

## NORDIC TUG NEWS

WINTER 1981

Reprint from Volume II No 1,  
February 1981

This is the first of a quarterly newsletter that will keep you informed about new options and modifications to the Nordic tug. It will also include boating tips, cruising ideas, and upgrades on our owners. Jerrie Royce, Editor.

Because many of you are just becoming acquainted with the Nordic Tug, I am going to repeat some information for your benefit.

**CONSTRUCTION:** The solid glass hull varies in thickness from 3/8" to 3/4". The two hull stringers are 2x10's, 20 feet long and the two outboard hull stringers are 2x8's, 18 feet long. All are treated, clear dry fir. The engine bed timbers are 4x6's glassed to the 2x10's.

For the best protection against grounding and longer life for your boat, we use stainless steel for the rudder and rudder shoe.

Deck and cabin tops are balsa-core sandwiched in fiberglass for high strength and light weight.

**WEIGHT OF BOAT:** The prototype boat that was at the boat show weights approximately 7,400 pounds with all stores and equipment. we are attempting to have a completed Cruise Tug weigh out at 6,200 pounds, since keeping the boat light is one key to economy. Strength is still our first priority, however.

**STEERING STATION:** Since the steering is hydraulic, it is easy to install a second station. There are several ways to do this; all of them at a different cost. You can choose what is right for you when you feel the need for one. Generally the second station is installed on the aft end of the cabin (for fishing).

**HEADROOM:** 6'4" headroom is now standard in the pilot house. Headroom in our prototype tug, the "Red Apple", is 6'0".

**PULPITS AND RAILS:** Lynn Senour, the tug's designer has drawn up plans for appropriate pulpits and rails for the boat. These are being printed and will be available in a week or so.

**DIESEL STOVE:** We now have a Dickerson "Bristol" diesel range in the company's "Red Apple". The stack has been set up as a dry storage tank with gravity feed. This stove serves a dual purpose, providing heat as well as cooking facilities.

**DECK BOXES:** Fiberglass deck boxes have been designed to fit on either side of the aft door with access either from inside or outside. These are standard on the cruise tug.

**ENGINES:** Any small diesel engine works well in the tug. The standard we recommend is the Volvo 36 HP or the BMW 50 HP, both 3-cylinder engines. Here is some data to fill you in on some of the available engines.

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<u>MODEL</u>	<u>HP*</u>	<u>CYLINDERS</u>	<u>MAX RPM</u>	<u>RATIO</u>	<u>APPROX ADD'L COST**</u>
VOLVO	36	3	2500	1.9-1	Standard
BMW	50	3	3000	1.9-1	Standard
PERKINS	50	4	3000	1.9-1	No add'l cost
PATHFINDER	50	4	4000	2.7-1	No add'l cost
PATHFINDER	70	5	4500	2.7-1	\$2500
PATHFINDER	85	6	4500	2.7-1	\$3500

\* Mfrs. advertised power rating; may not be continuous.

\*\* Firm price quoted at time of order.

So far we have delivered four tugs. One of these is already on its way to Alaska. We will keep you informed of the ARCTIC TERN's progress as we hear from Andy and Sibyl Andersen.

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Reprint from Volume II No. 2,  
April 1981

As we promised, here is the latest news from the Nordic Tugs boatyard....

**PRODUCTION:** As many of you know, the Nordic tug was so right for today's boater that even we were surprised by an overwhelming 60 some orders following the Seattle Boat Show! So we came home from the show and immediately began to figure how to increase production to accommodate these (and new) orders. The first step was to engage an experienced production consultant. We brought in a person that has had many years experience operating his own boatyard, and recently has been a marine surveyor. Patterns and jigs have been made, drawings for each part have been done and scheduling has become an important new dimension in our existence. Results have been dramatic. We are now 1) Building better than 2 1/2 boats per month, 2) Will be building 3 boats per month in May, and 3) Will reach a sustained level of 4 boats per month in June. Then -- with luck -- we will move to 5 boats a month starting in August.

**YOU CAN REST ASSURED THAT SCHEDULES WILL NOT DICTATE COMPROMISES IN THIS BOAT. WE WILL CONTINUE TO BUILD AS STRONG AND HIGH QUALITY A BOAT AS IS POSSIBLE!**

**OWNER-COMPLETED BOATS:** In addition to our complete boat quota, we are hoping to be able to fabricate the glass pieces for at least one or more owner-

completed boats per month. This is a very economical and rewarding route to take -- particularly if you are interested in having a boat that is ready to run while you are finishing it! We encourage you to join us in building you tug -- we will do the major fiberglass work, install the engine, steering, doors and windows. Or any part of the boat you want -- you finish it, just exactly right. And of course we will be available for information and advice whenever you need it.

**NEW ORDERS AND NEW PRICE LIST:** There is a new April 15 Price List. We have increased the February 1981 prices just slightly -- and simplified some of the options on the back. We hope these prices will be good for some time (maybe ever the rest of the year, but no promises -- fiberglass just went up 11 cents a pound, for example).

**NEW ORDERS WILL GET SOME PRIORITY OVER OUR OLD ORDERS:** A peculiar situation, we admit, but to ensure our ability to buy new tools and tooling for a higher production rate, we have informed existing buyers that we will intersperse new (and higher priced) orders with our older orders in the construction schedule. We feel that most of our buyers are in agreement with the fairness of this plan.

**SPECIFICATION UPDATE:** To make the galley area more convenient, we have made a couple of changes: 1) We have moved the stainless sink forward 8" and 2) We have made

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the front opening Kool-a-Tron standard.

For those of you who are not interested in having a stove in the pilot house, you might want to consider this suggestion from one of our owners. They are having the stove location made into a settee so their children have a spot to sit.

**COLOR SELECTION:** You can choose from seven hull colors, now. They are Marine Green, Midwatch Blue, Sea Foam Green, Nomad Brown, Yuma Yellow, Chinese Red, and Antique White. Deck and Cabin are Antique White; with Granada Grey or Golden Brown decks optional. (Other colors are, of course, available, so please feel free to discuss your ideas with us.)

**OFFICE CREW:** We thought you might like to meet the various people you communicate with at Nordic Tugs

SUE is our corporate secretary, bookkeeper, and office manager. All financial correspondence comes from her.

LESLIE is our Product Information Manager. She responds to your phone calls and conducts boatyard tours. If you want to know anything about the tug, she's the one to ask.

KAREN is a high school senior who works part time answering the phone and doing all our important mailings.

I'm JERRIE, our Communications Officer. I do advertising, marketing, and newsletters.

**BOATS IN THE WATER:** George Frater's "Caryn Lee" was delivered to Seattle last month. Ward and Rita Willit's "Gentle Giant" is now plying the waters around Olympia. Dave and Wanda Helmick's "L'il Toot" is at home in Petersburg, Alaska, arriving atop a Foss/Alaskan barge!

Tom and Elizabeth Bucknell's "Sun Star" should be leaving soon, and Ole and Marge Johansen's "Hvaler", which is our hull # 1 that we have used for engine testing, is nearly complete. We are looking forward to delivering the keys to Ole -- who, incidentally is one of the few seamen in our area who has sailed square riggers around Cape Horn -- 7 times.

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SUMMER 1981

Reprinted from Nordic Tug  
Newsletter Dated August 12,  
1981

### \*\*\* THE 1/2 GPH SENSATION \*\*\*

Thanks for all your continued interest in the Nordic Tug. Your name is on our mailing list and we promised to keep you informed.

SHERRY LYNNE (tug #21) of Hoonah, Alaska just left here for home. She was the sixth tug to go to Alaska on her own hull. Owners report stable and seaworthy handling even in tough going. Their biggest problem seems to be in convincing their friends how little fuel they used!

DRAW TWO of Santa Barbara and RED, WHITE AND BOOZE of Bora Bora (really Newport Beach) have arrived in sunny California. Draw Two has to fish for a living, while R,W&B just has fun in the water. Both owners selected the Perkins 85 HP engine and report clean, green and glassy wakes behind the tug! Incidentally, we have installed the 3 Perkins engines, the Pisces 70 HP, as well as the Volvo and BMW. Call us for more discussion on any of these engines.

The OWNER REWARD system is now in place. Present tug owners may send names of prospects that have seen their tug. If that person buys a boat, we send 1% of the purchase price back to the owner who referred the buyer. This can mean a check for \$300 to \$500!

NEW PRICES IN SEPTEMBER are being charged. We announced a

price increase in our July 10th letter. Since that time, our new cost accountant has pointed out that the proposed increase would not be sufficient to meet the current level of expenses, ---particularly the effect of the 20% + interest rates being charged on business loans and new mortgages. Consequently we are increasing the standard Cruise tug price to \$43,750 instead of the previously announced level. Other models will be priced proportionately.

We have included several of the most-requested options to the "standard" boat however, which increases the value of the boat.

If you were just ready to ORDER YOUR TUG at the present prices, go ahead. We can deliver within 60 to 90 days of receiving your order. In fact, while producing four boats a month is now routine, we actually saw six leave in July! Several of those were semi-complete, which is still the way to go if your BUDGET IS LIMITED.

Please call if you have any question. You are important to us. And we certainly would like to build you a Nordic Tug!

**NORDIC TUG NEWS**

**FALL 1983**

Reprinted from TUG TALK,  
November 1, 1983

**GREETINGS!**

At Last, a brochure which gives you the whole scoop! Or... "EVERYTHING YOU ALWAYS WANTED TO KNOW ABOUT THE NORDIC TUG. (and then some) BUT WERE AFRAID TO ASK".

It has been a long time in coming, but you will agree, well worth the wait. Your comments and thoughts are welcome.

Due to increased material and operating costs, there will be a modest (less than 3%) price increase effective November 1, 1983.

Additional standard equipment includes:

- \*\* The Ritchie Helmsman Compass
- \*\* One windshield wiper
- \*\* An electric bilge pump

There is radar reflection in the stack, and extra effective sound deadening on each tug, too.

**Custom-built tugs?**

Nordic tug # 80 has just been delivered! Much has been learned during the past three years of tug building. For one thing -- no 2 tugs are alike! In our desire to accommodate each buyer's individual preferences, different heating, cooking, sleeping, galley arrangements, hull color, and of course engines have been selected by 80 owners. So, indeed the tugs are custom built and when compared to "assembly line" boats, the Nordic Tug is a great value for the money.

We have room for more orders in

our winter schedule! Because so many have responded to our recent \$6,000 credit offer, we know that there are two more discriminating buyers who have been waiting for this opportunity! Only condition is that you must have your financing in hand for startup on our schedule. Just think:  
\*\* You can order at the '83 prices until December 1, 1983!  
\*\* You can save \$6,000 on any model (except component parts)!  
\*\* You can have your tug delivered in Spring '84!

**Dealers**

Our search for qualified dealers continues. If you know of the right marine dealer to sell and service Nordic Tugs, please let us hear from you!

Seattle Kingdome Boat Show '84  
See you there! January 20-29th.

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Reprinted from Nordic Tug Owners Rendezvous, Port Ludlow, WA September 21, 22, 23 1984

For the early arrivers on the evening of September 21, Bea and Barry Binns served hospitality and coffee in their house at Port Ludlow; there were six boats owners present to meet and share their experiences.

Saturday found nine lovely little Nordic Tugs in the Harbor (Thistledown, Patty Ann, Chickadee, Puffin, Water Rat, Zora, Lady Bug, Mis-Con-Duck, and Sin Vela) and 27 owners who attended without their boats. We all enjoyed an informal open house aboard the boats where we met fellow tug owners, gathered and exchanged ideas on equipment, appointments, hot fishing areas and exceptional cruising areas. Several who came without boats said they would definitely bring them next year.

The highlight of the rendezvous, of course, was the buffet dinner party held the evening of the 22nd. There were 39 present - Mr & Mrs Stan Lovestedt, from Rochester, Minn were introduced as the couple who had traveled the farthest distance. Bea Binns welcomed all those attending and Barry chaired the after dinner discussion on organizing the group.

Using the format set by the Steering Committee those in attendance agreed that we should remain an informal organization using Port Ludlow as our home base and the location for the annual party

for the Nordic Tug owners. Volunteers for Chairpersons are as follows: Bea Binns will maintain a current roster including addresses and boat names; Bill and Kathy Allen will co-host the annual gathering with the Binns; Clyde and Luci Dawson with Stew and Jo Collester will prepare and mail a quarterly newsletter. It was decided that annual dues would not be required but funds to cover incidental costs could come in the way of donations. Clyde Dawson offered to cover the costs of the first newsletter.

Three of the Nordic Tug builders were present for the dinner - Gail Davis, Jim Husted and Leslie Mayer. We were told that a '32 Nordic Tug will be introduced after the first of the year. We in attendance were certainly aware of the genuine enthusiasm and pride that the building staff have for their boats and we thank them for attending our function.

August 10, 1985, will be the date for our next rendezvous; please put the date on your calendar and plan to join us by land, sea or air for a Bar-B-Q and a good time. More details later.

May we offer a BIG round of thanks to the Binns for all their efforts in getting the group together. We can well appreciate the time spent on gathering the information on all owners and then contacting each one of us. Their Nordic weekend was a total success and the buffet dinner meeting a memorable evening.

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A special thanks to Lew Garling for handling the duplicating and mailing of the invitations and the follow-up letter.

Thanks, too, to John and Patty Goodman, Gene and Gerry Pardee, Russ Casson, Peg Martin, Lew Garling and George Frater for serving with the Binns on the Steering Committee.

Bill and Kathy Allen (tug "Puffin") are editors of a new publication called "Northwest Reach". They had complimentary copies of their first edition available for those attending - they say "Whether you are weekending at one of the many Puget sound communities or parks, taking an extended vacation, or just cruising to a local restaurant for dinner, their magazine should prove to be a handy guide." If you are interested in their current or next annual edition write Puffin Press Publishing Co., P.O. Box 277, Burley WA 98366 or phone (206) 876-8455. In case of interest, Bill says his boat is "Very much at home in 12' waves" - gulp!!

Before departure Sunday "Sin Vela" led the participating boats in a celebration circle - many thanks everyone for attending.

Congratulations to Russ Casson and Peg Martin on their upcoming wedding plans. We heard Dick and Betty waited a full week for repairs on the "Zora" - but Port Ludlow wasn't such a bad place to wait for a little repair work was it?

We would appreciate your response to the following

questions so that we can share all information in our next newsletter also any comments or suggestions would be welcomed:

1. Would you like coffee mugs, duffle bags or tee shirts available with Nordic Tug logo?

2. Anybody out there want to chair the above committee? The Nordic Tug builders said that perhaps they could find a corner to house the above supplies if someone could come to the office on a regular basis to do the bookwork involved, etc.

3. What equipment or modification have you incorporated in your tug? e.i.: Russ Casson raised his galley counter top to accommodate a bread board which serves also as additional counter space. He also has a neat little ships lantern over the table. The Binns have a Sailing Foundation's Life Sling with an "Anchor Cranker" which serves as a winch to hoist the person aboard. The Garling's say that their Tiny Tot Fireplace really takes the chill off on cool mornings.

4. Do any of you have any objections if I include the address and names of all Nordic Tugs in the next newsletter?

Thanks to George Frater, "Caryl Lee" for furnishing the enclosed information - its a good beginning for some ideas. George's address: 2300- Marine View Drive S, #B107, Seattle, WA 98188 (206) 824-6181.

Happy Motoring everybody!!!

Jo Collester, P.O. Box 238, Park City, Utah 84060 (801) 649-4130.



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SPRING 1985

Reprinted from Nordic Tug Newsletter, April, 1985.

Spring greetings, fellow tug owners, and a fun time to plan trips with our boats. In order to send an up-to-date newsletter in September, I would really like to hear what all of you are doing or have done so that I can share your adventures and experiences with other owners.

Our "Tug In" Rendezvous is in the planning stages at the present time. The date is set for August 10th which is a Saturday. Bea Binns and Kathy Allen have met with the Port Ludlow Resort and report that our Bar-B-Q at the Lagoon will be chicken and ribs with all the trimmings. As with everything, it will be a tad more expensive this year coming to a total of \$15.50/person (including gratuities); children under 12 will be \$12.00. The Club plans to offer a no host bar with drinks selling for \$2.50/drink \$1.75 for wine and beer. The time has been set for cocktail hour at 5:30 and dinner at 6:30. Total payment for the dinner must be mailed to Kathy Allen, 12190 Oakridge Drive SW, Port Orchard, WA 98366, 2 weeks prior to the event - sorry about this but we came up so short on funds last time because a few that reserved didn't make it and therefore were not on hand to pay.

We will have a discussion time during the evening so please bring topics and ideas that we can share. A good idea, ladies, would be an exchange of recipes and galley

efficiencies.

Anybody out there with any talents to share during the evening? We hope that we can count on Dick Srok to bring his accordion and perhaps we might recall some songs from yesteryear. We would welcome anyone who is willing to contribute to the entertainment.

Let's all try to come the day before or at least early Saturday so we'll have a chance to do some visiting and for those who come by boat, we would like to come aboard. It's time to get acquainted!!!

I had a great letter from Stan and Seiberta Lovestedt that I'd like to share with you. With their "Nordic Star" they plan to redo their '83 trip to the bottom of Lake Ontario - 100 days and 3,000 miles - Seiberta must have some outstanding galley ideas. What an exciting vacation, happy cruising. Stan also gave some valuable feed back from my last newsletter request of ideas to customize the galley storage, many thanks to you!! You all may gain some help from his changes. They put 3 shelves in the after cabin locker which makes for super storage. They added shelves and doors under the v-berths, added a shelf back of stool in head for zip-lock bags for towel sets or whatever, installed a door from aft cabin under pilot seat, added a shelf in forward locker, located AM/FM cassette radio controls and VHF on shelf just aft of the pilot's seat, level with top of back rest, radar reflector in stack, and

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auto pilot control just above forward pilot house steps. Stan has used telescoping aluminum poles and nylon from a sail boat for aft deck awning. For insect control they use nylon net in door ways secured with Velcro "dots". They added a sail boat type refrigerator made with an Adler Barbour compressor that is located in the engine room. A wonderful idea was their installing a cabinet in the space normally occupied by the Tiny Tot, it has two shelves with a door on the amidship side. It allows them to use an insert between the cabinet and the control unit, voile, a perfect chart arrangement, store insert beneath forward mattress. Thanks, Lovestedts: that's the kind of input I need - good ideas for everyone!

Their suggested ideas for builder changes are hinged doors rather than expensive teak, more opening windows. He would have liked p/s fuel tank with p/s fillers large enough to accept the nozzle from a tank truck, also a p/s water tank. Do all you ladies understand this?

I'm sure you have all heard the exciting news about the 32 footer currently being build. The Binns along with several other Tug owners attended the open house in Woodenville. I understand that she is quite a vessel. Best wishes to our Nordic Tug builders!!!

I saw the Binns in Port Ludlow recently, which was a short visit before they were off with fellow boat owners for a weekend in Pleasant Harbor. We

had hoped to join them in the very new Dawson/Collester Tug "Puget Putter" but instead we became very involved in docking practice, confidence building, and outfitting. We were amazed at the amount of equipment we were able to comfortably store aboard, and we do love our boat.

Between George Frater and my mail box, we received only six responses regarding mugs, etc. The lists of items that could be available was sent as a survey to determine if there was enough interest to pursue further. George will be pleased to send copies of the lists to any of the owners interested. At the present time please understand that none of the listed items are available. George's address is: 23009 Marine View Drive, south #8107, Seattle, WA 98188.

LATE FLASH: Jerry Husted DID have some jackets, caps, and polo shirts made up with the Nordic logo. They can be ordered through Nordic at Woodenville. Jackets are windbreaker style, nice 65% poly, 35% cotton, for \$22.50. Polo shirts are polo/cotton short sleeves for \$16.00. Poplin caps with visor are \$12.00. Leslie says "Plus \$5.00 per item for logo setup. Color: Red with grey logo.

Well, friends, that about does it for this session. Please let me hear from you and do plan to attend the rendezvous!!! You'll be receiving more details regarding the August "Tug-In" in July.

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**SPRING 1985**

Those wishing to stay at the resort in Port Ludlow should contact them three months in advance for reservations in August. Address of Resort: The Resort at Port Ludlow, 781 Walker Way, Port Ludlow, WA 98365 (206) 437-2222.

Does any one want to donate a few stamps for the future newsletters? We now number 105.

Ladies and Gentlemen start your engines and enjoy.

Jo Collester, P.O. Box 238,  
Park City, Utah 84060 (801)  
649-4130.

P.S. The Collesters had an outstanding ski season here in Park City - you all should really come give it a try.

Reprinted from The Nordic Tug News, Newsletter for Nordic Tugs, Dated May 1985

**THE LATEST 32' NEWS**

Most of you have already heard the good news about the 32', but just in case you missed it, here's an update: When it was launched in February and taken to the test, the new 32' proved to be everything expected, and more!

With the optional Yanmar 6 cylinder 145hp diesel, the speed was 12.5 knots at 2850 RPM. Fuel consumption was 2.475 gph average at an estimated 9.5 knots average.

There was an overwhelming feeling of power and stability as the bow parted the waters of Lake Washington. This is no toy - it is a staunch vessel!

The roominess of the 32' is startling! One feels almost dwarfed by the spacious aft salon. The layout of the pilot house, forward stateroom, and head is designed to provide abundant space for comfortable cruising, entertaining, or even living aboard. Yacht Traders, our Illinois dealer, has taken the first 32' to show to Mid-America. They would be happy to have you see and drive this gorgeous boat. Call Ron Setina or Bob Brncich at (815) 476-6432.

**YANMAR UPDATE**

Gary Smith, owner of 26' #101, "WOOD DUCK" reports that his 55 hp Yanmar engine is so quiet that the ducks are startled when the bow of his boat touches their tail feathers! Yet, he also tells that even at 11.5 knots (top speed), there is little noise - whisper quiet! Yanmar tells us the turbo contributes to the quietness by breaking up the noise normally coming from the air intake. Even more sophisticated is the intercooled, turbo engine.

The first of these new engines (65hp) is installed in Nordic's #110. We'll report on its performance later, or call us if you are as curious as we are.

**MAILING LIST**

Do you enjoy receiving the Newsletter? Do you find them informative and fun? What sort of news would you like to see more of? Would you like them more often, more technical, having more pictures, etc.? We'd appreciate your input.

**NEW COLOR BROCHURE**

Nordic Tugs has outgrown its existing color brochure. With the advent of the 32', it is obvious that a new brochure is in order! The new one - still in the design stages - promises to be even more exciting than the current one on the 26' tugs.

A fold out format, it will include both the 26' and 32' - with full color photos, technical data, and a surprise! When it is completed, we'll send a copy to everyone on our mailing list.

**TIME SHARING**

One of the most popular ways these days to own the boat of your dreams is to get together with 1, 2, 3 or even 4 other people who share your idea of a dream boat, buy it, and then share the costs, and the time you spend on the boat. It is a practical and profitable way to have the boat (a Nordic Tug!) you've always wanted! Elliot Bay Yacht Co. in Seattle would be happy to give you the details. (206) 285-9499

**DEALERS WANTED**

Dealers are needed in: The East coast of Florida, Ohio, the Gulf Coast (from Texas to the Florida panhandle), and Anchorage. We'd welcome inquiries from qualified marine dealers from any of those areas.

**TESTIMONIALS**

Most Nordic Tug owners would be delighted to talk with anyone seriously considering the purchase of a Nordic Tug. There is nothing more convincing than hearing first person tales and testimonials! You can be sure they will give you the straight scoop about Nordic Tugs - from the vantage point of personal experience. If you would like to chat with an owner, please contact Leslie at the boat yard, and she'll put you in touch.

**VIDEO NEWS**

To enhance the visual "thrust" at boat shows and in dealer showrooms across the country, a video tape was made showing the new 32' under way, along with a second segment showing the 26' performing solo and then joined by the 32' for several maneuvers! If you would like to see this video, contact the nearest dealer, or rent one from the factory. Send us \$5.00 and we'll send you a rental copy with a stamped self-addressed box to return it in. Or keep your own copy for \$25.00.

**USED TUGS**

With the coming of the 32', we are receiving some interest from 26' owners who would like the larger tug. Currently, we know of one nearly new (delivered a year ago) which has been on its trailer most of the year, and covered. This beautiful green cruise tug is one of the finest built by Nordic Tugs. It is equipped with just about every available option. Because this tug is so special, it will appeal to a special, choosy buyer. If you would like more information about this boat, or any of the others on the market, give Leslie a call.

**LONG-DISTANCE AIR FARE POLICY**

In the days before we had dealers, we had a policy which

allowed people who live a long distance from the factory to fly to Seattle and credit the air fare (round trip for one) to their order. Unfortunately, there are many areas which are still not served by a dealer and many of those people may be serious enough about a Nordic Tug to take advantage of this policy - which is still in effect.

**GELCOAT BLISTERING**

Blisters in the hull of fiberglass boats, below the water line - is a surprising and distressing turn of events in modern boat building. A material so seemingly impervious to the elements, seems to have a weakness after all. Naturally a great deal of study has gone into the problem - from small boat yards, to insurance companies, marine trade organizations - and resin suppliers. The most definitive study to date is reported by AMOCA Inc., a petrochemical company that supplies resin chemicals to the marine industry. They report that, whatever the cause of the problem, the best solution to date is to change from ortho-based gelcoats and resins to isothalic based materials. Their tests show that 'iso' gelcoat, and 'iso' laminating resin used in the skin coat over the gelcoat appears to greatly minimize or eliminate the problem. They are only able to test with accelerated exposure types of tests (hot water, polluted water, pressure, etc.) but report that this change seems to work. We are happy to state that Nordic Tugs are built using this latest technology, and we should be one of the few builders with very few problems of this nature.

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Reprinted from 1985 Nordic "Tug In" Port Ludlow, Washington, dated October 1985.

Thirteen tugs plus owners, of course, gathered 10 August for the second "Tug In" and every one thoroughly enjoyed touring the 10 visiting and the 3 resident boats in the Port Ludlow Marina. Two additional owners attended with out their boats - a good turn out and a good time had by all!!!

In my absence, Bea Binns was kind to take notes and send them on to me. Stew and I were disappointed that we were unable to attend. Thanks, Bea!

It was reported that the weather was "very nice", the food "deel-icious" (catered by the Resort at P.L.). May I, on behalf of those who attended, say great big thanks to the Binns and the Alley's for their help in organizing the rendezvous for all to enjoy. A quote from Bill & Kathy Alley after the Tug In, "We had a wonderful weekend, made new friends, and ate too much - who could ask for more?"

Several boats arrived Friday and owners visited together informally. George and Mary Beck had ARIEL from Ketchikan, Alaska. This was the Nordic Tug recently written about in "Nor'Westing" magazine. Many of those present quizzed them extensively about cruising to Alaska in the tug. They cautioned to consider and time the trip according to the tidal currents and heights all along the British Columbia coast and in Alaskan waters. Currents through the various passages, narrows, etc. are, at times, quite excessive (7 to 11

knots), and the tidal swing is also greater than most of us are accustomed to. Of course you can't be in a hurry - plan "lay-over" time as weather conditions can change quickly. Chances are a few days can make a great differences in the comfort and safety of your next leg of the voyage. If you can acquire local knowledge of some of the areas, it is very helpful.

Ed & Jo Howell (NUDIBRANCH), from Carmel, CA, especially enjoyed talking with the Becks. The main reason they attended the "Tug In" was to gather information on Alaska cruising.

There was great interest in getting together for some group cruising in and around Puget Sound & San Juan/Gulf Islands.

Next year you must ask Dr. Chuck & Josie Bogue how "THAT GIRL" got her name. I love the story. I believe the following Boat Special Window Cleaner came from Josie:

1 pint rubbing alcohol  
1/2 cup sudsy ammonia  
1 teaspoon Dawn liquid soap  
add all three ingredients together in a glass gallon jug and fill with water.

Russ and Peg Casson (PATTY ANN), married since '84 rendezvous and very happy, will plan a San Juan Tug Cruise for late May '86. More word on this later. Their current address: North 110 Potlatch Rd, Shelton, WA 98584.

Gary Smith/Janet Tracy (WOOD DUCK) agreed to chair next year's Tug In. Contact them if you have information for them. Their address: 3138 Shali Dr

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FALL 1985

NE, Bremerton, WA 98310.

ANNOUNCEMENT: GAIL DAVIS (and WHO with a tug doesn't know Gail and everything she knows about each of our boats!!!) IS NOW PRESIDENT OF NORDIC TUG, INC. - CONGRATULATIONS LADY!!!! She expressed a desire for feedback from tug owners - positive and negative. Nordic wishes to keep abreast of ALL developments on the water. BEST OF LUCK AND BEST OF BUSINESS TO NORDIC AND GAIL!!!

News from summer cruisers:

Red & Missy Nickerson in the QUEEN BEE were in the San Juan Islands in May then took her to Wyoming where it caused much comment! In their letter they said they planned to have her on Yellowstone Lake in August, Lake Powell in September or October and on to Lake Mojave for the remainder of the winter. They say she is a super boat and that they, as two ex-sailors, are really having a ball with her.

A letter written aboard the NORDIC STAR from Stan & Seiberta Lovestedt relates their summer voyage. From Apostle Isle area of Lake Superior to Midland-Georgian Bay (side trip by car to Toronto), then eastward on the Trent-Severy Waterway (? - sorry, Stan, I can't be sure I read your writing correctly - and our condo in Utah doesn't have waterway maps) then home by way of Huron, St Mary's River and northern shore of Lake Superior. They say the NORDIC STAR has been above reproach or criticism - except heavy beam seas. Stan says the autopilot is without doubt the

next most valuable item aboard - Seilberta is first!!! They say the tug is a real attention getter and probably causes as much curiosity as anything afloat and they love Canadian cruising. They expressed their disappointment they could not join the "Tug-In" but "... in a 5 month boating season one simply must 'tug'!"

Many thanks to the Bogues, Phillips, Alleys, Frater, Nickersons and Lovestedts for the stamp money contribution.

I would like to hear from more of you boat owners. There must be many experiences and adventures that should be shared with fellow tug owners. Please take a few minutes and drop me a line.

Those present at the Tug-In:  
PUFFIN-Bill & Kathy Alley  
ARIEL-George & Mary Beck  
SIN VELA-Barry & Bea Binns  
Hull #78-John & Jan Burdette  
PATTY ANN-Russ & Peg Casson  
PUGET PUTTER-Clyde & Luci  
Dawson

ELF-Mike & Cheryl Emby  
CARYN LEE-George Frater  
NUDIBRANCH-Ed & Jo Howell  
SANDITA-Colin & Sandy McKay  
WOOD DUCK-Gary Smith/J. Tracy  
LADY BUG-Dick & Carole Williams  
NORMA'S CONCENT-Pat & Norma  
Harkins  
Hull #54-Don & Clara Phillips  
Nordic Tugs- Gail Davis & Al  
Harlan

Best wishes to you all and I hope you have a pleasant winter.

Jo Collester, P.O. Box 238,  
Park City, Utah 84060 (801)  
649-4130.

October 12, 1985

NOTE FROM STEW COLLESTER

As you may know, Jo and I are shareholders in Nordic Tugs Inc. and, additionally, I am a Director. I had wanted to make a pitch to you tug owners regarding Nordic but unfortunately neither Jo nor I could be at the recent "Tug-In".

We know that whenever we dock with our tugs we encounter a number of people who seem interested in the Nordic Tug concept. In such situations, those who are interested should be referred to Nordic President Gail Davis or to Larry Chamberlain. Larry has the newly created job of National Sales Director and, in my opinion, is so far doing a fine job. Better still, you tug owners could be of great help to Nordic if you would get the name and address of those who seem genuinely interested and send this information to Gail or to Larry (Nordic Tugs, Inc., P.O. Box 314, Woodenville, Washington 98072) - this is better because then Nordic can follow through with calls, meetings, appropriate brochures, shows and actual demonstrations.

Another thing which may be of interest. Nordic is under-subscribed in its capitalization plan (selling of shares of its stock) - all sales have been at \$100 per share and Nordic would like to sell another 2,000 shares in lots of as many as possible in order to avoid the complications of having a large number of shareholders in fact, Nordic can have, as at this date, only about 20 more shareholders because of statutory limitations). If anyone is interested contact Gail collect at (206) 481-5502. I am not soliciting on behalf of Nordic and I would be the first to point out that considerable or great risk is involved in such an investment. On the other hand, with the recent formation of the sales group and with the publicity that the boating and sailing press media seems to be giving Nordic, I personally am betting that Nordic will make a go of it.

Nordic is currently working on hull number 113 for 26' boats and number 4 for the 32' boats

Thanks for letting me bend your ear.

Sincerely,

(signed Stew)



## NORDIC TUG NEWS

FALL 1985

Reprinted from THE NORDIC TUG NEWS, Newsletter for Nordic Tugs, October 1985.

### EDITORIAL COVERAGE - NORDIC TUGS FEATURED IN NATIONAL MAGAZINES

Ed Muhlfield, **YACHTING's** editor in chief, recently borrowed 32-2 from our dealer, Skip Publicover in Boston. He and his staff covered a major cruising event and got an opportunity to use Nordic's new 32' Cruise Tug. He called us to let us know that a feature article, along with three spectacular photos, would appear in the November issue - which will hit the newsstands toward the end of October. Be sure to be on the lookout for this exciting story.

**LAKELAND BOATING**, a regional publication which serves the Great Lakes area, will also be featuring the Nordic tugs. Katie Hamilton and her husband spent time aboard a 26' cruise Tug, and have written about their experiences. We will see that story in the November - December issue.

**POWER AND MOTORYACHT**, a relatively new boating magazine, will include the Nordic Tugs in an issue featuring unique boats on the market. We hear that this article will be in the January issue. If you are not familiar with this new magazine, you might pick up an issue - it's always fun to read about boating from a new perspective!

### VHS VIDEO READY

Since there are so many people

who haven't the opportunity to see a Nordic Tug in person, a video tape is now available showing both the 26' and 32' Cruise Tugs in the water. Gary Smith, video producer for a local T.V. station, and owner of tug number 101, created a tape which shows both tugs maneuvering around Lake Washington here in Seattle. While the "plot" isn't very deep, the shots of the tugs and a couple of the otters and seals will capture your attention!

We will be happy to loan you a copy. Please send us \$20 refundable deposit on the tape, and a copy will be on its way.

### '85 TUG-IN

The second annual "TUG-IN" was held again this year at Port Ludlow Resort, Washington. Thanks to a summer of unusually hot and sunny weather, the weekend of the event was superb! Eleven 26' Nordics were in attendance along with their owners, and owners of tugs who could not make it by water. Total count was around 50! It's pretty impressive to see a dock lined with Nordics of all colors (see enclosed photo card of last year's TUG-IN). This is the owner's own club and guests are welcome!

### TEXAS COAST BOASTS NEW DEALER

The latest dealer to represent Nordic Tugs is LAKESIDE YACHTING CENTER in Seabrook, Texas. They are the pioneers along the Gulf States, and are anxious to show and sell Nordic Tugs! Please give them a call if you're in the neighborhood! (713) 326-5547.

**32-3 UNDER WAY (CONSTRUCTION, THAT IS)**

Arrangements have been made to build a "spec" 32' tug - to insure that this year there will be one to display at the big Seattle Boat Show in January!! The problem with this larger model will be the availability!! In order to keep up with the demand, this new plan is in effect with 32-3. These spec boats will be for sale. Call for particulars.

There will be a private showing of this red hulled beauty (sister to 32-2 shown in upper right corner of the photo card enclosed) during the latter part of October. At that time, demo rides will be arranged. Call us if you'd like special notification of this event.

**BOAT SHOWS**

Summer and early Fall is the time for In-Water shows all around the country! Boston and Michigan City had their Boats-A-Float Shows during August. 32-1 was sold at the Michigan City Show much to the delight of Yacht Traders, not to mention the buyer!! Skip Publicover had 32-2 in the Boston In Water Show, and reported hordes of enthusiastic lookers!

Coming up is a show in Annapolis (U.S. Powerboat Show October 10-13). That will be a first for Nordic Tugs!!

The Houston in-water show this month boasts the first Nordic Tug to be exhibited. There are a great many Texans who are happy about that news!

**F.Y.I. DEPARTMENT (FOR YOUR INFORMATION)**

U.S./C.G. vessel documentation is a one-time process of registering a boat with the Coast Guard rather than a state agency. The boat is registered by its name, homeport, USCG number and tonnage. A boat which is documented is easier to finance, buy or sell. The reason for this is that the history of the boat from the builder to the present owner is recorded with the Coast Guard. Boats which are documented enjoy privileges and prestige which undocumented boats do not! Not all boats are documentable. As a point of interest, Nordic Tugs are!

**MARINE SURVEYS**

Most banks and insurance companies ask for a marine survey of a vessel before they will finance and insure it. People often ask if this is necessary, especially if the boat is new.

The reason is simple - there are often enough potential problems to justify this request. Buyers of imported boats, especially, have been urged to have a survey prior to taking delivery. Every boat, if carefully built, should welcome a survey.

We have had buyer's surveyors at our yard many times, and are happy to let them "do their thing!" The survey reports and remarks about the tugs are proof of the extra care we take in every phase of construction.

**PERSONNEL CHANGES AT NORDIC**

**Gail Davis** was elected President and CEO of Nordic at the last directors' meeting. From plenty of "hands-on" experience in every phase of Nordic's construction to an absolute tyrant as head of quality control, we know Nordic Tugs will continue on in the tradition of its high standards of quality.

**Larry Chamberlain** has recently joined Nordic as National Sales Manager to oversee the acquisition and training of dealers. Larry has been closely associated with the company since 1978. He recently sold his own successful machine tool business.

**NORDIC TUG DEALERS**

**Yacht Traders**

RR4 Box 254  
Wilmington, IL 60481  
(815) 476-6432

**Parker River Yacht Yard**

Rt. 1 A 292 High Rd.  
Newbury, MA 01950  
(617) 462-4551

**Barcelona Trading Company**

P.O. Box 3245  
Annapolis, MD 21403  
(301) 586-2844

**Lakeside Yachting Center**

2515-B NASA Rd. One  
Seabrook, TX 77586  
(713) 326-5547

## NORDIC TUG NEWS

SPRING 1986

Reprinted from The Nordic Tug News, March 1986.

### TUG OWNERS SCOOP

The Nordic Tug Owners Association is an active one. Their activities boast barbecues, short business meetings, and lots of exchanges of where to go "tugging", how to increase storage space, which equipment works best, etc., etc., etc.!

This same group of fun-loving folks is planning a 2 week reunion cruise for late May in the San Juan Islands, in north Puget Sound. Several tentative stops include Victoria, B.C., exciting Friday Harbor, and historic Port Townsend.

A winter cruise is also in the works. True boaters in Puget Sound know that winter time is best to cruise from many aspects - providing you have a stove or a heater on board.

The Annual Tug-In will be held in Poulsbo, WA in September this year. Poulsbo is a quaint town of Scandinavian heritage with great overnight facilities and much hospitality to offer.

### DEALER NEWS

Nordic Tugs, Inc. is proud and delighted to announce the appointment of these new dealers.

NORTHCOAST TUGS & BARGE of Friday Harbor, Washington. Aply managed by Mark Rice, Manager, and Cynthia Todd, V.P., they will serve seven counties around Puget Sound. An exciting aspect of this dealership is that tug

prospects will be flown to San Juan Island to see or drive a tug! Their new tug "MIDNIGHT EXPRESS", is midwatch blue and has the first 77 HP Yanmar diesel.

Mark and Cynthia got their "feet wet" at the Seattle Boat Show in January and got them wetter still at the Tacoma Boat show in March. Please feel free to give them a call or drop them a note. P.O. Box 928, Friday Harbor, WA 98250. (206) 378-2699.

EVERETT YACHT SALES OF CALIFORNIA made their debut on the California market at the Marina Del Rey Boat Show February 27-March 3. Despite the fog and lack of sun, the show was well attended and the # 32-3 red tug made quite an impression! The next stop will be at the Newport Power Boat Show, Lido Marine Village April 16-20. There is an possibility that they will be showing a blue Sport Tug with 100 HP Yanmar! The ideal tug for the sunny climate.

Call Doug Miller at (805) 966-2737 or Gordon Collins at the toll free number 1-800-248-TUGS number. Or write for information: 110 Burton Circle, Santa Barbara, CA 93101

### ENGINE INFO

Yanmar continues to manufacture top quality diesels! The new 4JH-DTE77 HP appears to be the ideal engine for the 26' tugs! Because it is turbo charged and intercooled, there is barely a whisper of noise and virtually no vibration at any range--plus there is plenty of push to

provide speeds up to 13 knots using less than 2 gallons per hour!

The 32' tug has had both the turbo 6 cylinder Yanmar and the turbo-intercooled versions (145 HP and 175 HP respectively). Both are super performers and provide top speeds of 13.8 and 16.8 knots, with continuous cruising speed of 12 and 15 knots respectively.

#### KNOWLEDGE IS SAFETY

Nordic Tugs, Inc. has always been obsessed with safety--the tugs are built with that in mind. So, when we see something like the following, we want to be sure to pass it along.

Now you can dial 1-800-336-BOAT to reach BOAT/US Foundation to get the nearest FREE boating courses offered by the U.S. Power Squadron, the Coast Guard Auxiliary, the Red Cross, and State Agencies. You'll find out the location of the closest to you as well as the name of a local contact who will fill you in on the details.

These courses are INVALUABLE and you even help reduce insurance costs in many cases. You'll enjoy your tug so much more when you have the knowledge to help yourself and others through sometimes difficult situations.

#### THE SURPRISE TUG # 32-4

The surprising thing about this silver grey and blue 32 footer is that it does not ka-chug, ka-chug! It screams along at

19.9 knots! The reason for the high speeds is that it has a HUGE Caterpillar 3208T, 300 HP diesel! Of course, it is not as fuel stingy as the yanmar, using 6.5 GPH, but boy, can you get there from here in a big hurry! The nice thing is that it is very smooth, (although not so quiet). This big tug just proves that Nordic Tug has something for EVERYONE!

In addition to the large engine, this tug has the latest high-tech control system called ELECTRO-HELM developed by a Seattle firm. The device is a hand held control for steering, engine functions and plugs into several different stations on the boat. You can drive from the topsides, or do fishing and piloting from the aft cockpit. We expect to see lots of Nordic Tugs with this option!

#### LOW INTEREST RATES

Now is the time to seriously consider the purchases of a Nordic Tug! Lending institutions are eager to make marine loans these days. With interest rates continuing to "plunge", it makes good financial sense to buy now.

## NORDIC TUG NEWS

FALL/WINTER 1986

Reprinted from TUGTALK  
Fall/Winter '86

### CHRISTMAS BOAT PARADE PARTY

Joyce Bogue will host (hostess, actually) a Christmas Party for Nordic Tug Owners at her condominium in Gig Harbor on Saturday, December 6th from 4:00-8:00pm. It's the night of the annual Gig Harbor Christmas Boat Parade, and Josie's condominium is on the water, so a view of the parade is guaranteed! Her address is 8915 Harbor View Drive, Gig Harbor, WA 98335, (206) 858-2141. It's the grey condominium complex at the head of the bay. Some dock moorage will be available for those who'd like to "tug on down". You could also decorate your boat and be part of the parade! By boat or car--come on down for a fun Christmas get-together--Josie is a great cook and a gracious hostess. You'll be sorry if you miss this event.

### MAINTENANCE TIP FROM NORDIC

Call Gail Davis at Nordic Tugs and she will send you nylon buttons to install on the bottom of your teak sliding doors. It is a quick and simple fix to sticking doors.

If you've got any maintenance tips you'd like to share with Nordic folks, send them to John Burdette, 2623 145th S.E., Bellevue, WA 98007, and we'll pass them on.

### THE SEPTEMBER TUG-IN

The September Pot Luck Tug-in in Poulsbo was well attended by

Nordic Tugs and owners. The pot luck food was outstanding, and far better than any we could have purchased. Boats in attendance were Wood Duck, Lady Bug, Tugnacious, Patty Ann, Sin Vela, Nordic Angle and Andante. It was a good time for people to see the progress on other tugs, and to view the infinitely different ways to finish them or put finishing touches on them (I lied--they're never finished, are they?). Thanks to Wood Duck's Janet Tracy and Gary Smith for organizing the event.

### FIVE RELAXING WEEKS ON 26 FEET

Our nights at Poulsbo and the Tug-in were a delightful close to our 5-week cruise north this summer. When we arrived at home beth in Port Ludlow, Sun, 21 Sept, we had been aboard SIN VELA 5 weeks and a day, having left 17 Aug.

The first question we're asked is, "How far did you go?" Our stock reply is, "It's not how far we went but how relaxed and comfortable the entire trip was."

We were committed to only one date (besides wanting to be at Poulsbo for the Tug-In). Our son from California was meeting us in Vancouver, B.C. for 5 days aboard while we all attended EXPO '86 the week following Labor Day. Actually, we were moored at such a convenient and nice location that we stayed longer than planned - nine days in one of our favorite cities.

Prior to going to Vancouver we spent a night at Chatterbox

## NORDIC TUG NEWS

FALL/WINTER 1986

Falls, Princess Louisa Inlet, which had been one of our goals. We also anchored out at several lovely, lovely spots, tied up to mooring buoys and visited various marinas new to us. We did get as far north as Westview but not to Desolation Sound. Next time.

On the return trip we decided to take the long way home, via Poulsbo, knowing we'd probably find it difficult to leave only a day or so after being away so long. (Oh, the amount of mail that accumulated!)

Coming through the San Juans we poked into many harbors and anchorages for a looksee. Found some we'd like to return to and some we'll skip. Since we had never taken our boat through Swinomish Channel, we came by Anacortes (Cap Sante Marina is very nice, with excellent shoreside facilities), Oak Harbor, Edmonds and hence to Poulsbo.

The weather was wonderful the entire time, mostly sunny but not hot, breezes but not strong winds or rough seas. Before going across Georgia Strait we waited only one day because of high winds (35+k). Then we had easy, smooth crossings. We always allow some layover time for bad weather when planning a trip on any big waters.

Our BMW engine and all other systems functioned perfectly. By plan, we traveled short distances most days. A truly relaxing time, especially after our very busy schedule this past year. Our Nordic Tug was very comfortable and, we felt, just perfect for the two of us.

We look forward to some shorter cruises this fall, winter and spring, and to more than one cruise up the Sunshine Coast in '87. --BEA & BARRY BINNS

P.S. One thing for certain - we attracted a lot of attention and received admiring comments from many other boaters. Some days we felt we were holding Open House for those who really showed a big interest. And what better way to share our pride of owning such a pleasurable vessel? Twas fun.

## '86 SPRING CRUISE IN SAN JUANS

We picked a great time of year - two weeks starting Memorial Day weekend. We had 70 degrees + sunny weather nearly every day, and no crowds! Vessels in attendance were PATTY ANN-Russ and Peggy Casson, TUGNACIOUS-John and Janice Burdette, SKYBIRD-John DeValois with friends Debi and Trish, THAT GIRL-Chuck and Josie Bogue. No, we didn't know each other beforehand, we just communicated by letter or phone and set up a meeting place. As it turned out, no planning was great planning!

First stop was Port Ludlow, where we all met and "planned" the trip. Next was La Conner, where we moored outside the Lighthouse Restaurant and ate a great meal! Then on to the Islands - Sucia being the first of many memorable stops. Good hiking on that island. Deer Harbor was next - no water to fill up with - but good bar! Roche Harbor for fuel and supplies, then across the way to Reed Harbor on Stuart Island. Now there's a great

hike - all the way (8-ish miles round trip) to the Turn Point Lighthouse. An absolutely wonderful spot. We saw eagles, whales, otters, and dug and ate lots of clams. Can you tell we liked Reed Harbor and Stuart Island? Then to the big city - Friday Harbor - for shopping, showers (we did shower before this, actually), and a little civilization. Not too much however; after a couple days we left for Spencer Spit, but the wind kicked up so we change course for Rosario Resort. A steep moorage price, but it included use of all facilities - pool, spa, showers and restaurants. Eggs Benedict at Rosario - we recommend it!

There were pot-luck dinner get-togethers on the docks, leisurely days laying in the sun, jug wine tasting/testing, limerick inventing, and permanent friendships established. Thanks to Russ and Peggy Casson for organizing a truly memorable trip.

#### **SPEAKING OF CRUISES...**

How about an '87 South Sound July Cruise with our tugs? It's a great time to go below Tacoma Narrows because so many boaters go north then. Any ideas for places to visit in that area? We know a couple of good spots and would like to venture all the way to Olympia.  
- THE BINNS

#### **LET US KNOW CHANGE OF OWNERSHIP**

Hey folks, let us know any corrections to addresses, changes in names of boats, names of ownership, etc. Send information to John Burdette,

2623 145th S.E., Bellevue, WA 98007. Thanks!

#### **SEND US YOUR CRUISE STORIES!**

What kind of a cruise did the Lovestedts go on this year? What kind of cruise did YOU go on this year? Write a short blurb about your experiences Nordic Tugging, and we'll include it in the next newsletter. Share with us your favorite mooring places or scenic spots, or maybe friendly natives you've met along the way - even if only on a weekender cruise. (There could also be some un-favorite spots you could warn us about.)

#### **A MAINTENANCE TIP FROM JOHN MORRISON**

Penetrol is a paint additive used to help the paint flow out and reduce brush marks. However, one of the best kept secrets of the marine industry is its ability to restore the color to gel-coat. My boat, the STRUMPET, hull #45, is moored in a boat house on the Columbia River at Portland, OR. However, after 5 years of use, its dark blue gel-coat was fading, blotching and showing wear and scratches.

A few months ago while on the dry dock awaiting the straightening of a shaft, I remembered a friend telling me about using Penetrol on a sailboat hull and decided to experiment. The results were far better than expected. Using a soft cloth thoroughly soaked, I swiftly wiped the hull down. For a while it appeared wet but soon turned tacky and dried within a few



## NORDIC TUG NEWS

hours. After seeing the result, my friends thought I'd spent hours with cleaner, wax and elbow grease. In fact it took no more than 30 minutes, about a half pint of the stuff and almost no exertion!

Although I did this in a dry dock it could be accomplished easily from a dingy or a dock. Another member of the Portland Tyee Yacht Club has a green tug and the results on his boat are at least as good as mine. The SEA QUE as it's called is a little older than mine and spent a lot more time in salt water having fished off the Columbia Bar and travelled up into the northern B.C. waters. It therefore needed a little more help than the STRUMPET and now also looks like it's been cleaned and waxed.

I'm told this works very well on all colors but may add a yellowish tinge to white so experiment first before doing the whole boat. After three months our boats still LOOK good and water still beads on the surface. This is so easy to do however, if it doesn't outlast a good wax job it doesn't matter. I'm looking forward to seeing lots of sparkling tugs. **John Morrison, P.O.Box 40032, Bellevue, WA 98015.**

## ABOUT NORTHCOAST TUG & BARGE

The new Northcoast Tug & Barge Co. location is on Lake Union at what had been the N.C. Marine Building. The address is 2500 Westlake Ave N., Suite B, and the Seattle phone is (206) 281-0983.

## FALL/WINTER 1986

There have been many inquiries concerning the possible purchase of pre-owned Nordic Tugs. So if you are interested in selling your Nordic Tug they would like to help in the sale.

News item number two is that they have acquired two new house barge dealerships. They are now the dealer for the "Northcoast 31" and the "Lake Union Canal Barge 40". There has been much interest in house barges for use as summer cabins and liveaboards.

**TUG TALK** is brought TO YOU by John and Janice Burdette, 2623 145th S.E., Bellevue, WA 98007. Phone (206) 746-2475 or 763-2383 (days).

## NORDIC TUG NEWS

SPRING 1987

Reprinted from TUG TALK Spring 1987

### SPRING/SUMMER CRUISE '87!

Canada Sunshine Coast - Get Ready - This years two week cruise starts June 13th in LaConner, WA at the transient dock north of the business district. Last year's cruise was a great experience, but confined to U.S. waters. The 1987 itinerary is to be decided at an organizational get together/plant tour/dinner, on Friday evening, 6:00pm, May 15 at Delta Marine Industries, 1608 S. 96th Seattle. We can meet in the conference room, tour the facilities (yachts up to 120' under construction) and have dinner at a new local restaurant - Rascals

Tentative plans are to head for Canada's Sunshine Coast and north at a leisurely pace to such places as Pirates's Cove and the legend of "Madam X", Tug Boat Island, Pender Harbour, Princess Louisa Inlet (a most fantastic place) plus more.

Four vessels have signed up so far: Patty Ann, Skybird II, Wood Duck, and Tugnacious. Can we get a 32 footer to join us? You don't have to stay the full 2 weeks, and we can arrange a meeting point for late arrivals. Everyone can learn from this experience. Safety, prudent seamanship' group camaraderie and an easy pace made last year's trip enjoyable for all participants.

Call Russ Casson at 877-9868 or John Burdette at 746-2475 for details if you can't attend the

organizational get-together.

### THE SEPTEMBER TUG-IN

Scheduled September 11-13, 1987 for the annual Tug-in at Quartermaster Harbor Yacht Club on the south end of Vashon Island, Washington. Russ and Peg Casson are our hosts and invite early arrivals to show up Friday. The highlight of the event will be the Saturday evening Pot-Luck Dinner. Bring yourselves (you don't need to come by boat)' a favorite pot-luck dish to share, and your beverage of choice. This is the fun event of the year - don't miss it.

More details will be forthcoming in our Summer newsletter. If you'd like further information now, call Russ at (206) 877-9868.

### OPEN HOUSE

NORDIC TUGS is having a factory Open House, Saturday, April 25th, 1987. Stop by to see the line-up of new tugs and equipment. Bring friends and family to meet the builders of our toys. Please call Nordic Tugs, 481-5502 for exact hours.

### FROM THE READERS

A huge THANK YOU to **George Beaver** of Edmonds for contributing the postage for this entire issue. Say thanks to George if you see him on the Beaver.

**Stan Lovestedt** sent a note of appreciation to Tug Talk from Rochester Minnesota. They took a wonderful 100 day trip in 1985 throughout the Great Lakes area in their tug, Nordic Star.

He signed off with some great advice from the ore carrier pilots...."Keep 'er in deep water".

**Tomm and Jan Spanos** of Bellingham have the ARTOS for sale. This is hull #48 and well equipped for the Northwest. Call 876-9999. They offer the following tip: Opening the slider doors from the outside with the heel of my hand got old...so I installed handles. The 7" teak grips are often sold as towel racks (I also put one in the head). Use 1/4"X2" bolts with the slotted round head on the inboard side of the door. After counter sinking for 1/2" teak plugs, you can tighten up on the two nuts in each handle. Put washers under the nuts to help support the compression. They also make it easier to climb aboard when getting underway. Many thanks to **Josie Bogue** for the Christmas get together. Josie and her entire family provided unequalled food, refreshments and company. The warm feeling of Hospitality from Gig Harbor, Josie and her family will stay with us for years!

**NOTES FROM BILL AYERS...**

I concur with John Morrison re: Penetrol, which I have been using for some time. It really does keep my dark blue hull bright and free of salt stain and oxidation.

I have done some things with BLUE EVES that you might be interested in. Perhaps the most helpful has been the addition of 385 pounds of ballast in the form of concrete cast in 3 and 4" PVC soil pipe and placed between (under) the

fuel tank and the hull. San Francisco Bay is pretty rough in the p.m. and this has really improved my vessel's sea keeping ability without introducing an uncomfortable snap roll. Also its much easier to hold a course in a quartering sea.

Another help has been the addition of a rudder position indicator. Since wheel position means nothing because of hydraulic steering, I used Radio Shack potentiometers reading off the rudder post and wired to a micro-ammeter mounted on the instrument panel. Parts cost about \$12.50 and are simple to install - even if you know zilch about electronics. I can send you a wiring diagram and parts list if you're interested (415) 946-0741.

Sadly, our BLUE EYES, hull #88, is for sale. She's in absolutely "Bristol condition", and can be seen in the San Francisco Bay area.

**NEWS FROM NORDIC TUGS**

**ENGINES**-It seems that Nordic Tugs has put in almost every brand of diesel engine on the market for one reason or another. However, our standards are to pick the finest engine we can procure - so as to give our buyers what we believe is close to trouble free service.

Yanmars have proven to be just exactly that - trouble free. However, the Japanese Yen Dollar exchange problem has finally taken some of these fine engines victim. We have been informed that the 6 cylinders used in the 32'

## **NORDIC TUG NEWS**

Nordic Tugs are no longer available (although the 4 cylinders will be).

Cummins Diesel Engines have announced a new "B" series for marine use. Their 6 cylinder, turbo'ed develops 210 horsepower, which should make a fine engine for the 32' Nordic Tug. We are set to try these engines for two reasons:

1. Cummins has always had the best warranty and service of any of the major American engine makers. Any highway trucker will verify this fact.
2. Cummins "B" series are American made - at least sufficiently so (more than 50% made in the US) to earn the "American Made" label.

### **NORDIC TUGS IS LOOKING FOR A SALES MANAGER**

In order to manage the growing dealer network, Nordic is looking for a marketing/sales executive that has a great track record in sales and marketing. Can work closely with Nordic's team, and also with dealers and the tug owners as well. There is some travel involved (remember boat shows). If you know of a candidate for these job, please refer them to President Gail Davies at (206) 481-5502.

### **THE 32' TUGS WILL UNDERGO A STYLING CHANGE**

Many owners of 26' tugs have greeted our 32' tug with mixed feelings. The added room is nice - but most will say that "it doesn't have the charm and appearance of the 26'". Upon closer study, the aft cabin windows may be the culprit.

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They are too wide and not stylish like the front windows. We are going to switch to three narrower windows instead of two.

### **LET US KNOW CHANGE OF OWNERSHIP**

Hey folks, let know any corrections to addresses, changes in names of boats, names of ownership, etc. Send information to John Burdette, 2623 - 145th S.E., Bellevue, WA 98007. Thanks!

**TUG TALK** is brought TO YOU by John and Janice Burdette, 2623 145th S.E., Bellevue, WA 98007. Phone (206) 746-2475 or 763-2383 (days).

Reprinted from Spring News Letter 1988

**32' OF SURPRISING SUCCESS!**

Why do boat builders bring out new models? If the builder is good at listening to people talk about his boat, the answer takes shape. Here's some clues from conversation we have heard:

\*\* This (the 26' tug) is a great little boat, but we need more room.

\*\* My wife and I really enjoy our tug, but we find we can't take company with us for extended cruises.

\*\* We liked your boat, but ended up buying a (Grand Banks 32--or some similar boat).

\*\* I like everything about my tug (a 26') except we need a separate shower.

\*\* It's perfect for the two of us! (This last comment proves that the 26' is just right for many couples.)

The 32' tug responds to all of these needs and has some surprises of its own! It has almost double the interior volume of space, a separate shower, a spacious engine room, and in addition can attain speeds up to 16 knots (or more) with larger engines.

Maybe the best part of the 32's many attributes is that almost all equipment except electronics is standard in the base price of the boat. Sales, the bottom line of a product's acceptance, have proven the 32's success. They are outselling the 26's almost two to one.

**BOAT SHOWS**

Remember back a few decades when boat shows were still newsworthy? The world has found out though, that boat shows are one of the most efficient ways to introduce a product to its market.

Nordic Tugs has always entered major boat shows when it was feasible. Now however, our dealers multiply our efforts many times over. Want to see a list of boat show featuring the Nordic Tug in just the past year?

**Seattle Kingdome**  
**Moscone (San Fran) Ctr**  
**Tacoma Dome (WA)**  
**Alameda (CA) In-the-water**  
**Seattle floating**  
**Annapolis Power Boats**  
**Barnegat Bay (NJ)**  
**Patterson (NJ) Expo**  
**Juneau (AK)**  
**Anchorage (AK)**  
**St. Petersburg (FL)**  
**Kodiak (AK)**  
**Michigan City**

In addition to these formal showings, there always "open houses" put on by dealers that we may or may not hear about. Two for example, are going to feature a new 32' on the north and south ends of San Francisco Bay.

**NEW TUG OWNERS**

Here at Nordic, when a new tug is shipped to its owners, we can't help feeling like one of our children is going out into the world. (Would the boat hauler's truck be like the stork?) Seriously though, there is a lot of emotion felt

by all parties - it is a big event! Some recent deliveries may be of interest, want to hear about them?

**HORST ROECK**, Nordic's dealer in Staten Island, received his red 26' and immediately exhibited it in two shows in New Jersey. Must have made quite an impression as we read an article about it in a New Jersey newspaper shortly after!

Two tugs were shipped together on a barge - to Anchorage. A 26' (Interlude) went to **GREG & PAMELA KING** and a 32' (Honey I) to **PETE & MARILYNN HEDDELL**. Both tugs had the salt spray cleaned off and were presented to the Anchorage people at their boat show!

Juneau, Alaska is home port to two more new tugs. Especially noteworthy are the owners' professions. A beautiful 26' (Northern Lights) was taken up by **GLENN & HOLLY RYERSON**, - both Coast Guard officers in Juneau. Shortly after, a 32' (Sea Pilot) was sent up to its new owner, **CAPTAIN HARLEY CLOUGH**, an Alaskan Marine Pilot.

Here's a fun name. **JAMES & BARBARA ASTON's** new 32' is called appropriately "J & B". And yes, we had to buy a bottle of this famous scotch for the sign painter to do the name properly!

And can you imagine the fun they're having in Naples Florida when dealer **ED SHELTON** and his friends **GLENN PETERSON** and **CHARLES COOPER** all took delivery of new 32's? Two were bright red and the other was

Ivory and blue!

The Great Lakes welcomed **STEVE CREAGAN's** new 32', the "Susan J.". We were especially proud of this one as it was Steve's second tug! Their family outgrew the 26' that served them so well.

You'd expect to hear about tugs going to major waters, but how about shipping a 32' to Altoona, Iowa? That's right, **BOB & SHARON TOWNSEND** started out near their home in Iowa, down the Mississippi, and ended up at their winter place in Marathon (the Keys), Florida! An exciting trip for sure!

"Husky", (a 32') is headed east to Maine. It belongs to **ROBERT & MARY AMORY Jr.** This beauty sports a signal mast, gaff boom and spreaders to show its colors! (This is one of Nordic's new options - fits both the 26' and the 32' {note: not for lifting dinghies}). The snap shot on the last page show this option.

And now the boating public can finally charter a new 32' called "Max". Call ABC Charters in Anacortes, WA at 1-800-562 2686 for information. The owner is **DAVE FORCHEMER**, another professional mariner. This red tug will easily be the star of ABC's fleet!

Another new 32' - (Morning Wings) is on its way to Juneau. This one is piloted by **KENT FAGERSTRON**, Nordic's Juneau dealer. This tug will meet lots of people as it is also fully chartered for the upcoming season!

## NORDIC TUG NEWS

The three latest 26' tugs are also following exciting new careers. Note these:

"Lady J", owned by **WENDELL & DOROTHY ALLEN**, going to Lake Couer D'Alene in Idaho.

"Harry's Dream" owned by **HARRY & DORIS BEDENIAN** will be turning heads on Lake Michigan!

"Bigby" is owned by Judge (the star of Divorce Court) **WILLIAM KEENE**. Bill and Pat, as they preferred to be known, are coming up to the Puget Sound from Los Angeles this summer to join the tug owner's cruise to the Canadian Gulf Islands.

### ENGINE NEWS

When new diesel engines come along, Nordic's policy is to quietly try them out and see if they:

- Fit in the engine room
- Are well balanced with no vibrations
- Are inherently quiet (sound deadening starts at the drawing board)
- Appear to be uncluttered and "clean" in design (a sign the manufacturer is proud of his craftsmanship)
- Has a track record
- Has a national service network with a reputation for excellence

Both major engine suppliers to Nordic have offered new engines. We are excited about them.

In the 26' tugs, Yanmar has two new engines: The 4LH HTE has 140 horsepower at 3400 rpm. The same engine without the after cooler is the 4LH TE at 110 horsepower. These new

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engines should move the 26' tugs even faster than before. We will know in a month when we water test them.

The 32' tug is using Cummins Engine Co's "B" series 6 cylinder engines. These come 3 ways:

- Naturally Aspirated - 115 hp @ 2600 rpm
- Turbo Charged - 210 hp @ 2600 rpm
- Turbo and after cooled - 250 hp @ 2600 rpm

Cummins has extensively tested the B series engines in Europe over the past several years. We have only delivered the 210 hp version so far. It is smooth, quiet, and moves the 32' tug approximately 16 knots. The first 250 hp will go to the water in a week or so and is expected to move slightly faster.

### GREAT NEW OPTIONS AVAILABLE

ELECTRONIC: Have you seen the new digitized radars? Almost every maker has one. The big difference is that the picture on the screen is held in place between sweeps. It is like looking at a TV screen. Also much brighter - so that you can view the screen from across the cabin rather than peering into a "tube". We even had one installed in a tug that has a remote control (just like the TV remote).

Another instrument that has become the "darling of the pilot house" is the video depth sounder - especially breathtaking in color. It is amazing to see fish swim by - and protrusions on the bottom

(are they shipwrecks?) You can even pick up the temperature layers in color. Put one in and notice how everyone watches it continually!

Have you seen the great new Loran sets? Used to give you position only. Now, in addition to connecting to your autopilot, displaying on radar screens, they also display your speed over the bottom, the heading to your destination and distance to go. A real marvel.

Inside the tug: One of the best options ever installed in the tugs was the "Tiny Tot" wood stove. Unfortunately, the maker of these gems has retired (we understand he is in his 80's). From now on, solid fuel devices will have to be one of the pretty little fireplaces like the Dickenson Newport, which has a tile front. If you have seen or heard of a neat little wood stove for boats, let us know.

**Peggy Clough** of Juneau asked for a swing-up table installed aft of the galley in her new 32'. It is on the starboard cabin side, and is a great help when cooking and serving. The size is approximately 22"x32" - just right!

Although not cheap (nothing is) the Espar diesel furnace is one of the coziest options. Electric ignition, safe fuel, fan-forced heat blown into each cabin, - is certainly the most efficient way to get warm (and dry) in the least amount of time!

Here's a new option on the outside of the boat. Due to

more tugs going into hot climates (at least in the summer time), we have made a neat upper cabin arrangement on the roof of the aft cabin of the 32' tug. A welded stainless ladder (above the deck box) leads to a double railing enclosing the aft cabin top.

Then to make a truly outstanding impression, you might consider the latest "dress" item for the tugs - a mast, gaff boom, spreaders, and multiple flag halyards. It stands behind the stack, - proud and pretty in white urethane paint!

Swim platforms of teak have always been available on the tugs. But many owners object to the upkeep of teak. So now we have ready a fiberglass platform for each tug. No more upkeep!

#### **THOUGHT ABOUT CHARTERING YOUR TUG?**

Conventional wisdom always said that you needed tax benefits to make tug chartering a good deal! Due to several reasons however, chartering may be profitable even without the ITC (investment tax credit) and expenses deducted against a high tax rate. Here some reasons offered by ABC Charter Fleet operators and tug owners:

1. The tugs are the most popular boat for chartering. More so than conventional power boats and sailboats. This means more charters per season on the tugs.
2. They are better built - less



downtime and repair costs.

In short: Chartering is a sound business practice on its own merits! Call us for referrals to charter operators and more information.

**EVER WONDER HOW THE PROS GET SUCH GREAT PICTURES OF THE BOATS THEY PHOTOGRAPH?**

A few quick tips:

1. All boats look better when viewed from low down - close to the water. So try sitting in your dinghy while someone else poses your boat.

2. Background is crucial. Best to get sky and clouds, or second best to get trees and hillsides filled in behind. Not good is to get cluttered arrays of buildings behind your boat. It confuses the eye.

However, framing your boat beside a single house, tree or under a bridge can be a stunning view!

3. Action shots, with lots of wind spray and waves are exciting but most difficult to get. If you are determined to try, use high speed film (say 400), keep your camera protected from spray, and take lots of exposures. You may end up with a prize winner!

4. But the ones you'll remember the most - and show off to your friends, are the still calm waters of dawn or sunset. It is worth it to get up early just to see the shimmering reflections of your boat in the water! Good luck on your next photo session!

**DEALERS**

Nordic Tugs has been busy finding new dealers. The three newest ones are in Indian River, Michigan, Seabrook (Houston), Texas, and Settle Washington.

Here's a list of the dealers at this writing:

Dave Maples Yacht Brokers Inc  
1530 Westlake Ave N Suite 100  
Seattle, WA 98109  
(206) 284-0880

Nor'Westing Marine  
1229 G Street  
Anchorage, AK 99501  
(907) 274-2567

Barcelona Trading Co  
P O Box 3245  
Annapolis, MD 21403  
(301) 268-7333

Harborside Marina Inc  
Box 254 RR # 4  
Wilmington, IL 60481  
(815) 476-6432

Nordic Tugs by Ed Shelton  
P O Box 232  
Naples, FL 33940  
(813) 263-7776

Lakeside Yachting Center  
2515-B NASA Road One  
Seabrook, TX 77586  
(713) 326-5547

Nordic Tugs of SE Alaska  
P O Box 6  
Juneau, AK 99802  
(907) 586-2844

Sport & Leisure Tugs  
1462 Richmond Road  
Staten Island, NY 10304  
(718) 987-3208

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Portland Yacht Sales  
3409 Marine Drive NE  
Portland, OR 97211  
(503) 281-4955

Nautical Enterprises Intl  
1150 Newell Road  
Palo Alto, CA 94303  
(415) 321-2808

Howe Marine  
P O Box 516  
Indian River, MI 49749  
(616) 238-9371

To hear and see more about the fabulous new 32' or the marvelous 26', contact your nearest dealer or:

Nordic Tugs, Inc.  
P O Box 1325  
Woodenville, WA 98072  
(206) 481-5502

### LADY PRESIDENT LEADS THE WAY

Nordic's Lady President (and CEO), Gail Davis, has introduced many changes to the company, including computerization, which is currently underway, expanded production to over 2 boats per month and of course fulfills all the corporate requirements of any top executive.

Although Gail is one of the founders of Nordic Tugs, and has literally worked in every section of the company, if you asked her what the toughest part of the job she's likely to say "coping with all the forms and regulations of various governmental agencies!"

Her fame is spreading out, as evidenced by her recent election to the NW Marine Trade Association as a director. Who

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says it's a man's world?

### LOCAL TUGS GO NORTH

Last summer six or seven tugs traveled north into the Canadian Gulf Islands. Highlight of the trip was Princess Louisa Inlet and Chatterbox Falls. Gary Smith, a professional photographer and cameraman documented many of the highlights of the trip and even produced a video tape of the best slides.

Because of the absolute thrill all tug owners and crew experienced on that trip, they have elected to go again this summer. So far, 12 Nordic Tugs are scheduled to go. Going to be some sight won't it?

If you want to connect into the Puget Sound Tug Owners pipeline, write John or Janice Burdette, who are the current "Tugmasters" of the group. Their address is: 2623 145th SE, Bellevue, WA 98007.

### MAINTENANCE TIPS

**ENGINE:** Everyone knows that the engine's motor oil is the lifeblood of the whole boat. Keep it clean (with new filters at every oil change) and changed often, and it will reward you with long and faithful service. This is easily the key maintenance item regarding diesel engines.

However, we once read an article written by an engine dealer on the subject of engine maintenance. His advise was to sit down beside your engine periodically with clean rags and simply wipe it clean. In

so doing, - his logic ran - you would discover any leaks or seeps of oil, fuel, or coolant. When you did, then you could have them seen to. Excellent advice, don't you think?

**BOAT EXTERIOR:** Yes, hullsides and cabins should be cleaned and waxed periodically. Just like a car, it will reward you with better appearance, higher resale value, and enhanced pride of ownership. But don't wax the deck and walking surfaces. One slip on a wet and waxy surface could be disastrous - so don't ever wax where people walk.

**INTERIOR AND EXTERIOR WOODWORK:** We have always sanded and oiled teak. Others have always varnished, so that is a personal preference.

Either way its lots of work. One thing we have learned (the hard way) is: - on the exterior woodwork, around handrails especially, it pays to lay masking tape around the base of the wood. Either oil or varnish discolors the fiberglass.

## NORDIC TUG NEWS

FALL 1988

Reprinted from Fall News Letter  
1988

### SUMMER CRUISE ATTRACTS 13 TUGS!

Can you imagine 13 Nordic Tugs together at one time? That's right, the tugs started their adventure at Reid Harbor (Stuart Island) in June. They cleared Canadian Customs at Bedwell (South Pender Island) and from there proceeded to the northern destination of Princess Louisa Inlet. Some tugs joined them later in the cruise - and some dropped off to move to their own destinations. But you can be assured they all have memories of a great summer!

Ironically, the only mechanical trouble along the way happened to Gail Davis, Nordic's president. The tug she chartered for the cruise needed a new transmission part and she then quickly caught up with the flotilla.

Several "Tug-Ins" have taken place since then. At these get-togethers, next year's cruise is planned. If you'd like to be kept informed, contact Janice or John Burdette at (206) 746-2475 or write to them at 2623 145th SE in Bellevue, WA 98007. (Small contributions are always welcome to defray postage and printing.)

**LATE FLASH.** We hear that a tug cruise is being planned for the southeast part of the country. Keep tuned for further news from Florida!

### TRAILER TUGS SEE A LOT OF THE COUNTRY

How would you like to have your tug in several large lakes and reservoirs each summer? Over 20 tug owners have bought trailers and the ones that live out west really see a lot of different water.

Most of these long haul tugs home port in Utah, Colorado, Montana and Wyoming. These tugs will go from Flathead Lake in Montana to Lake Mead (Hoover Dam) in Arizona. Of course Lake Tahoe is a favorite spot for all of them.

One of these, the "Y-KNOT", belonging to Orville & Ann Engleby is home ported in Utah. But the snapshots show Y-KNOT under the London Bridge in Lake Havasu and then in glacier Bay, Alaska! Y-KNOT logged 2700 nautical miles this summer (and probably several thousand land miles as well).

### LANDING A BIG FISH - AN ALASKAN TALE

Ann Engleby writes' "...the crabbing, clamming, whale watching, icebergs, porpoises, eagles and puffins made every day an adventure, but the highlight was catching this halibut!" The halibut was 80" long and 276 pounds. It was caught July 27th in Glacier Bay. It took almost 2 hours to land (and probably all year to eat!).

### THE FIRST TUGS - MAN AND BEAST

(The following historical information was found in "On the Hawser" by Steven Lang and

## NORDIC TUG NEWS

FALL 1988

Peter Spectre, published by Down East Books in Camden Maine. This is one of the most entertaining books on tugboats I've ever come across.)

Think back a minute. There were no tugs prior to the 18th century. Ships and boats were limited in size to something that could be moved by manpower, using sweeps or kedging with an anchor. If a canal was involved, then men or mules could pull them along with ropes.

This was a terrible dilemma for sailors and shippers. They knew that at sea, there was little practical limit to the size of the ship that could be handled, but once approaching a harbor or dock, large vessels became unpredictable or helpless. Imagine the frustrations of the men who had to row boats to maneuver the larger vessels! No wonder they all dreamed of something better to come.

### FIRST POWERED TUGS SOLD TO THE DEFENSE DEPARTMENT, NATURALLY

It was quite one thing for a private ship owner in the 18th century to wish for a powered tug, but it took the moxie of the War Department to bring tugs into being.

Naval vessels were the largest ships of the day, and although they had ample manpower, they wanted more maneuverability in and out of harbors - (as well as in engagements). Think of the advantage if a naval vessel could leave a harbor now rather than waiting for the first convenient wind and tide!

So the first serious attempt at a steam-powered tugboat was in conjunction with towing naval vessels out of port. (They probably weren't in such a hurry coming back into port!) Jonathon Hulls of Gloucestershire applied for a tugboat patent in 1737. However, his design was never built. The first steam tug exclusively for naval vessel use was launched in 1821. The British tug "Monkey" finally realized the tactical advantage that had been dreamed of for so many years.

The odd thing in the ensuing years (1807 to 1825) was that the steam passenger vessels often did a double duty by arranging to tow sailing vessels in and out of harbors. Even the early Staten Island Ferry, for example, would come upon an inbound sailing vessel and stop, arrange a towing fee, and then tow the ship to a dock - with passengers waiting (impatiently) to complete their crossing!

### THE WEIRDEST TUG DESIGN

Back in Great Britain in 1833, a tug named "Monarch" was launched. Monarch had a paddle wheel on each side linked together so that each turned the same as the other. When a hard turn was required, one wheel had to be lifted out of the water!

To accomplish this, a track was laid athwartships, complete with a small ballasted boxcar. The crew would push this box car from side to side as required for turns.

**ADVANTAGES OF DIESEL POWER VS GASOLINE**

In spite of the fact that diesel engines cost more than gasoline engines, there are still significant advantages to owning one. Here are some.

**SAFETY** is involved with the fuel itself. Gasoline is explosive when mixed with air and ignited. Gasoline is highly volatile and fumes can escape from the tank, fuel lines, and engine in several ways. The fumes are heavier than air, so they always sink to lowest part of the boat (the bilges). There they sit until ventilated out with blowers or a natural draft. However, if a spark or flame gets to the fumes first, it often results in an explosion of serious consequences.

Diesel fuel has a much higher flash point, meaning it is much harder to ignite accidentally. Explosions are extremely rare.

**ECONOMY** results from both operation and maintenance.

In **OPERATION**, economy results from the greater efficiency of diesel combustion. Let's analyze why. Diesel combustion takes place under much higher pressures and has a vastly superior thermal efficiency. A gallon of diesel has more BTU's than does gasoline. This means you get more work from a gallon of diesel than you do from a gallon of gas. How much?

According to GM-Detroit Diesel research, the diesel provides 40% more work at full load, 50% more at half load, and a

whopping 100% more at idle or trolling speeds!

Less **MAINTENANCE** results in less cost because none of the electrical ignition components are found on diesels. Since diesels depend on compression for ignition rather than a spark, they don't require periodic replacement of the distributor, condenser, coils, and spark plugs found on gas engines.

The number of running hours between overhaul is another factor in economy of operation. Experienced engine people usually state that a heavy duty diesel will outlast three gasoline engines between overhauls.

The next advantage could be the most important, **DEPENDABILITY**. Since there fewer systems to go wrong, there are generally far fewer breakdowns on diesels when compared to gas engines.

Some boaters think that the peace of mind alone is worth the extra cost!

A **FINAL WORD** on diesel engines is required reading however, - and that involves the purity of the fuel. Since the fuel is injected into the cylinders through minute passages and under great pressures, any impurities cause havoc in the engine's internal surfaces. Water especially, is intolerable to diesel injectors and combustion chambers. (A gas engine however, can ingest considerable water without a problem). Good boat building demands that the builder install elaborate and ample

fuel/water separators (along with particle filters) to protect the engine. You can be sure that Nordic Tugs does!

**ADVANTAGES OF THE SINGLE SCREW BOAT**

Al Hill, Marketing Director of Nordic Tugs, recalling his years of previous experience in the manufacture, sales, and use of gasoline and diesel powered boats says "I would never leave the dock in a single gas engine boat."

Pretty strong words, and yet many boaters feel the same way. Why? The ravages of damp marine air, especially salt air, is devastating on the electrical systems of a gas engine. Sooner or later it seems, the (damn) engine misses or quits. That's when the other engine will "get you home".

The same experienced mariners however, are perfectly at ease with a single diesel. In fact, you will find many of the diesel - experienced mariners actually prefer a single diesel over twins. Lets analyze some of the reasons.

**COST SAVINGS:** Adding a second diesel engine to mid-size cruisers can coast from \$20,000 to \$50,000 more, depending on the size of the boat. Single engine advocates enjoy these savings right up front!

Two engines use more fuel than does a single engine of larger size. How much more? Again, industry experts estimate that it takes 18% more fuel to move with two engines when compared

to the same performance with a single.

**SIMPLICITY:** A single engine is much simpler to service. Access is usually a joy compared to crawling around twins. Having one system, fuel, electrical, cooling etc. instead of two is a huge benefit to the boater!

**NORDIC'S CEO TESTIFIES IN WASHINGTON DC**

Gail Davis, Nordic's president, was asked by the National Marine Manufacturer's Association to be an expert witness at a recent hearing in Washington. Her testimony from the "front lines" was carefully noted by the panel and gave them a different viewpoint on their subject.

Gail, however says that the part of her job she enjoys most is talking to tug owners about their cruises and boat.

**SEA TRIALS: WHAT EVERY NEW TUG GOES THROUGH**

Following a fairly exhaustive quality-control examination at the boat yard (performed, interestingly enough, by the company president or vice president), the tug is sent to the water for sea trials.

The purpose is to check the boat for its operating characteristics. Does the engine start and perform normally? Does the transmission heat up or leak? Are all of the fuel, water and exhaust hoses tight and free of leaks? Are they placed so that there is no chaffing from the

engine vibrations?

The Instruments (on board engine instruments and portable hand instruments) are read and recorded frequently. Abnormal heat or operating temperature of components like the transmission or shaft bearings are still detected by hand during this process.

The propeller shaft coupler is aligned again (it was done in the shop) once in the water and after the engine has run enough to "settle in position on its rubber mounts".

The propeller is balanced by the prop company before we install it, but we always stand over it in the lazarette at speed, to see if there are any abnormal vibrations that we can detect through our feet.

One of us kneels at the head and pumps gallons of water through it while feeling the hoses and fittings for leaks. (We hope that's the last time anyone has to kneel at the head!)

Finally, when the engine has sufficient time on it for full throttle operation, we will run a measured mile at maximum and cruising speeds. This information is permanently logged in the tug's file and provides a useful checkpoint against future service.

All readings and observations are recorded and brought back for review by the president and shop managers. Naturally, they want to know how their "baby" performed after 10 to 16 weeks of construction.

Yes, sea trials are expensive and exhaustive, but it helps to assure the new owner that he will get a sprightly and beautiful boat. And it will be as perfect as we can make it.



## NORDIC TUG NEWS

SUMMER 1989

Reprinted from Summer Newsletter 1989

keep you posted of its progress!

### NORDIC'S MOVE

After 9 years of building tugs in Woodenville (how many of you have struggled to find the boat yard on "Highway 9"?), Nordic is going to move!

If you have some ideas to contribute to this new tug, you are encouraged to call Gail Davis, Nordic's president and discuss them. She is eager to hear from you!

The reason? Bigger buildings! Although several large vessels have been built in Nordic's present site, the buildings are not adequate for continuous production of larger boats. (See next topic.)

### THE 32' SPORT TUG

Sport Tug! Sport Tug! The very name invokes a spirit of fun and excitement. And why not? The main attraction is a spacious aft deck for lots of gear and freedom of movement. The water even looks different when viewed without cabin walls and windows in the way!

Plans are finalized and construction is scheduled to start in June. The new site is at the Skagit County Airport Industrial Park. It is located approximately 50 miles north of the present site; the setting is between Anacortes and Burlington.

Although not many were built, the 26' Sport Tugs were great favorites, not only by their owners, but by the Nordic crew as well. Fun to build, fun to run.

This will be a fun place for you to visit (please do) when the move is completed - estimated to be in October 1989.

Now comes the 32' Sport Tug! big enough to have a complete galley in the pilot house and have plenty of room for moving around and ship handling. The pilot house has been extended back (the width of one more window). This makes room for a nifty dinette, as well as the galley.

### THINKING OF A 40' TUG

Over the years, Nordic has received requests for a tug in the 40' range. And, over many cups of coffee, - we now have plans (just plans, so far) for a 40' tug that looks like a real winner! Basically following the same hull lines, this boat will keep the family lines of the 26' and the 32'.

Call Nordic for a drawing and description that show 3 different layouts of the most fun boat on the water! The 32' Sport Tug!

Input from our tug owners and dealers, has made this one of the best design ever. The Nordic crew is excited and will

### SPECIAL TUGS

We've got 3 unusual tugs in the lineup. The shop has fun giving them nicknames: "Pizza", "Stretch", and "Squash"!

## NORDIC TUG NEWS

"Pizza" (the real name of this handsome tug is "PIZZA TUG O" {say it fast and you will get it}) is now home ported in Juneau. Belongs to Fred and Helen Talmadge, the DOMINO'S PIZZA in Juneau.

Forward, the tug is familiar, - stateroom, head, pilot house. But aft, its all pizza equipment - ovens, sinks, etc.

Pizza-Tug-O will deliver pizza to outlying villages as well as to fishing fleets.

"Stretch" is actually a 32' tug lengthened to 37'. It belongs to Lynn Alton, a professional mariner with an Alaska background.

And "Squash" is a 32' tug modified to go under a 9' bridge. The pilot house roof was lowered slightly (only the builder is likely to notice the change), the stack is hinged, and the hand rails are mounted on the side of the roof overhang. Clever!

Squash's real name is beautiful - "SONIA LOURDES" of Florida. Belongs to Mr. and Mrs. Fernando Fernandez and is full of state-of-the-art equipment.

### **NORDIC'S PRESIDENT - A 'MOVER & SHAKER' IN THE MARINE INDUSTRY**

Gail Davis, Nordic's president, must have made a favorable impression on our Northwest Marine Trade Association. She was selected to be the next Secretary/Treasurer (which, we all know, precedes the VP's job and then - the top banana!) Gail (in her modesty) says "it is probably because I always

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show up at the meetings."

In addition to her local responsibilities, the National Marine Manufacturers Association, asked her to be on yet another committee - this time the Education Committee. Keep up the good work Gail!

### **YOUR TUG COMING OUT OF THE WATER?**

Often the lift operator will ask you indicate the proper position for the lift straps.

On both the 26' and the 32' tugs, the aft strap should line up with the back of the aft cabin. The forward strap should line up with the porthole in front of the pilot house door. And don't worry about being exact - a foot either way is still OK.

### **TIPS FOR MIDDLE-AGED TUGS**

Once the newness wears off, maintenance challenges creep into a tug - owner's life. We will pass on a few of the things from owners that may help the "next guy"

### **FUEL AND TANK CLEANING**

*Note: The following is a description of a problem that most tug owners never encounter. The (standard) Racor Fuel Filter takes care of minor problems of this nature.*

Severe fuel contamination starts with boats spending so much time sitting at the dock. Water condenses on the inside of the tank every night, as the air cools down. Water in diesel fuel, as you know,

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damages fuel pumps and injectors, - and can actually slow or stop your engine.

In addition, unused fuel begins to grow an algae type of slime which will eventually clog filters - or worse, the fuel pumps and injectors.

Experienced boaters know that they minimize this problem by keeping their fuel tanks full and running their boat often. Some also add fuel "treatment" which is a biocide and inhibits the growth of algae and slime. But nothing remedies the water problem except physically removing it.

Now, say you purchase a boat that has been unused for quite awhile. (Nordic's president Davis recently did just that - a 26' sport tug with a Ford Lehman engine.) But the filters kept clogging up and the engine slowed unexpectedly. The filter element was clogged with residue and slime. Yuck!

She called a fuel and tank cleaning service called "Fuel Oil Polishing Company of Seattle" (we're not kidding). They came out and pumped out the contaminated fuel, rinsed out the tank and fuel system with clean fuel, carefully filtered all the contaminated fuel and put it back in the tanks. A neat way to take care of a bad problem. The cost was under \$200, which is a good deal cheaper than breaking down on the water. Similar services are located in major cities.

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### BMW ENGINE PARTS

There a few tugs with BMW engines in them. The problem is that BMW has withdrawn sales and support for their marine engines. So here are three possible sources for engine parts.

- a. Cogswell Marine (Pete) at (619) 691-0282.
- b. Bower Machinery (Ron) at (206) 246-4140.
- c. Action Marine (Don) at (206) 466-3083.

These are clues reported to us by tug owners. Good luck!

### OIL ANALYSIS

Known to fleet operators and plant maintenance engineers for years, the availability of this service is becoming wide spread. What you do is take a sample of your used motor oil when its drained, and mail or take it to a firm that does this service. They will return a computer report that indicates the degree of wear in the engine, any potential problems, and other pertinent information.

Boat yards often offer this service, so do the automobile oil-change parlors (like Minit-Lube, etc.). It is an inexpensive way to feel good about your engine - or spot a problem before it gets serious. Probably cost less than \$10. Look in your yellow pages for "Oils, Lubricating" and ask any of the companies listed for convenient sources of oil analyses.

**THOUGHT ABOUT RENEWING CARPET AND UPHOLSTERY?**

Boats are hard on carpets and upholstery. The marine air and dirt seems to eat into the fabric and yarns - especially the track down the middle of the aisleway.

You might consider replacing either carpet or upholstery because it probably will cost less than you think. A couple of reasons - there isn't much yardage involved (e.g. 12' x 15' of carpeting in the 32' tug), and a good carpet layer can do the job in a day.

The upholstery can also be replaced readily, because the upholsterer can use the present fabric for patterns, saving lots of time measuring and fitting.

When you are done, the boat will seem brand new again!

**BATTERIES GETTING WEAK?**

Without getting into maintenance, refurbishing techniques, etc., - this is just to remind you to replace your batteries with "deep-cycle" batteries rather than the automotive type.

Deep-cycle batteries have thicker plates and deeper residue collection places, which allows the battery to discharge deeply without too much damage or deterioration. Car batteries, with thinner plates and shallow reservoirs for residue, just don't perform as well after several hefty discharges.

**NON-SKID RESURFACING**

So many owners have asked how to do this, we asked our shop for instructions. Here they are:

a. Tape off all non-skid areas to be resurfaced with heavy duct tape.

b. Wire brush the non-skid and then wipe clean with acetone.

c. Retape all areas with good masking tape. Be sure to press down the edge of the tape so paint will not bleed under it.

d. Apply one coat of gel-coat (the factory original color is called Colonial Ivory) with a short nap paint roller and let it dry until tacky.

e. Apply another coat of gel-coat; this time with "surfacing agent" added. This is a waxy substance; use 2 tablespoons per quart.

f. Note; If a more aggressive non-skid is desired, sprinkle the first coat lightly with grade 30 silica sand while it is wet.

**\* Presto \* A new looking boat \***

**VENTILATION - KEEPING YOUR TUG INTERIOR LIKE NEW!**

Tug owners have experienced various difficulties with inadequate ventilation, whether in a hot climate or cold. Here's the problem. Mold, mustiness, and mildew will attack a boat interior as the moisture inside the boat condenses (Sounds a little like the inside of the fuel tank, doesn't it?)

What to do? Keep the air moving! Moisture in the air won't settle on the fabric, wood mechanical and electrical parts as readily.

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Serious damage can result from unattended boats that begin to mold. The fabric rots and smells bad, the wood may rot, and your instruments and electrical system will begin to fail.

Bob Hale, a representative for Nico Fico (a company that manufactures and sells ventilators for boats) made the following recommendations. Here they are: (he used prices of equipment only - no installation costs. He then recommended 4 levels of effectiveness {and cost}):

**LEVEL 1:** Vents head compartment and remainder of interior at low cost. Provides exhaust ventilation only and relies on cracks in exterior doorways or slightly opened windows to let in fresh air.  
Part # 10966W (2)  
Description Std. Lo-vent  
Price \$31.10  
Location Head & pilot house

**LEVEL 2:** Upgrade Level 1 with a 12-volt powered vent for the head and a solar powered vent for the pilot house.  
Part # 21224W  
Description 12-volt exhaust  
Price \$109.00  
Location Head  
Part # 21303W  
Description Solar Lo-vent  
Price \$95.00  
Location Pilot house

**LEVEL 3:** Vents all compartments, using powered vents where appropriate. Objective is to put air into the boat at the ends, and exhaust it out the middle. This would assure a dry, sweet smelling boat in any climate.

To Level 2, add:  
Part # 21334W  
Description 12-volt exhaust  
Price \$109.00  
Location Galley  
Part # 20504W (2)  
Description Day/night solar  
Price \$154.5  
Location Aft & forward cabins

In addition to the above suggestions, cowl vents are good substitutes for powered vents, and have been traditional solutions for centuries.

**NOTE:** The 12-volt powered vents use approximately 0.1 amps per hour when running. They can be left on if your boat has a shoreside battery charger installed, or if you go to your boat on a periodic (say weekly) basis and start the engine or otherwise charge the batteries.

Call us or your Nico Fico dealer for more details.

**GOOD IDEAS FROM TUG: "JUDITH LEE"** (Tug #32-32 in Illinois)

Ray & Judy page sent some snapshots of several good ideas in their new tug.

**Privacy Needed:** Everyone has felt the need for privacy in their tug. The new pleated blinds (sometimes referred to as "Verasols") are perfect for use in the pilot house.

**New Instrument Shelf:** The instrument shelf for the pilot house features a full width, full face, and access trapdoor. (This is now a Nordic Tug option).

**Where to put the garbage:** A common question neatly handled in "Judith Lee". Ray says that the "Rack Sack" is \$10.95 from Boat U.S.'s catalog. Judy says she has seen them in a chandlery. (From the picture it appears this was attached to the inside of the cabinet door under the port side of the galley sink).

**LET'S HEAR FROM YOU**

All right, we know you have a picture you can share, a trick up your sleeve, and maybe even a question that you'd like some other opinions on. This is the place to air them. "Call or write!"