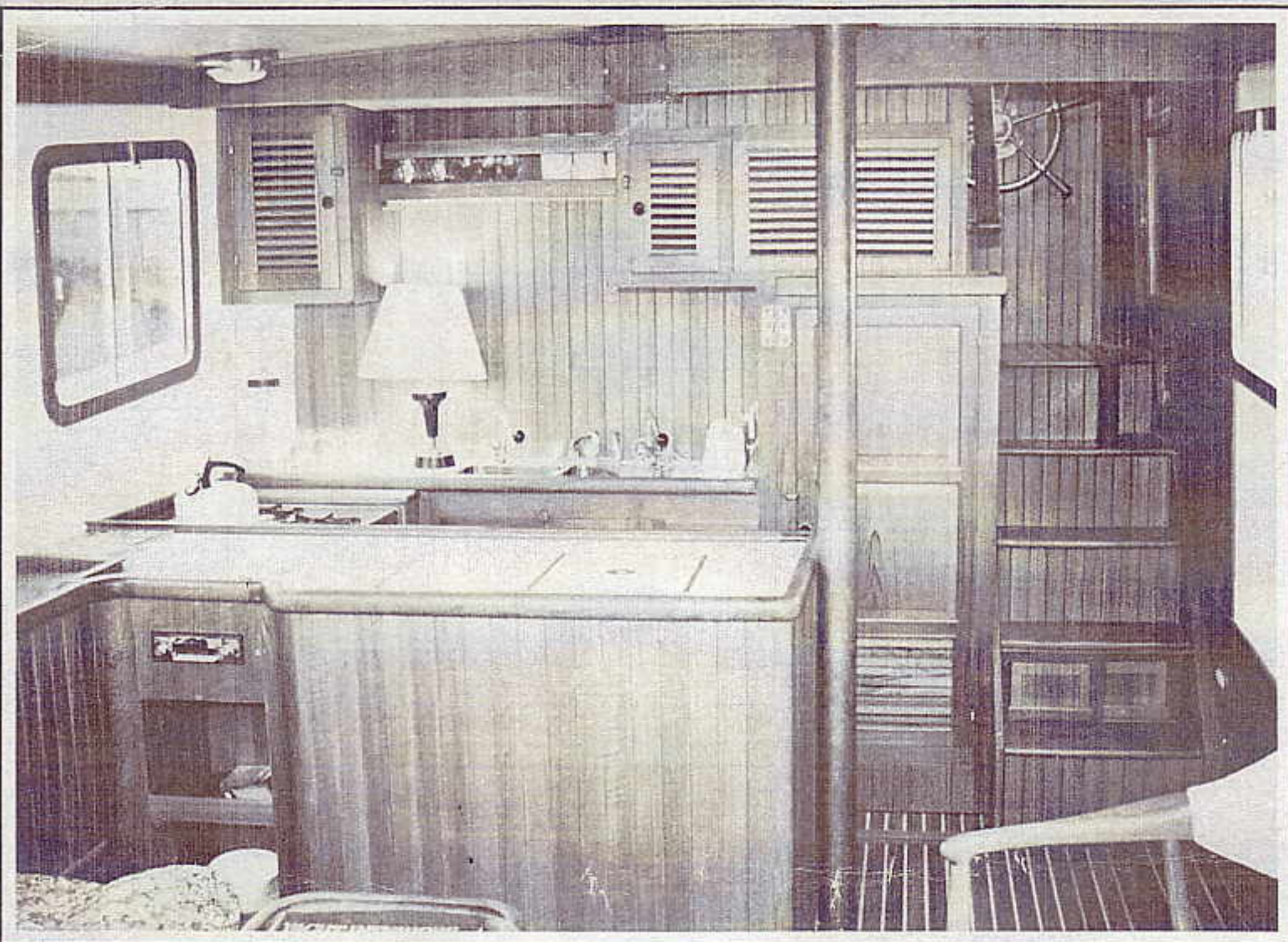
Interior Design: The elegant teak and holly sole, the natural light ash overhead throughout and all window trims, doors, drawers, sea rails, cabinets, hull ceilings, and wheelhouse paneling are of solid wood, thus eliminating a host of problems encountered with the use of veneers. A subtle blend of areas painted off-white give a light and airy ambience. A wide selection of durable fabrics is available to add a distinctively personal touch to each yacht.

Gracious Stateroom: The forward stateroom features a Queen size, side entry berth, a curved settee, large hanging storage locker, and teak access doors to enter the forepeak chain locker. A feeling of spaciousness, usually associated with vessels of much larger dimensions, is evident. Stepping aft, through a hand-crafted teak privacy door, is the shower and head area. It is equipped with Italian marble vanities with hot and cold pressure water supplies and stainless steel sinks. Ample storage is located in the head compartment. A large bulkhead mirror complements the area.



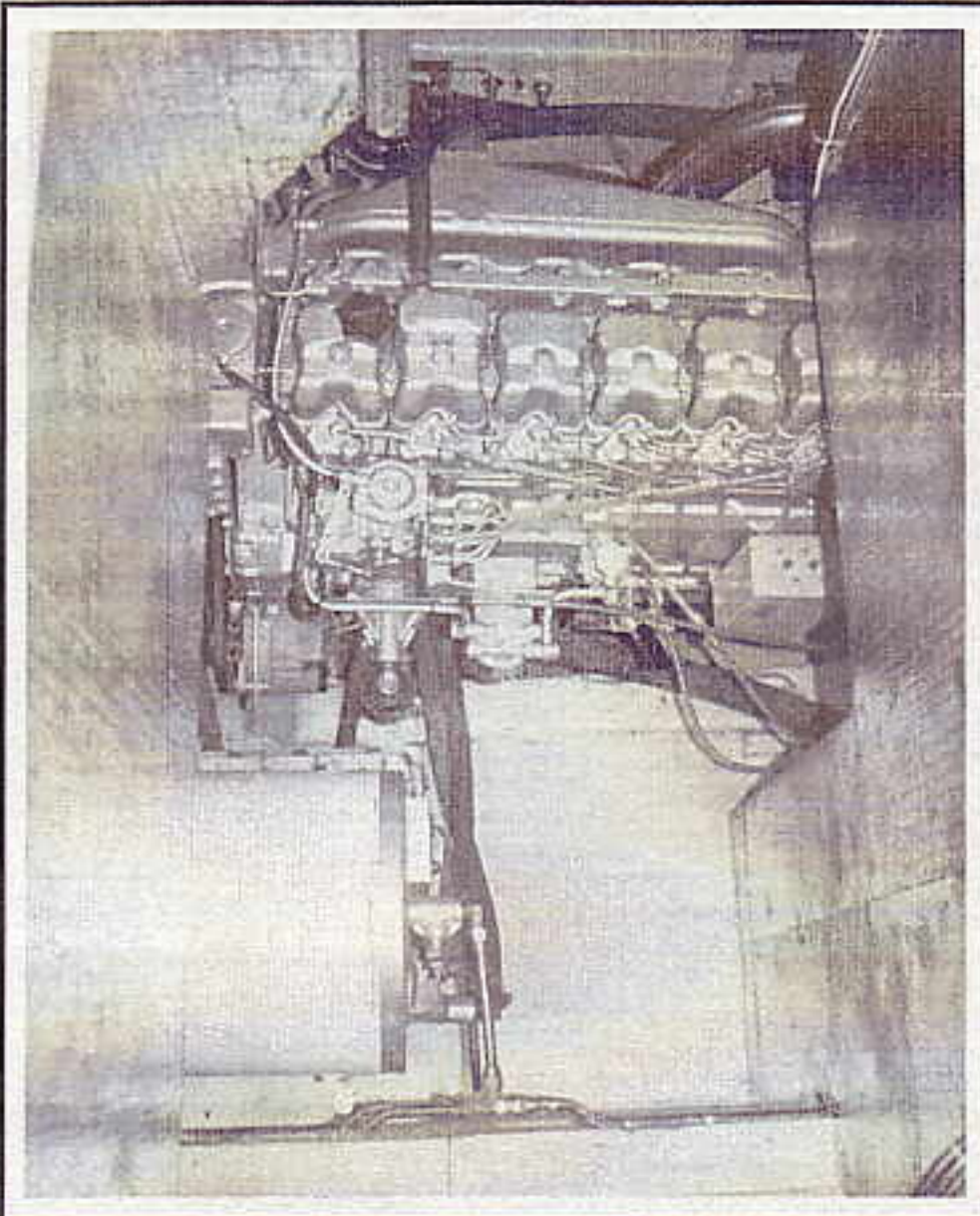
The Wheelhouse is where the helmstation, electronics installation areas, chart table, breaker panels and convertible navigator's berth are located. The entire area is encompassed by windows, giving excellent visibility both forward and aft.





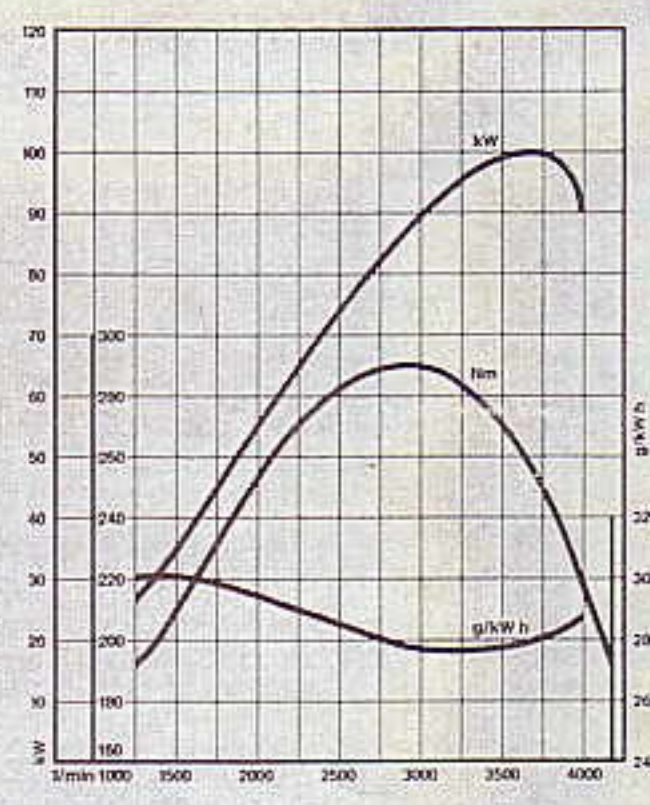
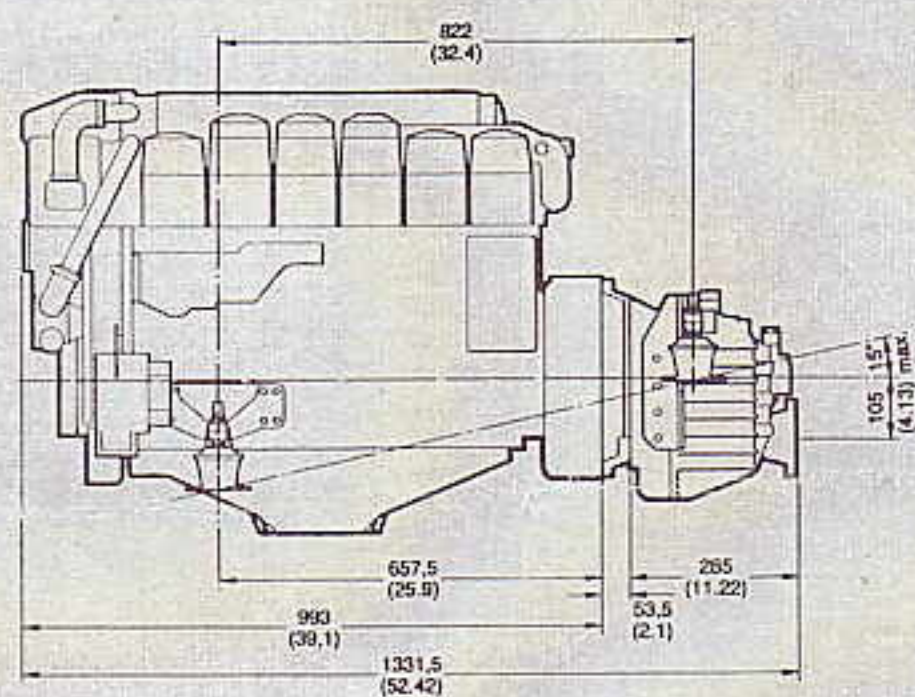
Galley: The spacious galley is arranged in a convenient U-shape. A bar counter, which runs out to the attractive bronze vent tube, houses the large top loading ice box. A three burner stove and oven is located directly beneath the opening window. There is a large double stainless steel sink, overhead cabinets with louvered doors and a glass storage rack. A large pantry cupboard located adjacent to the bridge companionway also cleverly serves as the engine room access door. Abundant storage areas are located throughout the galley and the entire saloon. A spirits locker, located between the convertible settee/double berth combination, allows walk-in access to the entire forward length of the bar counter. A unique fold-out table is located between the settee and the starboard side. Two movable teak chairs complete the seating for four.

Cabin Top: Surrounded by stanchions and lifelines, the cabin top will serve equally well for boat storage or as a sitting area. The decorative stack houses a propane or CNG tank. Coast Guard regulation lights are mounted to comply with international requirements.



Tankage and Plumbing: Stainless steel water tanks are located beneath the galley sole plates. Individual port and starboard deck fills marked for water and fuel, and selector valves, are conveniently located for control of the 125 gallon water supply. Aft of the water tanks, black iron fuel tanks hold 350 gallons. They are covered with fiberglass to eliminate rusting and are properly plumbed and designed for easy removal should repair ever be necessary. Bronze thru hulls with seacock valves are bonded together to eliminate corrosion. Hot and cold demand pressure water is supplied to faucets at the head, galley and shower. Hot water is supplied by a stainless steel 8 gallon water heater with electrical heating and engine heat exchanger. Salt and fresh water hand pumps are located at the galley sink.

Electrical System: American manufactured breakers are located in the inset wheelhouse panel below the nav station area, from where the color coded wires run to the various appliances throughout the boat. Individual 12 volt and 110 volt systems include master shut off switches, panel lights, function lights by each breaker, ammeters and voltmeters for both 12 and 110 volt shore power receptacles, night floor lighting throughout the boat, automatic bilge pump and conveniently located 110 volt receptacles located in all living areas, and dual heavy duty marine batteries mounted in fiberglass trays with selector switches.



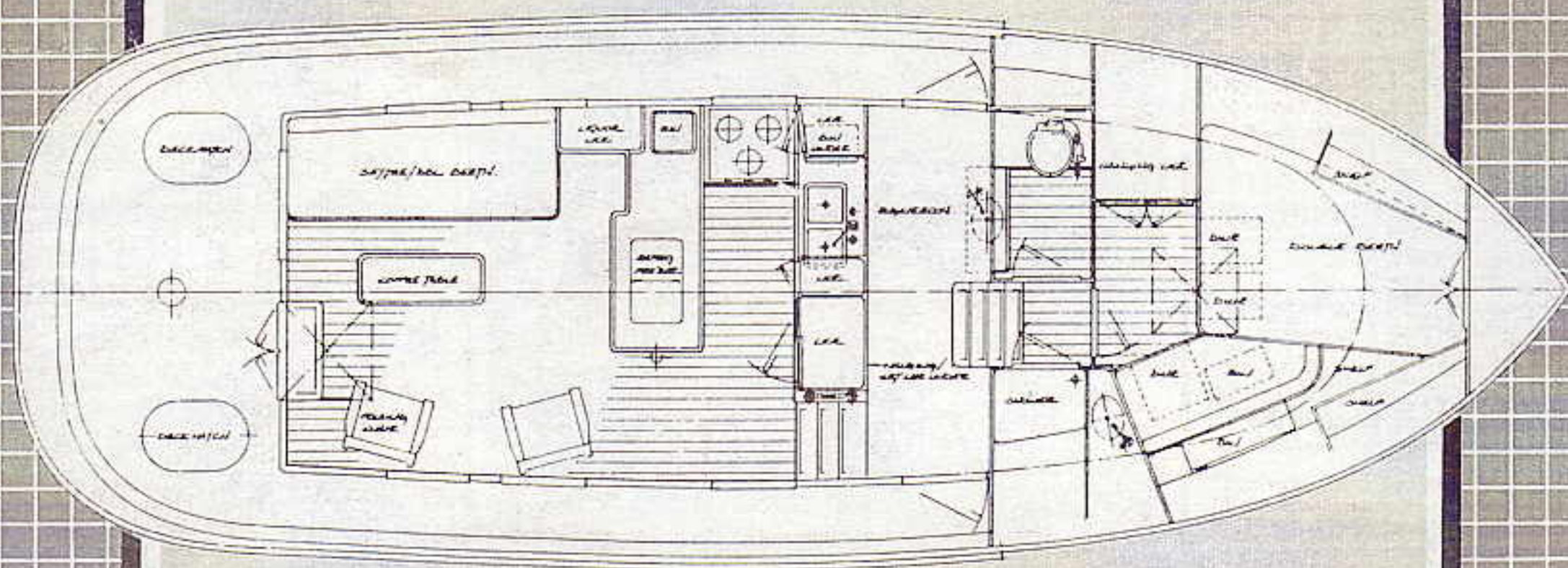
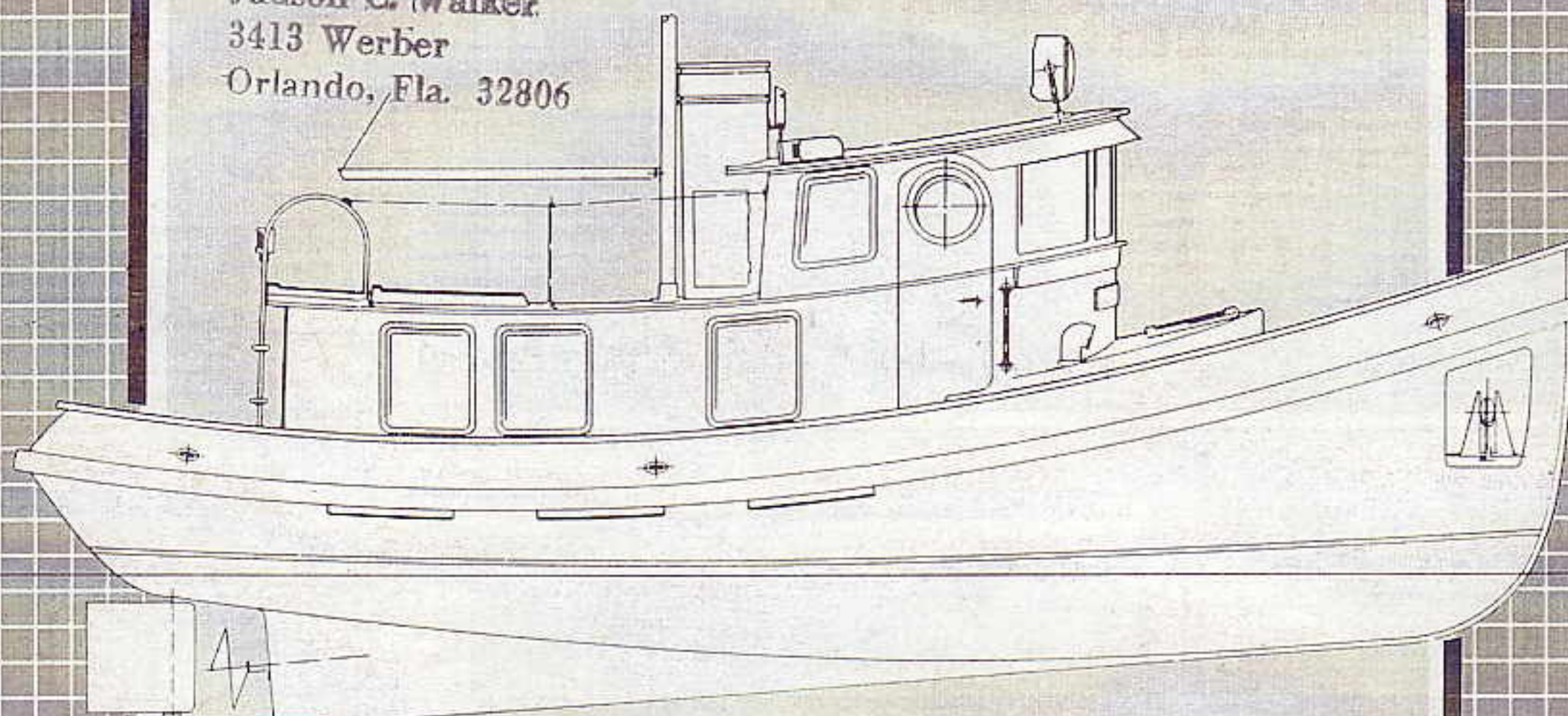
Engine: The Admiralty Ltd. Design Group, after weighing the pros and cons of other products, chose the BMW D 150W Marine Engine with 2.99:1 reduction gear by Borg Warner for use in the "Victory Tug." This engine's wide range of exceptional advantages, including parts availability, progressive engineering, quiet and smooth running turbo performance, twin circuit cooling, full instrument control panel, ease of maintenance, and fuel efficient operation, which at reduced speed will give the "Victory Tug" approximately 1,800 miles of cruising range. The engine compartment of the "Victory Tug" allows near standing room comfort in all areas. Access is found from the galley pantry cabinet which swings out, or from the wheelhouse sole plate. Heavy duty laminated engine stringers are fitted with steel sections to allow bolting of engine mounts. Beds are installed for optional installation of a generator set. Installation is quickly accomplished by removable stair sections to starboard of galley. Steering is accomplished by chain, cable, shiv and quadrant system. Optional hydraulic system may be installed upon request.

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**Specifications subject to change
without notice.**

Specifications

Length Overall	36'-11"
Load Waterline	33'-4"
Beam	13'-2"
Draft	3'-6 1/4"
Displacement	20,585 lbs. (approximately)
Ballast	3,000 lbs. (approximately) Iron