

Reprinted From Nordic Tug News:
Spring '90 March 1990

NORDIC'S MOVE

By the time you receive this newsletter, we will be "laying glass" in Burlington, WA. The first hull to be done in the new plant is #32-45, belonging to Charles E. Spurling and John James of Spring City, Tennessee. Here's a picture of the new glass shop ready to go.

Aside from the great new size (15,000 square ft x 32' high), the shop personnel can't get over the brilliant new lights! (they are metal halide lights) Should help to see in all the nooks and corners. Reason for the move of course, is to increase production to meet demand, -- and start a bigger tug. The next picture shows the assembly shop. Look carefully and you can see 2 - 32's and 2 - 26's underway.

O f i n t e r e s t t o environmentalists (all of us, right?), the new building will have special equipment to handle fumes from the resins, and also dust. No longer will our visitors walk in, sniff a bit, say, "How do you stand this smell?"

The address of the new facility is 1197 Westar Lane in Burlington, WA 98233 (phone is 206-757 8847). We are actually located next to the Skagit County Airport. A favorite coffee break activity is to watch the Otters (loaded with UPS packages) slooowly lift off the airport runway. Here's a view of the exterior of the building -- sitting in a light

residue of snow. (That's why we have lots of snow geese in nearby fields!)

Visitors will enjoy this community, as we are close to several near waterfront communities -- La Conner and Anacortes. In the spring, we celebrate the Tulip Festival with hundreds of acres of tulips in bloom! When you come to visit, you're in the heart of vacationland!

NORDIC CREW HAD TO MOVE ALSO

Since the new plant is a couple of hours north of the Woodenville plant, most employees elected to move. Interestingly, all but 4 employees made the move in advance, and commuted south for several months. Can you imagine the great feeling that comes when the long commute ends and suddenly you have 3 to 4 more hours in each day! The remaining employees will move soon, and then the Nordic team will be back together again.

Nordic's president, Gail Davis, sold her home on Lake Washington and acquired a new home on salt water south of Anacortes. We are hoping she schedules several company picnics this year! (Gail, we said picnics, not work parties!)

- There are some locator maps at the end of this newsletter to orient yourself.

DID "SQUASH" MAKE IT UNDER THE BRIDGE?

Remember the 32' tug we were building last summer that had

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to clear a low bridge? We lowered the cabins 9" from true waterline to accomplish this. Also hinged the stack. (Only the owner and builders can tell the difference in appearance.) YES! The tug did clear by an inch or so, at low tide.

WHAT ABOUT THE PIZZA TUG?

#32-34, named PIZZA-TUG-O (say it fast) belongs to Fred and Helen Talmadge of Juneau, Alaska. Although PIZZA-TUG-O isn't frozen in during Juneau's winter, it isn't as active as in the summer. But I'll bet a Domino's "Extravaganza" tastes even better after coming hot out of the ovens of a tugboat! Yummy! (Fred and Helen also own other Domino's stores in Juneau.)

NEW TUGS

Some new tugs go direct to dealers where some time may slip by till we hear of new owners. If you have bought your tug from a dealer, please send a photo of your boat, tell us the name and home port. We'll appreciate hearing from you.

KARENEENA belong to Mark and Karen Brody. It is a beautiful deep green tug completely equipped for extensive cruising. Custom curtains and many unique touches make this a one-of-a-kind.

Mark and Karen have had their tug for several months and have "shaken it out". Want to know what they thing of their tug? They sent us a Valentine's day card with the following excerpt.

"This boat is perfect.

Nothing;
vibrates
leaks
is missing
smells funny or
is on crooked.

Everyone who had a hand in the manufacture of our boat did their job perfectly... What a Trip!!!"

DORIE II of Spring City, Tennessee belongs to two families -- The Charles Spurlings's and John James'. This lucky tug will live on both the Tennessee River and in Florida! In between is the unique waterway -- the Tennessee-Tombigbee -- some of the best rural river scenery in America!

MISS SEA (named for Mrs Red Nickerson) is #32-37, home ported in Casper, Wyoming. (Need more information??) This is Red and Missy's second Nordic Tug. The first, a 26' tug was trailered over most of the country. And believe it or not, MISS SEA also has its own 3-axle trailer, specially made with a fifth-wheel hitch. Red pulls it with a new Ford, and both units are bright red. Some road show!

#32-38, TINY TUG of St Joseph, MI, belongs to Harold Wagner. Harold bough the tug after the Michigan City boatshow. After only a few short shakedown cruises, TINY TUG was put up in winter storage. Won't Lake Michigan look great in another month or two?

#32-39, another bright red tug, belong to our dealer, Horst Roeck of Staten Island. It's named appropriately (for a

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dealer), "THE NORDIC TUG".

#32-41 belongs to Dave Maples, the Seattle dealer for Nordic. This tug was placed in the Seattle Kingdome show in January and its bow thruster was a show stopper! Crowds gasped at the lovely designer interior and many custom touches.

#32-42 (named FRESH AIRE) was complacently loaded on a barge awaiting the journey to its home in Anchorage, AK. It was also destined to stop over at the Anchorage boatshow several days after its scheduled arrival. But then -- disaster struck. The "real" tug scheduled to tow the barge north had an engine problem and couldn't leave on time. FRESH AIRE would miss the show! Owner (and Anchorage dealer) Dennis and Susan Swiderski, quickly rearranged vessels, and FRESH AIRE traveled on a ship - to reach the show on time!

#32-43 also goes north soon to Juneau dealer Kent Fagerstrom. The great news about "NORDIC STAR" is that you could fly to Juneau and charter this lovely tug! This is the second 32' tug in Kent's charter fleet. Call him for more information.

GOIN' CRUISIN'?

Most Nordic Tug owners do. And the designers and builders of the tugs have this foremost in their mind. Here are the factors that make the tug fit this requirement so well:

IT SHOULD:

- feel like home
- be a "friendly" boat
- have a nose like an

- inquisitive puppy
- be a safe boat
- be a thrifty boat
- be quiet, so you can talk
- have a personality

CAN YOU HELP US?

Since most of the tug's winning ways are a result of suggestions by our buyer, we'd like more!

Would you please write and tell us:

1. Five things you like about the tug; and
2. Five things you'd like changed.

THE NORDIC TUG "INTERNATIONAL" SUMMER CRUISE

-- actually will be two cruises this year. One in June and the other in September. While plans are not finalized, generally the cruises last one-to-several-weeks.

Schedule informality is the keynote of these cruises. This allows specific side trips to be planned by any individual tug. However, there is general agreement on where they will overnight. And it's fun to head out in the morning in the company of other tugs!

The June voyage will begin June 16th. Meet at Anacortes, Skyline Marina. A key destination will be Cortes Island, near desolation Sound (in Canada). The entrance to Gorge Harbor is about a half-mile long and as little as 200 feet wide in places. High rock walls on each side give it the name. It is said that the early residents, the Salish

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Indians, protected themselves from raiding canoes by rolling rocks off the rock cliffs to the canoes passing below.

The September cruise will again head for Canada's famed coastline, and anchor in Princess Louisa Inlet. This lovely inlet is rated by many as the eighth wonder of the world. It is said to rival California's Yosemite Valley for the 5,000 to 8,000 foot high mountains above the inlet.

Since there is great tidal interchange, fast currents, and lots of rocks to avoid, you should have a good book or cruising guide for reference.

REQUEST: Would you cruisers who have made these passages before, care to recommend your favorite guide or books? We'll pass that information along to anyone new to the cruise that wants to read up ahead of time.

For further exciting details, contact Nordic's president, Gail Davis (207-757 8847). She will mail out information as it becomes finalized.

THE BEST CRUISING WATERS

You wouldn't have received this newsletter if you weren't enthusiastic about boats and the water. So here is a question for you: WHERE WOULD YOU LIKE TO BE ON THE WATER RIGHT NOW? Here are a few ideas.

Since we live "up north" the waters are cold and many of us dream of WARM water. (We'd even settle for warm sunshine on cold water.)

But chat with our **midwest** friends and you will soon hear of a cruise down a great river (past or planned). Since most of have read Huck Finn, we understand the ever-moving current, the trees on the bank, and the excitement of a riverfront town showing up around the next curve!

On the other hand, magazines lure us with beautiful blue transparent waters in the **Mediterranean** or Bahamas. (We'll take that).

But then again, haven't you always dreamed of seeing the **Maine** coast from your own boat? Little ports full of quaint fishing boats, lobster pots and the smell of clam chowder can make you think you are in heaven.

What's this leading up to? **YOUR FAVORITE WATERS!** Here's the plan.

Just tell us about your favorite place on the water. Send a picture if you wish. We will pick the three most attractive places and publish them in future newsletters. Also the lucky three will get a Nordic Tug cap sent to them.

WHERE DO SAILORS GO TO GET OUT OF THE WIND?

Strangely enough, many of them really enjoy coming to Nordic Tugs. Why? Quiet, inexpensive to operate, a character boat, dependable, safe. These are the qualities that transfer to tugs. No wonder such a large percentage of tug owners are former sailors!

MEET NORDIC'S NEW SALES MANAGER

Jim Cress joined Nordic nearly a year ago. Jim is a former sailor himself but currently cruises the islands in his own 24' power cruiser.

Here at Nordic, Jim works with inquirers and customers not in dealer areas. (You know -- Montana, Arizona, Tennessee, and places like that.)

Jim lives in Mount Vernon with his wife, Stephanie. Their boat is in the La Conner marina, on the Swinomish slough. (In the background is Nordic's president, Gail Davis.)

CALLING ALL TUG OWNERS

We need current pictures of your tug for new office displays. Please send us a photo of your tug if you can find one. These will be mounted as is, with no reproduction, so color snapshots are find! (Thank you in advance.)

CHARTER A TUG?

Many people contact the boatyard for tug charter opportunities. We know of several, and believe that there are others. Here's a list:

ABC CHARTERS, Anacortes WA 800 562 2686. 6 or 7 tugs.

NORDIC TUGS OF SE ALASKA, Juneau AK 907-586 2844. Tugs exclusively.

DAVE MAPLES YACHT BROKERS, Seattle WA 206-284 0880.

Seattle based charter service. CAPTAIN RALPH BARTHOLOMEW, Captiva Island and Pine Island,

Florida 813-472 5277. Island sightseeing, sand and sea shells, sound good?

DIESEL ENGINE TIPS

We all know of the need to keep diesel fuel CLEAN and FREE OF WATER. (That's what the Racor Water Separator and filter does. But you have to check it occasionally. Take a flashlight down with you and shine it through the plastic bowl from the side or back. Any dirt or water will show up as particles or globs. If there are globs, take a paper cub down and drain it out of the bowl, if dirt abounds, change the filter.

And since many tug owners are former sailors, who appreciate meanandering along at a leisurely pace, here's another important tip.

All diesel engine company personnel are unanimous in saying that diesels "LIKE TO BE WORKED". Another way of saying this is: Continuous running at low rpm's will contribute to a general "carboning up", meaning clogged passageways inside the engine will degrade performance.

What to do? During the last hour or half hour before shut down, run the engine at full rpm for 5 minutes or so. This will heat the engine to its top normal temperature range (usually 185 to 195 degrees F) and blow the accumulated carbon particles out of the exhaust.

Two cautionary notes on the above practice. Do not run full rpm at the dock in

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neutral. The engine must have a load on it.

Further, -- allow five minutes of idle or near idle prior to shut down, in order to cool the turbo temperatures.

Read your owner's manuals again on these subjects.

NEW OPTIONS AVAILABLE

The recent Seattle boat show featured tug #32-41 shown by Dave Maples Yacht Brokers of Seattle (206-284 0880). The most talked about new feature was the bow thruster. This was an electric model with an 8" propeller. After the surprise of seeing this option on a relatively small boat, the comments were generally positive, e.g. "I sure could have used that one day last fall!".

These are now available options on the Nordic Tugs.

One of the most popular options, particularly on the eastern and southern tugs, is the stainless ladder and rails package for the aft cabin top. Lets you or your guests lounge above the water, but in sight of the captain. A good combination.

THE DAZZLING NEW ELECTRONICS!

Part of the fun of a new boat is the opportunity to choose some great new electronic devices. Many of the 32's go out of here with one of the new small radars (8 mile range). If your memory of ship's radar was a dark screen with a funny sunshield over it, -- and

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strange green lines with "blips", -- you've got a real surprise in store.

With these instruments, even novices can make sense out of the picture, range lines, bearing lines and other features. Yes, -- they are "user friendly" and fun to use.

Color video depth sounders are the knockout, all time funnest instruments to watch. Not only do you get a picture of the bottom, but will show fish or schools of fish going by, -- and occasionally a wreck on the bottom. They are great! Since mass marketing and discount stores abound, some are inexpensive as well.

NORDIC'S ELECTRONIC POLICY: Because there is such a variety of electronics available, and buyers are generally so knowledgeable on them, we don't bother offering "standard" items.

Instead, the buyer tells us what items he wants (by specifying brand and model number.) We will buy them at our wholesale cost, and only add freight, and installation expense to the final price to the customer. There is no markup or commission involved on these items!

Reprinted from NORDIC TUG NEWS SPRING/SUMMER 91. This issue was never finalized and mailed out.

1. SUMMER TUG TRIPS

Not one, but two trips this summer! Out of 60 some tugs in Washington state, about 15 of them will join one of the tug trips these summer. Most gathered at Gail Davis' (Nordic's president) home in Anacortes in early March. After 15 bean soup, corn bread and pumpkin pie, they spread charts over the available floor space. They targeted how far north they could go, and then filled in waypoints that would be fun to see along the way.

What became clear - and the reason for two trips, is that no one could agree on the appropriate month to depart. Thus the same trip plays twice; once in June and again in August.

If you would like an itinerary of the trip, or have questions, please call. Those who aren't going, but would like to "armchair cruise" this area, there are a couple of great books to send for. Call us for more information.

2. DEEP SOUTH CRUISIN'

Haven't you always wanted to cruise up the **Bayou Teche** in Louisiana's New Iberia Parish? Why? To see the beautiful ante bellum (before Civil war) homes along the water, of course. The 26' tug **OTTER** of Houston did recently, with owners Tom & Marge Rancudo and their special friends, George & Sherry Davis

aboard.

They left March 23rd (Easter) from Clear Lake, which connects to Galveston Bay and the Intercoastal Waterway (ICW). Marge writes, "Our first stop was the beautiful Neches River about 100 miles east of Houston. We spent the next day exploring the Neches and anchored that evening besides lovely tree covered, Shell Island.

We shared our anchorage with several million mosquitoes. I barbecued hamburgers while the others stayed inside with the doors shut. The next day we devised the clever plan of barbecuing while underway to avoid the mosquitoes - an excellent idea!"

"We spent the night in a cut off the ICW. It was actually a parking space for barges; glad we had no unexpected visitors in the night!"

"The fourth morning we bought fuel at Intercoastal City, LA, at a work boat dock. They were amused with our little tug, and especially the cute little Bruce anchor. (Their Bruce anchors are 150 lbs and up!)"

"The chart showed 10 bridges to open before we reached New Iberia. The first bridge had a sign - "4 HOUR NOTICE REQUIRED". A passer-by called the 800 number for us and after a 1 1/2 hour wait, we were let through. The bridge tender assured us that he would "get us through the others", but we waited almost as long at the next two bridges. Then we passed into a different parish

(county in Louisiana), and I'm happy to say, the second group was prompt and we had a delightful moonlit cruise under Live Oak trees, - and the bridges opened just as we arrived!"

"Our time in New Iberia was pure pleasure, spent with incredibly gracious people - we hated to leave."

"On the return battle of the bridges, we were ready. We called them all up and set up the times. The first seven bridges were no problem. Then we entered the next parish. After waiting an hour or more, we removed everything from the roof and squeaked under with 2" to spare! We did the same on the last two bridges and made our escape!"

"OTTER performed perfectly for 600 miles. We are crazy about this little boat and we thank you for building her so well. The only reason we might ever sell would be to get a 32'. Yours truly, signed Marge Rancudo"

What a wonderful description of a dream trip; we thank you Marge and Tom, for sharing it with us.

3. NEW TUGS

DORIE II, (#32-45) went to Charles Spurling in Spring City, Tennessee. Charles has a partner, John James, sharing the boat. A surprising story follows; see item 4. "Tennessee River Tug".

LIMELIGHT VI, (#32-47) was launched in Anacortes then

across the border to Vancouver, BC. Owner Bruce Campbell lives aboard his tug and we built in many amenities (like his computer center) for him. The name refers to Bruce's profession, a theater lighting engineer.

MAIDEN AMERICA (#32-49), (isn't that a great name?!) went to Nordic's dealer in New England. Jim & Doreen Murray live in Hampton Falls, NH. Call them at (603) 926-6985 if you'd like to see their new red 32' tug!

GADABOUT (#32-52), went home with Tom & Marina Stamp of Vancouver Island, British Columbia. Gadabout's instrument mounting and equipment specifications reflected the Stamp's extensive cruising experience in the English Channel. We certainly enjoyed seeing the boat take shape!

CAROL ANN (#32-53), home ported in Grand Rivers, KY, left the shop in March of '91. Owner Sky Dodson was eagerly awaiting delivery of his first (ever) boat. Approaching retirement, lets hope Sky puts a lot of river under his keel!

Grand Rivers is well named; not far from the Mississippi, it is actually on the Tennessee River, connected to the Ohio River, and close to the Red River! Sky intends to boat mostly on Kentucky Lake, a reservoir on the Tennessee.

The Nordic's first two Basic Tug came off the line and were delivered to their owners:

LEGACY (#26-136) remains a

close neighbor in anacortes (that's where we launch and sea trial all new tugs). Owner Ken Kinkaid is having a world of fun outfitting his tug.

#26-137, the second basic tug went to - (ready for this?) - Cedar Rapids, IA! Owners Jack & Skippy Bell have a marina on the river (Mississippi of course) at McGregor, Iowa. Jack sell boats at that location - and is now Nordic's second Midwest dealer!

4. TENNESSEE RIVER TUG

Because Charles Spurling nonchalantly mentioned that there were 800+ hours on the engine (in less than a year), we asked him to send a note telling us where the boat had been. Here's the story:

DORIE II arrived at Harbor Point Marina in Rockwood, TN in June of '90. From June to Sept, Charles cruised the Tennessee River for 210 hours. (Remember, 200 hours would be about double the average boat's usage in a year.)

In Oct '90, partner John James took **DORIE II** down from the beautiful Tenn-Tom Waterway and the Tombigbee Waterway to Mobile, AL, then across the gulf to Fort Meyers Beach, FL.

During the winter, James circumnavigated South Florida twice and once over to the Dry Tortugas (70 miles west of Key West).

In Jan '91 Spurlings took **DORIE II** from Fort Meyers Beach via the Okeechobee Waterway across Florida to Stuart, on the East

coast.

In April, both families brought the boat back up to spring City, TN. By then, the hour meter read 802 hours!

They encountered only one little problem. At Mobile the waterway was **flooded 35 ft above normal**, with a 6-mile current for the first 200 miles upstream. The worst day was 47 miles in 13 hours.

Are you ready for the "rest of the story"? **FUEL CONSUMPTION** for the 802 hours was 1600 gallons! Further, the gen set also ran for 157 of those hours.

(Ed. note: **DORIE II** got the first **standard** Cummins engine - 115 hp, non-turbo.)

5. ENGINE SEMINAR

If you are going on a cruise this summer, you need to know as much as possible about your engine, - right? In response to this need, Mike Gallagher of the Marine Engine Specialists (Co.) visited Nordic on April 20th for a seminar on engines.

About 20 tug owners showed up and were quickly introduced to the basics of diesel engine care.

Mike had both a Cummins and a Yanmar engine on the floor so that participants could feel, look at, and examine the engine at close range. Mike touched on the following subjects in some detail. We'll review the highlights here.

FUEL: The importance of clean

fuel cannot be over emphasized. Start with the Racor water separator, fuel filter, installed in your engine room. Check the filter bowl frequently by holding a flashlight behind the clear bowl. If there is water, drain it into a paper cup and dispose of it. (How about carrying a plastic container with an oil absorbent rag in the bottom, for collection of this residue?)

If there signs of dirt in the bowl, change the element. Change the element annually as a minimum.

The engine also comes with a fuel filter. This should be inspected, and possibly changed, at least annually.

Fill the tank after coming in from a cruise. This will minimize the water condensation that occurs inside partially empty tanks that are sitting for a long time between uses.

Add diesel fuel conditioner whenever you expect the boat to sit unused (like over the winter months), to prevent bacteria (slime) buildup. In fact, it doesn't hurt to add fuel conditioner to every tankful.

V-BELTS: Check for proper tension and condition. Are the pulleys clean? Is the belt frayed?

HOSES: All hoses, water, fuel, oil. Check these for excessive stiffness, collapsing, kinks, cracks. Replace at any suspicion of wear. Check clamps at this time also.

BATTERIES: Keep clean, full of distilled water, and clean terminals on all wires. Remove the cables and clean, annually.

WIRING: Go over every length of wire and check for frayed or burned wires. Check terminals for tightness (pull on the wires). Fasten wires in bundles so they are not loose.

ENGINE: These are the items to check (look them up in the engine owner's manual for more information).

- Air cleaner/filter
- Valve adjustment
- Oil & filter change
- Fuel filter change
- Water separator/filter inspect & change element
- Leaks, drips, seeping or discolorations
- Rust signs
- Protectant spray (WD-40) spray on your engine often to prevent rust.

COOLANT SYSTEM: Check these items. Read up on them in the owner's manual.

- Zincs in heat exchanger
- Sea water valves
- Sea water strainer
- Clean heat exchangers
- Expansion tank precautions
- Radiator cap
- Exhaust water flow
- Exhaust hose, clamp, silencer
- Water pump impeller
- Change coolant
- Watch for pump leaks, especially sea water.

REVERSE/REDUCTION GEAR: Proper fluid to use. Do not overfill. Change. Look for rust. Listen for unusual noises.

PROPELLER SHAFT STUFFING BOX: (Also called the "shaft log"). Check for the proper drip rate. Also check rudder shaft stuffing box.

ZINCS/BONDING: See that the wiring is secure and corrosion free.

CONTROL CABLES: Check to see if they are stiff, frayed, or kinked.

TANKS: See that they are firmly secured to the hull, free of corrosion, and no leaks.

BILGE PUMP(s): Clean around inlet, run periodically.

RADIOS: These should be checked for firm mounting and cleanliness.

NAVIGATION LIGHTS: Clean inside the lights. Check for corrosion.

INJECTORS: Mike advised leaving these alone. They are high pressure devices and possible dangerous.

ENGINE OVERHEATS: What to look for. Overheating means that there is something wrong with either the air supply or the water supply.

ENGINE MISSING: Check the fuel system for fuel restrictions - kinked hoses, clogged fuel filters, dirty strainers in fuel pumps. Don't overlook the possibility of low fuel supply. (Nordic's marine crew notes that if the engine dies because of a probable low fuel condition, try to restart and **idle** the boat back to the dock).

BEST MAINTENANCE HABIT: Clean your engine with a rag and cleaner. By going over your engine regularly, you'll quickly spot something that is going wrong. A loose fitting, a leak, or a cracked hose will show up under this kind of scrutiny. When you find something - fix it.

Mike is a good instructor. The participants asked many questions and gained a lot of information. Call Nordic if you have questions on those subjects (after you have read your owner's manual). Or if your boat is in the Northwest area, and you want Mike to take care of a job beyond your scope, call him at (206) 778-2275.

6. THE JUNEAU TRIP

Kent Fagerstrom, Nordic's Juneau dealer has always piloted his new tugs home on their own bottoms. So #32-51, **NORDIC PRINCESS** left Anacortes on the evening of April 29th with Kent and three guests: - Dan Fales, Executive Editor of Motor Boating & Sailing, Chris Vogler, Western Advertising Representative of the same magazine, and Dr Donald Rude, Sr., the new owner of sister ship **NORDIC STAR**, #32-43.

Keep watching future issues of Motor Boating & Sailing magazine - we heard they took hundreds of photographs for a future article!

Dream trips have to have a rough spot every now and then to make them memorable. Here's one: Kent fueled up at Campbell River on the east side

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of Vancouver Island; planning to fuel again on BC's mainland to the north east - at the small village of Klemtu.

Wouldn't you know it, when they arrived at Klemtu, the fuel man had "gone fishing" and wouldn't be back for several days. No fuel. The natives suggested they try Hartley Bay - further north, and a side trip into one of the many inlets.

Kent measured his tank - 3 1/4" left, maybe 34 gallons. OK, on to Hartley Bay at reduced speed. (You know what is coming next). There was no fuel at Hartley Bay either! So - on to Prince Rupert - a goodly distance north.

Kent set his throttle just above idle, at the exact point that his fuel-flow meter read 1 GPH, which was 1150 rpm, and speed was approximately 7.5 knots. (The engine was a 250 hp Cummins with a big prop!)

After approximately 17 hours of running, they arrived at Prince Rupert on Sunday morning, and had to wait a bit for the fuel dock to open. So Kent measured his tank again - 2" left! After filling up, they found that they had about 16 gallons of fuel when they arrived at the dock. Proving that the fuel flow meter was "spot on"; and that they had gone 7.5 nautical miles per gallon of fuel!

I asked Kent if he and his guests were nervous and sweaty during this leg. "No", he replied, "it was very quiet (at near idle speed), and we just read, tidied up the boat, and

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gazed at the breath taking scenery!"

Other than the incident above, it was an inspiring trip, because Kent sent back this bit of verse, "**ODE TO QUEEN CHARLOTTE SOUND**".

We men of earth are constantly striving to acquire more toys,
Its the same for all of us,
both girls and boys,
The men of Alaska, I'd like you to note,
Are usually men who want the ultimate boat.

Now I worked for years and saved up some dough,
I wanted something more than a skiff to row,
I wanted the boat, the boat of my dreams,
I plunked down my savings and got payments forever it seems.

The **NORDIC PRINCESS** seem like the ultimate toy,
She has class for the girl and great diesel for the boy,
She has power and dependability and a good turn of speed,
She has cooking and heating and every thing you might need.

We headed north on a fine spring day,
To see what the **INSIDE PASSAGE** had to say,
The crew was happy - in a jovial mood,
And every storage space was filled with fine food.

The engine ran smooth and the gen set produced power,
The miles slipped by, hour by hour,
We anchored at night for a good night's rest,
Tomorrow we give her the wide

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open ocean test!

Queen Charlotte Sound is as unpredictable as she can be,
She can kick up rough as you ever did see,
She will suck in her breath and lay down a dense fog,
And the swell can hide a dense kelp bed or a log.

The Queen has character, a personality if you please,
She can blow up a storm or settle for a breeze,
A great number of ships have crossed her side,
And many have prayed for a place to hide.

She can be calm and gentle as a Lady should be,
Or wild and furious with a raging sea,
She knows them all - she makes a sport,
To know each vessel, it's Captain and hailing port.

"Well look at the Princess", I heard the Queen say,
Lets see how she behaves on this fine spring day,
Young Lady, she said, let me give you some advice,
Don't get too brave, just behave and be nice.

I'll give you some chop, some swells for your test,
You'll do fine, like most of the rest,
I'll add some fog to keep you humble,
Keep a sharp lookout, sit back and enjoy that great diesel rumble.

So the Queen smiled and wished us a pleasant ride,
Have a fine voyage as you cross my side,

So I gave thanks for a pleasant trip,
But Oh Lord, how big your Ocean - and small my ship.

1. SUMMER TUG TRIPS

Again, two trips this summer. Last February, tuggers gathered at Dorothy Davis' (mother of Nordic's president) home in Anacortes. After a great pot luck meal that included fresh crab caught that morning, charts appeared and the discussions began. The reason for the two trips became clear, no one wanted to give up the two trip option. Thus, we planned two different trips in terms of destinations and scenery, one at the end of May and the other at the beginning of September.

The first trip starts with a gathering at Anacortes Saturday, May 29, 1993. From there we will head for the San Juan Islands, the Gulf Islands and a few stops on Vancouver Island. The group will return to Anacortes on June 12.

The September trip starts Saturday, September 4, 1993, with a gathering at Bedwell Harbour, South Pender Island, where we will clear customs and then head north Sunday. We intend to go west and north of Desolation Sound and include Cortes Island, Stuart Island, Sonora Island, Quadra Island and others. The 18th will find us coming back into US customs.

When we complete the itineraries, we will mail out copies, but we felt you needed these start dates for your long range planning. If you have any questions, please call.

2. FUEL/AIR SEPARATOR

When refueling your tug, the

most common indicator of a full tank is when the fuel purges at the fuel vent. As the tank fills, the incoming rush of fuel creates pressure in the decreasing empty space of the tank and causes air and fuel vapor to exhaust through the vent - and overboard - into the environment. The other major cause of spillage through the vent is thermal expansion. As fuel temperatures increase, pressure builds up and causes overflow. Another instance occurs after refueling. Agitated by the pounding of the waves, fuel is forced to the vent. It is not uncommon for up to a quart per tankful of costly fuel to be lost to refueling and thermal expansion. Obviously, all marine life is directly endangered. What can be of GREATER direct concern is that a fine of up to \$5,000 also may be levied.

RACOR has come out with the Lifeguard LG100 Fuel/Air Separator that fits between your fuel tank and your fuel vent. It separates the fuel from the air that is forced into your vent line. The air is vented while the fuel is returned to the tank. The cost of the separator is approximately \$65 and comes with the fittings and clamps required.

3. NORDIC TUG FLEET LIST

Tug owners have said "it would be good to have a list of all Nordic Tugs by name so that when we see one while we are cruising we will know who we are talking with." Based on

that request, my first draft of a listing of tugs by Name, Owner(s) and Homeport is attached. I know that I have a lot of errors in the home port listings. I used whatever city I had from the mailing addresses. I also know that tugs have been sold and we have lost touch with old and new owners. Please, make all the corrections that you know of and help me fill in the blanks. Just drop me a note with the changes/additions and I will publish a new version with the next newsletter.

4. NEWSLETTER

Gail asked if one of the owners would be willing to handle the newsletter. Being a confirmed Nordic Tug addict, I agreed to take on the chore. What I would like to put in the newsletter is what you would want to find in a Nordic Tug newsletter. Therefore, I need your input. In addition to information about tug trips, what sort of things would you like to see? My plan is to include maintenance and equipment tips like the one on the air/fuel separator. I would like to include news of any discoveries that you have made on better ways to solve or prevent problems. I plan to include news from Nordic Tug, Inc like new tugs and who they were built for, when new models are coming out, new features, etc. How often should I publish a newsletter? My plan right now is do a minimum of 2 per year and a maximum of 4. I am going to need support from you so that the newsletter will be useful. I also need some financial support from each of

you to defray expenses (mainly postage, maybe some reproduction). If each addressee would send me \$5 I won't ask again until I'm about to run out. My address is:

Bill Owel
8823 Franklin Ave
Gig Harbor, Wa 98332
(206) 858-3481

If you want to be taken off the mailing list, you need to tell me that also.

5. SOUTH PUGET SOUND TRIP

Have you ever cruised the area south of Seattle and Port Orchard/Bremerton? Most people, when they have that yen to head off into the sunset, tend to head for the San Juans, Desolation Sound, or other parts to the north and west. Southern Puget Sound boaters, therefore, have some of the most gorgeous cruising waters in the world pretty much to themselves. Carl Jones of Longbranch, Key Peninsula has offered to set up a South Puget Sound trip if we had some show of interest.

6. BEST MAINTENANCE HABIT

Clean your engine with a rag and cleaner. By going over your engine regularly, you'll quickly spot something that is going wrong. A loose fitting, a leak, or a cracked hose will show up under this kind of scrutiny. When you find something - fix it.

1. NORDIC TUG LOGO

Arrangements have been made with Lands' End, a well known direct mail merchant, to have the Nordic Tug Logo on file so that it can be applied to any item you want to order from them. The logo is two and one half inches high and two inches wide. It is the silhouette of the tug's bow facing you with the pilot house and stack outline showing. It has a circle around the tug and where the logo normally has "Nordic Tugs" I have left room for you to have your tug's name embroidered. They will put the custom embroidery on just about any of their products. The most popular products are mesh knit shirts, interlochen knit shirts, drifter sweaters, squall jackets and attaches. If you are one of the few people that doesn't already have a Lands' End catalog, call their toll free number 1-800-356-4444 and they will be more than happy to send the latest version. To order items and have the Nordic Tug logo applied to them, call 1-800-535-3060, extension 4110, Ron Spurley and he will take your order. Just tell Ron that the logo number is **934270** and the company name is Nordic Tugs. Have your credit card handy. They take Discovery, Visa, Mastercard, and American Express. It will cost you \$5 for the logo and you can have your tug's name added below the logo. The logo has been set up with white and black stitches, with white being the hull, pilot house and stack, black being the outline, windows, hull inset, circle, and border. You can change the thread

colors to match the color of your tug.

2. THE WAY TO BARKLEY SOUND

In following up on a suggestion by John DeValois, I came across a neat way to get to Barkley Sound. There are a number of boat hauling companies that operate out of Nanaimo, that haul fishing boats back and forth from the Inside Passage overland to Port Alberni. They pick up a boat at Parksville, haul it west on Highway 4, put it in the water at Port Alberni, and drive back to Parksville for the next boat all in 3 hours elapsed time. They claim they easily can handle at least 4 boats a day and can go up to 7 or 8. There are set up to handle boats up to 34 ft and under 11.5 ft beam. The cost depends the size of your boat, the number of boats and how good a negotiator you are. For my 32 ft boat with a 11 ft beam, we reached a price of \$300 Canadian. For a 26 ft boat the price was about \$250 Canadian. The more boats, the cheaper. Interested? Call Bob at ALL ABOARD BOAT CO. (604)754-4930 or Ray at ALL TOLL BOAT CO (604)754-4554.

3. NORDIC TUG FLEET LIST

Attached is the latest version of the Nordic Tug Fleet. Many thanks to all the folks who responded including Brokers, former owners, Dealers and interested Tuggers everywhere.

4. NEWSLETTER

The response to the newsletter has been very good. I have

heard directly from over 90 of you and indirectly from another 35. Bob Calves, aboard Diamond Sea, has been a big help in covering the east coast from New England to Florida. Most of the folks who commented felt that 2 issues a year would be about right, and that the information should not be slanted toward one area only. I took that to mean that if you lived in Florida that you were not very interested in the detailed itinerary for a 2 week cruise in the British Columbia area. I'm going to start a section in this issue called "The Other Person's Tug" and I will include things that other people have done to their boat to make it more usable for them. I learn something every time I go on someone else's tug. Most people favored the maintenance tips/articles. I thank all the folks that sent in money to help defray the cost of mailing the newsletter, and if you haven't done that yet, please send \$5 to:

Bill Owel
8823 Franklin Ave
Gig Harbor, Wa 98332
(206) 858-3481

5. SOUTH PUGET SOUND TRIP

Have you ever cruised the area south of Seattle and Port Orchard/Bremerton? Well, here is your chance. Hold open the days of May 14 to May 28, 1994 for a cruise of South Sound. If you are interested, we should have detailed itineraries available in February from Bill Owel (206) 858-3481 or the Nordic Tug Factory (206) 757-8847.

6. ATLANTIC COAST NEWS

The Next Chesapeake Bay Rendezvous will be on Saturday, May 21, 1994 at St. Michaels. For more information write to Bob Calves, PO Box 2136, Kilmarnock, VA 22482.

7. THE OTHER PERSON'S TUG

Bill Trier has used the space to the port side, outboard of his engine to line up his tool boxes and has provided tie-downs for them so that they are snug even in the roughest water. (206)781-9118.

Mark Brody has taken one (port side) of his two engine hatches and sawed the hatch into thirds. He has added under lip boards just like the one on the starboard hatch to two of the sections to retain the strength of the hatch. Mark feels this makes the hatch sections easier to handle (lift) and faster to get into the engine compartment if speed is important. (206)779-9747.

Bob Calves furnished this one. A more water-tight shower curtain for the 32 can be done as follows: As you face the shower opening, replace the track at the top with one that curves a few inches outboard along the bulkhead to provide about six inches overlap. Using a store bought vinyl curtain, fold over the right (aft) edge twice and hem so vertical edge is triple thickness about one inch wide. (Inserting a 3/4 inch wide strip of fiberglass tape in this hem provides additional stiffness and bulk). This aft edge is then secured water tight along the aft side of the of the shower opening (just

outboard of and abutting the existing teak trim) using a teak batten about 1/4 inch thick, about 3/4 inch wide, and the height of the opening. The edge of the shower curtain is sandwiched between the batten and the fiberglass bulkhead. Screws from top to bottom about 10 inches apart. Before securing this aft side, test hang the curtain and hem a bottom seam so the curtain hangs just below the bottom edge of the shower opening, but just off the floor so it is out of the water to reduce mildew. This bottom hem can be weighted by sewing in some fishing sinkers; or better; you can pick up old wheel rim weights at the auto tire store. Four of these leads (break off the steel rim clips and straighten the weights in a vise) about three inches long work dandy. Drapery stores also sell curtain weights that are vinyl covered. Bob's address is listed above.

Wilf Rudd has replaced the steps inside each pilot house door with small boxes of nice teak. Same height, but a couple of inches longer and wider than the existing step. The top of each box was hinged with a flush piano hinge running fore and aft an inch or so out from the side bulkhead. Bigger step and nifty place for small tool storage within reach when knee deep in the engine compartment (813) 394-2279. On my tug, the spaces under the steps contains an outlet for my diesel furnace and the switch for my windlass.

8. ENGINE PART DEALERS

You can locate the nearest

Cummins or Yanmar parts dealer by calling these numbers:

CUMMINS 1-800-274-0336

YANMAR 1-800-966-7685

Both numbers have been checked and they assured me that the numbers can also be used from Canada. Post them somewhere near your tool box.

9. SECURITY TIPS

If you are travelling and stop at a public marina, frequently there is not the security that many private marinas enjoy. Since the Nordic Tug always draws attention, it is wise to draw the blinds and make sure all hatches and doors are **LOCKED** while the boat is docked and unattended. Its always a good idea for two people to have a set of keys to the boat (i.e., husband and wife). **John & Ann Casey's** tug is equipped with a manual cut off switch which prevents the engine from being started through the ignition switch. This "kill switch" should be located in an area of the boat where it would not be accessible to a stranger. This gives an added warm fuzzy feeling for those times your boat is docked for an extended period of time and you are not close-by. (804)282-1286

10. PERSONAL FLOTATION DEVICE

As many of us are grandparents, there is a need (but sometimes forgotten) to have infant and child sized PFDs aboard the boat. The adult size are inappropriate for children. Having the right sized PFDs on board not only contributes to a safe trip for the "grandkids" but it also fosters good will

to our neighbors at the marina who may have unexpected visitors (including children) and who may appreciate borrowing you infant and child sized PFDs. It also teaches the child an awareness of safety procedures while on the water. **John & Ann Casey**

11. WINTERIZING

If you live in one of those borderline states when it comes to "should you" or "should you not" winterize your boat. We adhere to the old axiom, "It is better to be safe than sorry". It is just as important when you dewinterize your boat to have a qualified marine mechanic (if possible) accompany you on a short "shake-down" cruise to make sure all systems are "GO"! This hour when you focus on mechanical and electronic navigational equipment possibly could prevent a more serious consequence when you take the boat out for that long awaited first cruise of the season. **John & Ann Casey**

12. HYDRAULIC STEERING

I have met with two tug owners this summer (a 32 & a 26) and one last summer that had failures occur (leaking seals) of the hydraulic steering system on their tugs. The two this summer were both less than three year old boats with about 600 hours on them. The first indication was difficulty in steering and upon further investigation, large quantities of hydraulic fluid around the rudder post. The seals in the SeaStar cylinder had leaked,

Seal kits are available for SeaStar cylinders, however, these must only be used by a qualified marine mechanic (per the SeaStar owner's manual). The company cautions that seals will sometimes leak if the steering system is not vented at the upper most (when more than one helm station is used) helm station. Maintenance is inspection a minimum of twice a year of the following:

- Check the oil level in the upper most helm.
- Check mechanical linkages and connections. Tighten loose parts and replace badly worn parts.
- Check for leaks.
- Check hoses and or tubing for chafing and or rubbing marks, and replace if required.

One of the tug owners took the bad cylinder back to the manufacturer and they replaced the cylinder at no cost, even though it was out of warranty.

13. NORDIC NORTHWEST

Nordic Tugs Northwest became an authorized distributor and dealer for Nordic Tugs, Inc last April. **Roger and Mary Kay Drill** have set up an office at 2046 Westlake Ave. N., Suite 101, Seattle, WA 98109. Their phone number is (206) 282-0953. As the distributor for all of the US, Canada and Mexico, Nordic Tugs Northwest sets up dealerships in regional areas to sell Nordic Tugs. Currently, Two Dealerships are established, the Florida Dealership run by **Ed Shelton** at 3309 Buffalo Trail, DeLand, FL 32724 (904) 736-0078 and the Washington State Dealership run by **Jim and Stephanie Cress**

known as **Skipper Cress Yacht Sales and Services**, at 1019 Q Avenue, Suite B, Anacortes, WA 98221 (206) 293-7874.

Nordic Tugs Northwest are actively looking for potential dealers in other areas such as the Great Lakes area, the Northeast area, the Midatlantic area, the Southern (Texas) area, and the Southwest area. If you have some red hot candidates, I'm sure Roger and Mary Kay would welcome a call or a note from you.

There is one more dealer that is outside the new Nordic Tugs Northwest distributorship, and that is **Nordic Tugs of SE Alaska** run by **Kent Fagerstrom** at P.O. Box 020006, Juneau, Alaska 99802 (907) 586-2844. Kent ordered his first boat in June of 1982 and is now up around number 17 or so.

14. WHAT'S IN A NAME?

KEIKI II - 2nd child in Hawaiian

KAT-CHU II - First letters of children, Kathy and Chuck

GOMORRA - The place where all the partying went on

KULIKA - Curt in Hawaiian

NORDIC STAR - The owners are both Nordic and the tug sails under the North star

DOBRO - Check the next issue of your Nordic Tug News.

15. FOR SALE

The lease (25 year) on a 40 ft berth at the magnificent new **PORT SIDNEY MARINA** at Sidney, Vancouver Island, BC. If interested contact Thomas B Stamp, Box 21090 R.P.O., Saanichton, B.C., Canada, V0S 1P0 (604) 652-4432.

16. ASK THE FLEET

Roger Guay-Has anyone partially or fully canvassed the cockpit area on a 26 footer? Yes, **Ken Kinkade**, (206) 424-1979 has a cover over his cockpit area. Also, **Glenn & Holly Ryerson** have a "camper back" canvas over the rear of their boat. It provides about six foot two inches of headroom and has a full set of side curtains. Write them at 1901 Renshaw Way, Juneau, AK 99801-9391.

Roger Guay-Has anyone any experience with ballast? Is it really worthwhile? If so, what are some details about installation. Contact Roger at 8619 139th Ave N.E., Redmond, WA 98052

Rod Nash would be delighted to help other Nordic Folk who might want to plan a trip south into Mexican waters. Rod describes it as uninhabited islands, whales, great fishing, 85 degree water, friendly locals, a desert on the sea-that's Baja. Contact Rod at 4731 Calle Reina, Santa Barbara, CA 93110 (805) 964-7311.

Bruce Campbell wants to know if any tuggers are interested in going to the Queen Charlotte Islands next year. Bruce circumnavigated Vancouver Island this summer before joining us for the Discovery Passage cruise in September.

If interested, write Bruce at Box 6, 16661 Granville St., Vancouver, B.C. Canada V6Z 1N3.

Bill & Linda Moats bought their tug in Everett and brought her up the inside passage in May 1992 to Juneau. They would be happy to share some of the excellent harbors and mooring

spots they found along the way. Write them at 800 F Street R-5, Juneau, AK 99801.

Geoff Simmons & Marzette Ellis have offered to answer questions of anyone heading to Ketchikan. Write them at Alaskan Bareboat Charters, P.O. Box 8378, Ketchikan, AK 99901.

17. MAINTENANCE TIPS

Leaks - After about two years the joint at the aft end of the pilot house to the salon cabin needs recaulking. If you don't, you can get leaks and staining of the head liner. To remove a water stain from the headliner, use white vinegar, full strength, rinse with distilled water. **Bruce Campbell.** Editor's comment: Another area that has to be watched is where stanchions and cleats bolt through the deck. Repairing these areas involves removing headliner in the forward stateroom or getting behind storage spaces. After new caulking has been applied to the bolts and the holes in the deck, the bolt must be held still while the nut is tightened from the underside.

Teak - Use Sikkens Cetol-M finish on exterior teak trim. Two coats last a year. It doesn't collect dirt like oil does and doesn't peel like varnish. **Bruce Campbell**

Teak-We started out by letting our teak bleach. Our benign neglect approach did not keep up with the mildew. We then went to a complete cleaning with Murphy's Oil Soap. We then used Teak Wonder cleaner and brightener. If we had used

Murphy's sooner we would not have needed Teak Wonder. Next, we wet sanded six coats of teak oil into the wood, using a finer grain of sand paper with each coat and hand buffing each coat after drying. This gave a hard finish and closed the pores of the wood, maintaining good water run off and inhibiting mildew. So far, the finish requires only an hour of touch up maintenance every three months. Great reference: "Brightwork-The Art of Finishing Wood" by Rebecca J. Wittman. **Marilyn Owel.**

Batteries -Buy a new battery every two years. Stagger your replacement so that both of your main batteries don't go flat at the same time. The difference between a working battery and a dead one is about one volt. **Mike Gallagher.**

18. NORDIC TUG CHARTERS

Alaska - Kent Fagerstrom runs Nordic Tug charters out of Juneau, Alaska. He offers Skippered and Bare Boat Charters. Kent has some nine tugs in charter or being built for chartering. Tug owners (26 or 32 foot) who want to fly up and cruise Southeast Alaska can step into a beautiful boat that they are familiar with. Call at (907) 586-2844 or write P.O. Box 020006, Juneau, AK 99802

San Juan & Gulf Islands - ABC Yacht Charters has a 32 and 3 26 foot tugs available for charter. I've seen ARIEL and ARNIE almost each time that we have gone out. Call them at 1-800-426-2313 or write P.O. Box 129, Anacortes, WA 98221.

NORDIC TUG NEWS

SPRING 1994

1. NORDIC TUG LOGO

A number of you have used the arrangements we made with Lands' End to have the Nordic Tug Logo applied to clothing items you ordered from them. To order items with the Nordic Tug logo applied to them, call 1-800-535-3060, extension 4110, Ron Spurley and he will take your order. Just tell Ron that the logo number is **934270** and the company name is Nordic Tugs. I ordered some shirts at Christmas time (at the last moment) and got excellent service.

2. BACK ISSUES OF NEWSLETTERS

I now have in my computer all of the past issues of Nordic Tug Newsletters I could find. Each issue varies on the amount of maintenance, nice to know, new owner, sales and other information. As an owner since only 1991, I found them helpful and very interesting. The issues I have are:

1. Volume II, No. 1, February 1981.
2. Volume II, No. 2, April 1981.
3. Nordic Tug News Letter, August 1981.
4. Tug Talk, November 1, 1983.
5. The Nordic Tug News, March 1986.
6. Tug Talk, Fall/Winter 1986.
7. Spring News Letter, 1988.
8. Fall News Letter, 1988.
9. Summer Newsletter, 1989.
10. Nordic Tug News, Spring/Summer 1991. (This one was never published).
11. Nordic Tug News, Spring/Summer 1993.

12. Nordic Tug News, Fall 1993.

If in looking through your old files, you find a Newsletter that I don't have listed, please send me a copy and I will add it to list. If you would like a complete set of these news letters, send me \$3.00 to handle the postage and printing cost and I will have them on the way to you. I already have sent out a complete set to Jim Tunnell (415) 921-0634 and Malcolm Ringle (410) 819-3146, both recently purchased pre-owned 26' Nordic Tugs. You can check with them and see if the old issues are worth it.

3. NORDIC TUG FLEET LIST

Attached is the latest version of the Nordic Tug Fleet. The name of the boat of those that we have heard from directly are indicated in bold print. We are sure of the information that we have. The boat names that are underlined indicate that we have received information from the factory, dealers or from Bob Calves and we think the information is correct but it's secondhand. The boat names that are not bolded or underlined indicates those listings that we got from the factory when we started doing the newsletter and have not heard from those folks through any of our contacts. Many thanks to all the folks who responded including Brokers, former owners, Dealers and interested Tuggers.

4. NEWSLETTER

Don't forget change of address

cards if you should move. The post office will only forward for about six months. If you haven't as yet sent a donation for postage and printing, please do so. Send it along with some news items I can use in the future, 8823 Franklin Ave, Gig Harbor, WA, 98332.

5. SOUTH PUGET SOUND TRIP

The South Sound Tug Cruise is set for May 14 to May 28, 1994. If you are interested, we have itineraries available from Bill Owel (206) 858-3481 or the Nordic Tug Factory (206) 757-8847.

6. ATLANTIC COAST NEWS

The Next Chesapeake Bay Rendezvous will be on Saturday, May 21, 1994 at St. Michaels. St. Michaels is one of the top attractions on Chesapeake Bay and Bob Calves hopes to attract tuggers from all over the East Coast. He also welcomes folks to come by land as there are good accommodations available and many things to do. For more cruising and tourist information write to Bob Calves, PO Box 2136, Kilmarnock, VA 22482. But if you are going by boat, make your slip reservations now by calling (410) 745-2400.

7. THE OTHER PERSON'S TUG

Ken Horton sent along some great ideas. **Pilot House Doors:** After several days of rain the sliding doors were hard to open fully. Solution; 1/16" strips of teflon under the door held by two screws on each end. It was necessary to sand the bottom of the doors

down. This was done by putting long strips of emery paper under the door and sliding the door back and forth until the desired clearance was reached.

Safety Hang Straps: In the interest of safely getting in and out of the pilot house doors while underway and in a seaway, hang straps were added to the door frames at about head level. (Think of the straps on subways, buses, and trolleys for those who had to stand in crowded conditions). Ken used matching seat belt material and sewed it double, making a loop and secured with a large upholstery washer and screw. It pivots both in and out and is out of the way.

110-120VAC onboard: Ken installed a Balmar 100 amp alternator, placed two large deep cycle batteries and a Heart Interface Invertor in a box made where the port step used to be. Ken's tug is a 26' with two pilot house doors. This invertor box takes up the space from the bulkhead under the forward edge of the port pilot house seat to the bulkhead just where the (ladder) steps lead to the forward stateroom. The width is less than that of the seat and the height is about 12 inches. The box has vents on the top and side, teak stepping area to substitute for the removed step, and a control panel to operate the invertor. The entire invertor box cover can be remove for access to the batteries and other equipment. Ken says, this setup will run the microwave, 110VAC appliances, and air conditioner for two days without running the engine. With overnight use, two hours running time and

the batteries are fully topped off. **Air Conditioner:** Ken installed a Bomar hatch and screen in the pilot house. He uses a carry-on Cruisair air conditioner. He only sets it up when needed, the rest of the time its stowed out of the way. The Cruisair can also be used in the forward hatch. **Privacy Curtain:** Ken put up a privacy curtain for those times when he and Mary have guests. He used 3/8" I track. The track is bowed almost like a quarter arc of a circle. The curtain length is 4'. When the privacy curtain is open and stowed toward the starboard side, forward of the head, it is secured with one nylon security strap. It does not interfere with the V filler or the V berths. When the curtain is closed, one snap is used on the bottom port side. (Editors Note: I didn't put a bow in my curtain rail. The result is that when the curtain is closed and someone tries to enter the head from pilot house, there is very little room left to stand and still get the head door open. I like Ken's solution.) **Aft Canopy:** Ken put up a canopy 6'6" high to give plenty of head room. He plans on adding some side curtains now that he is in Florida with a little more sun. **Bow Thruster:** Ken installed a Venus bow thruster and says where it really paid for itself was in all the locks. Ken sent me some great pictures and I'm sorry I don't have the capability to include them in the news letter. But, if any of these improvements strike your fancy, write or call Ken. 2622 Magdalena Drive, Punta Gorda, FL 33950, phone (813)

639-8958 or in the summer time, in Canada at 19 Riverview Lane, Brockville, Ont K6V 5T1, phone (613) 345-2740.

Doug Iles uses his boat a lot and has provided several tows. He has two large cleats, each with a stainless backing plate bolted through the capstrip about adjacent to the aft end of the pilot house. This makes for decent anchor points for a bridle. Address and phone number in Maintenance Tips.

Chuck Markland installed a freezer in the compartment below the sofa in the rear of the main salon right by the steps leading to the aft deck. The freezer was a Norcold Tec II, providing storage for about 75 pounds of frozen foods. The freezer runs on both AC and DC. Chuck says it requires about 2 hours of running or generator time per day to keep the proper temperature. Contact Chuck at 17018 123rd SE, Renton, WA 98058.

8. BMW ENGINES

There are about 17 Nordic 26' tugs that were equipped with BMW engines when they were built. BMW has stopped making the marine line and the result is that parts are getting hard to find and when available, expensive. Recently I sent all the addresses of BMW tug owners to **Fumi & Rich Cormack, PO Box 34736, Juneau, AK 99803**. The hull #'s I included were: 1, 7, 16, 24, 36, 37, 39, 42, 44, 46, 48, 53, 56, 73, 85, 88, and 89. Fumi planned to contact all the BMW engine owners and try to get an exchange of replacement part availability

information. If I left out anyone, please contact the Cormack's.

Bob Blackwood has a BMW engine that he took out of his tug when he got flustered over not being able to get parts. That engine was in good running condition except for the oil cooler when it was taken out and replaced with a Yanmar. The engine is stored at the Nordic Tug Factory. If you are interested, contact Bob at 4714 North Jones Road, Oak Harbor, WA 98277. Bob passed on a tip that the folks at Lund, BC were excellent at making repairs to replace parts that were not readily available.

9. TUG TRIPS

John & Ann Casey used their red Nordic Tug to deliver Santa on his appointed rounds. "On a very rainy Sunday, when the rain did not stop until well after twelve noon, we were meeting Santa down at the boat so we could all ride up the river to greet the children that were waiting at the boat landing for our arrival. Each child had brought a toy for a needy child which they had deposited in the wagon before they came aboard the boat to talk to Santa. In spite of the questionable weather, we had 50 children brave the elements and join us. The Recreation Department had a duo singing Christmas Carols and they had cookies and cider for all the children and their families. A great time was had by all!!!"

Last fall, **Ken & Mary Horton** completed a fascinating trip in their Nordic 26' "Footprints"

from Canada to the West Coast of Florida. Their trip took them from Ontario to Quebec to New York to New Jersey to Maryland to Virginia to North Carolina to South Carolina to Georgia to Florida. They had 33 days enroute, 2050 nautical miles, 294 hours running and burned 410 gallons of diesel. Their average gallons per hour of fuel burnt was 1.4 and the total cost of the fuel was \$392.00. Drop the Horton's a line or give them a call if you would like more details on their trip.

Don Rude used a new phrase to describe what he has been doing for the past three seasons. **ECO CRUISING.** Cruising with a balance of fishing, sight seeing, nature watching, time ashore and a historic overview. As well as hands on experience in the day to day work of running a boat.

10. APB - TUG ALERT

We have lost track of some tugs and need some help in locating them:

ARTOIS	26048
EASY MIKE	26007
UNKNOWN	26035
UNKNOWN	26074
UNKNOWN	32013
UNKNOWN	32005
UNKNOWN	32020
LEVIATHON JR	26043
MUTT	26063
TUMBLEWEED	26051
AT LAST	26070

So if you see a tug or know of a tug that's not on our list, or is different than our list, drop us a note with as much information as you can gather. We need your help in order to keep the list as up to date as

possible. Every time I go into a different marina, I always look around for Nordic Tugs.

11. WHAT'S IN A NAME?

ANDANTE - Movement in slow motion.

NIPPER - From a Royal Navy expression that was around in Nelson's time. Cables, used to anchor or dock early warships, were so big they couldn't be wrapped around the capstan. So, a continuous light line was used and the cables "nipped" against it. Kids (Nippers) were sometimes used to tie and untie the nipping lines as the cable was hauled in.

MISTRAL - a strong wind from the north.

PIZZA TUG O - Pizza to go - (say it fast).

ENDURANCE - Of Sir Ernest Shackleton fame.

DOBRO - Check the next issue of your Nordic Tug News (Now, why don't s/he write?).

12. WEST COAST FALL TRIP

A San Juan Islands, Gulf Islands, Princess Louisa Inlet and Desolation Sound cruise is being planned for the period September 3-17. The start point will either be Cap Sante Marina or Bedwell Harbor. Fran Olson (206) 293-4999 has graciously agreed to sponsor this cruise. The itineraries will be available by June from the Nordic Tug Factory (206) 757-8847.

13. ASK THE FLEET

Walt Moorhead & Carol Ross have offered to be a contact for Nordic Tug owners cruising the Inside Passage. Their local

knowledge should complement that of the Ketchikan and Juneau folks we listed last issue. Also Walt is looking for a used spare wheel, 18" diameter, 15" pitch, right hand, 1 1/4" shaft, and prefers stainless. Write them at Box 1140, Wrangell, AK 99929.

Jack & Leona Coffelt are planning a trip to Ketchikan this year via Inside Passage. They would like to hear from others who would like to make the trip at the same time. Write them at 1610 Redwood Lane, Davis, CA 95616, Phone (916) 756-5290.

Gail Davis, as she stated in her letter to the tug owners, plans to travel to Alaska on Katy-D in the April time frame. If you would like to join her and Charlie write her at 1904 Creekside Place, Anacortes, WA 98221, Phone (206) 293-5240.

Don Rude has removed his boat from Kent Fagerstrom's charters. However, he plans to do skippered cruises in Alaska on his own. If there are any owners who feel nervous about embarking on a bareboat cruise in those Alaskan waters, Don is available at rates that compare favorably with bareboating. Contact him at 2013 Austin Place, Richland, WA 99352, phone (206) 943-3385.

Don Rude asked if there was a service like the one we described for Barkley Sound for the area Puget Sound to the Columbia River. Yes. It is called Associated Boat Transport, 13930 N.E. 190th, Woodinville, WA 98072, phone 1-800-247-1198. Ask for Jack

Wolfe or Don.

Don also asked about an easy way to remove the headliner from the pilot house and main salon. **Jim Cress** says to first, remove the teak battens and any fixtures such as lights, then go to one corner and slowly peel the head liner off. The head liner was originally held in place by a 3-M spray. Jim claims some folks have even stuck the head liner in the washer (gentle cycle, I hope).

14. MAINTENANCE TIPS

Last issue **Bruce Campbell** told you about using Sikken's Cetol-M finish on exterior teak. West Marine carries it for \$28.95 a quart. Call 1-800-538-0775 and ask for item Model 539106.

Doug Iles offers this combined maintenance tip/tale of woe. "This year I had to replace the rear deck on Nipper. The caulking under the outer ring of the Freeman hatch failed and the balsa core exposed at the hatch opening had not been effectively sealed. Also, the scuppers were only glassed into the deck on the lower surface. The top surface was sealed with caulk. Consequently, the core was in a bit of a state. I replaced the core around the hatch with plywood and glassed over the end-grain before sealing and through-bolting (24 fasteners) the hatch ring. I also glassed in 2x4 props either side of the centrally located water tank to better support the deck. The scuppers were glassed to the top surface of the deck. Other places to check for possible leaks

include antenna and nav light cable through-decks. Fixing them early is cheap. Leaving them until the core is saturated is expensive. A couple of other problems I have fixed include a cracked rub rail where it crossed a starboard bulkhead and cracked gelcoat on the pilot house center line. The topsides were painted with red Awlgrip when I bought her (May 1989) and I have been very pleased with its durability and zero maintenance." Write Doug at 1615 Greenwich Street, San Francisco, CA 94123, Phone (415) 960-5150.

Diesel Range Improvement. Tug owners who have diesel cookstoves really love them, but hate the maintenance (cleaning) of them, because it's a dirty, sooty, oily job! One of the reasons you have to clean them (probably annually) is because the oil and soot clogs the burner apertures and pretty soon the stove does not burn clean or burn at all. Dickinson Stove's have come up with a retrofit kit to change the burners and solve the problem.

"Regarding any product manufactured with the 4 1/2" Dickinson "R" burner. If the customer is having problems with the fuel quality and the tubes are plugging-up frequently, the solution would be to convert the "R" burner to a 4 1/2" pot burner. To do this the following procedures **MUST** be followed:-

- (a) Remove the burner ring, "R" burner downtube, "R" burner vertical tube and superheater.

Note:- The fitting at the base of the vertical tube must not remain in the burner inlet.

(b) Replace the superheater and the burner ring.

(c) **IMPORTANT:- THE OIL METERING VALVE MUST BE LOWERED 1 3/4" SO THAT THE OIL LEVEL IN THE VALVE (MARKED EXTERNALLY ON THE FUEL INLET SIDE OF THE VALVE) IS 5/8" ABOVE THE LEVEL OF THE BOTTOM OF THE BURNER.**

IF THE VALVE IS NOT LOWERED, DANGEROUS OVERHEATING WILL OCCUR.

Note:- With the "R" burner removed, the 4 1/2" pot burner can be flooded, i.e.: fuel can be allowed to enter the burner faster than it burns-off.

WARNING: NEVER ALLOW OIL TO ACCUMULATE IN THE BOTTOM OF THE BURNER. NEVER LIGHT A FLOODED BURNER."

We suggest you call the Dickinson factory at **800-659-9768** and talk to **Dave McIntosh**. Installation of the conversion kit requires some care (when all else fails follow instructions) in order to avert a dangerous flooding and overheating problem. So it's best for the user to talk directly to the manufacturer.

Allen Rosenberg has found that the best way to treat the surface of the diesel cookstove is to heat it, wipe it down with olive oil and then fire it up. The result is much like seasoning an iron skillet. You get a rust free surface and a nice smell inside the tug.

Carl Curt lost steering on his

tug. As luck would have it, "Kulika" was on the trailer in Curt's back yard. A short key was originally installed at the juncture of the rudder arm and the rudder post. The short key became loose in the keyway and slipped down (escaped) and out of the keyway. The solution was to install a new key that was the full length of the keyway. You must make sure that the key is bottomed out in the keyway and retained (is captive) at the top. For reference, Carl's tug is hull # 26071, but it just takes a moment to open the hatch, reach down to the rudder post and check that your key fills the entire keyway.

Lift Points for Nordic Tugs. (Reprint from Summer Newsletter 1989). Often the lift operator will ask you to indicate the proper position for the lift straps.

On both the 26' and 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.

Zinc Update Many people use their annual haul out as a good opportunity to check and/or replace their zincs. After inspecting your zincs, you will be either pleasantly surprised or a bit dismayed. The catalysts of zinc loss can be found in three locals: 1) your boat - faulty wiring, stray currents, etc. 2) the dock itself - faulty ground wiring, etc. and 3) other boats in your vicinity - under zinced, faulty

wiring, etc. Zinc loss is a normal condition and a positive indication that your exposed and bonded metals are being protected. The other factors in the galvanic corrosion equation involve you. When you plug into the shore power service, you have entered into a community. All the boats on your dock share a common ground. Your AC shore power cord ground enters from the dock goes to the boat and then re-enters the dock. This can be to your advantage or disadvantage. If you are under zinned, plugging in will increase your protection. The benefits you reap from this action, however, are at the expense of the other properly zinned boats around you.

The best way to eliminate one's boat from this corrosion community is to install an isolator. AC ground isolators have worked well, preserving the integrity and safety benefits of a shore power ground. For more information on this device, contact a qualified marine electrician. The cost is around \$50 - \$100 and involves very little installation.

15. THE 32' SPORT TUG

Skipper Cress Yacht Sales & Services has placed an order for a 32' Sport Tug. The main attraction of a Sport Tug is a spacious aft deck for lots of gear and freedom of movement. Although not many 26' Sport Tugs were built, they were great favorites, not only by their owners, but also by the Nordic factory crew. Fun to build, fun to run. The 32'

Sport Tug will be 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 will be extended back (the width of one more window). This makes room for a nifty dinette, as well as the galley. According to Jim Cress production could start as early as this March.

16. A POTLUCK MEETING

Let's plan on a get together in Anacortes, WA on March 26 to do a bunch of things but most of all wish Gail and Charley a good trip North. We will gather at Dorothy Davis's house and share good friends, good food, remembrances of good times past and good times to come. Dorothy's house is at 1904 Creekside Place, Anacortes (Go north on Commercial St to 22nd St, left on 22nd St to H St, left on H St, go about 3 blocks, on right is entrance to Creekside, enter & turn to left, continue around to 1904, phone 293-5240). Please call Ann Olson (206) 293-4999 and let her know if you can join us and what you will bring for the potluck. Also we will at least talk a little bit about the May & September Tug Cruises. If you come by boat, Jim Cress said he would furnish moorage space at Cap Sante Marina. Call Jim at (206) 293-7874.

1. NORDIC CHARTERS

HONEY CHARTERS furnishes private, personalized charters in Prince William Sound from Whiter, AK. Marilyn and Pete Heddell are the owners of 32' Nordic Tug Honey I and an all aluminum boat with twin outboards. They use these two boats to provide personalized cruises for sight seeing, beach combing, whale watching, bird watching, photography, and water transportation. Their year-round number in Anchorage is (907) 344-3340, and in Whittier May 1 to October 1 is (907) 472-2493.

SKIPPER CRESS Yacht Sales and Services now has a Nordic Tug available for charter out of Anacortes, WA. Call him at 1-800 996-9991. Jim also skippered a chartered cruise up to Alaska and back this summer.

2. BMW ENGINES

Fumi & Rich Cormack, PO Box 34736, Juneau, AK 99803 have sent out a call to all Nordic Tug Owners with BMW engines, to start up a "BMW support group". The intent is to maintain contact and exchange info on maintenance and repairs.

Parts for BMW engines: These three suppliers have some parts for BMW marine engines. Marine Engine Center, Division of Sealand, 568 E. Elizabeth Ave. Linden, NJ 07036. Phone 1-800 225-0004. Chafees Marine, PO Box 189, Port Clinton, OH 43452. Phone 1-800 343-0925. And Action Marine Service of LaConner, WA. Phone (206) 466-3083.

3. MAINTENANCE TIPS

Pressure Cap Change Reduces Loss of Engine Coolant. Bob Calves has

a Cummins 210 HP engine in his 32' and like most boat diesels the cooling system is rigged like a car. There was a 15 pound pressure cap on the expansion tank to vent excessive coolant into the plastic recovery bottle under hot conditions. Upon engine cool down vacuum would suck the excess coolant back into the engine. His problem was that he would lose some coolant via small leaks under hot conditions in spite of keeping all hose clamps very tight. At the suggestion of a local respected mechanic, Bob changed the pressure cap to one rated at 7 pounds. This change costs only a few bucks at the local auto parts store. Now all expanded coolant goes into the recovery bottle, and none is lost through leaks.

LOW SULFUR DIESEL FUEL. The reason for the EPA mandated reduction in the sulfur content for pleasure boat diesel fuel is primarily to reduce nitrous oxide and sulfur-based emissions that can produce acid rain. Sulfur, for all it's bad effects, does have it's good side. It is a very effective lubricant for our injectors and other fuel components. Decreased fuel lubricity could cause premature wear and failure of fuel injection system components. There have been reported failures with the low sulfur/low aromatic content fuels. However, these failures have been in high usage older vehicles, caused by the O-rings and seals shrinking and cracking, allowing the fuel to leak. An article by Brian Robertson in the March 1994 issue of MotorHome states "The injector pumps said to be the most at risk are rotary or distributor type pumps used in ... and the Cummins 5.9L engines

(and the 5.9M that's in the Nordic 32). Other pumps have lubricating sumps through which motor oil is circulated. Lack of lubrication can cause rapid parts seizure and/or seal leakage. The most common pump failure apparently involves leakage from internal seals. It is believed that the aromatics in diesel fuel cause seal materials to swell slightly, resulting in a tight seal. Reduction of aromatic may affect performance of the seals. Failures appear to be limited to older, high-mileage pumps that have normal seal wear, and the incidents appear to be limited in number." Opinions on the severity of the problem vary with each so-called expert. Cummins is not recommending use of additives. Cummins states, "The use of additives creates a greater unknown and therefore a greater risk than the 0.05 percent sulfur fuels."

Cummins recommends that pumps which may experience leakage be repaired by installing new O-ring seals, and the company further notes that the problems seem to be isolated to older pumps. Service managers are saying that the problem has been blown out of proportion and that the number of diesels with pump leakage was small, while the number with mechanical failure due to lubrication problems was so small that it could not be determined whether the troubles were fuel related or not. My survey of the Nordic Tug owners in California (California mandated low sulfur fuels in some areas as early as 1988) did not reveal any problems due to the lower sulfur or lower aromatic content. Most of the owners responding indicated they had about 600 to 800 hours on their tug engine. Additives that

deal with the loss of sulfur by adding back some or all of the lost lubricity are just now coming on the market. Some contain sulfur, which may present acid rain problems. Conventional wisdom says there is no additive that can eliminate the "so called problems with low sulfur fuels", despite claims to the contrary. The bottom line of this tirade is that we don't know if this is a problem or not. If it is a problem, it will show up first in high usage engines. The best way to determine if you have a problem is a regular program of oil analysis. Decreased lubricity equates to increased wear, which will show up in any oil analysis. Have your diesel's lube oil analyzed at least every 100 hours.

HOLDING TANK ODOR FILTER.

Jim Cress noticed an occasional odor condition problem with his 32' Nordic Tug that had to do with the location of the holding tank vent and the refrigerator air vent. You guessed it, the refrigerator vent is aft of the holding tank vent. This problem is most noticeable when a breeze is blowing in that direction or when underway. The solution, a Sealand activated charcoal filter which connects to the vent line. Model 31002 (page 168, Defender model 312) comes with mounting bracket and 5/8" hose adaptors. Defender Industries carries this for \$52.95 and the replacement cartridge for \$48.95 (plastic bracket & adaptors). The filter lasts for a year. Defender's order number is 1-800 628-8225 (no sales tax outside of NY state). West Marine has the same item (page 683, West Marine model 447144) for 62.95. Phone 1-800 538-0775 (sales tax charged in any state where they have a store).

Sticking Sliding doors:

Harley Clough says if you grease the sliding areas once in a while with furniture paste the problem is solved - indeed the doors slide almost too easily.

John & Cheryl Williams said - We put paraffin on the bottom of our doors to get them to slide easily. Best to do it on a hot day. Just use a stick of paraffin and "erase" it into the wood under the door. Be careful, they really slide easily. **Editor's note:** I thought this would close out the sticking sliding doors problem, but my wife had to add "Beeswax also works".

COCKPIT HATCH

Bill Trier purchased a large industrial rubber mat from Brookstone that fits over and completely covers the aluminum hatch in the rear cockpit deck. The mat keeps water and dirt away from the seal and opening handle. The mat is soft and the kind that cleans the bottom of your shoes before entering a building. Cost is \$45 plus packing and handling. Item # is 154583 and Brookstone's phone is 1-800 926-7000. Have you ever tried to open that hatch when it had water in the handle recess and it was freezing?

THROTTLE/SHIFT CONTROL combined maintenance tip and safety tip.

During the May South Sound Cruise, we had a leisurely cruise from Olympia to Vashon Island. We were in the process of pulling into Dockton, a King County Park with a lot of moorage space. The last boat to come in was a 26 with a single lever engine control, as most of us have. As the skipper neared the slip, the first mate said "you are going too fast". The skipper moved the control to

neutral and then to reverse and the boat did not slow down at all. When he increased the reverse throttle, the boat shot forward, and the first mate, in trying to get off the boat and help slow it down, jumped on the dock, lost footing, and went sliding along. As all this was happening, the skipper realized that efforts to slow down were not working, so he shut the ignition off. The boat smashed into the dock, split a 2 x 12 timber clean through, and hit a steel brace that was holding the timber to the cement dock. The bow roller hit a piling at the same time the bow hit the dock. The cause of this incident was that the bolt and nut on the bracket holding the shift linkage had vibrated loose during the cruise to Dockton. Thus, marine drive remained in forward no matter what was done to the engine control lever. Despite the shift into neutral and then reverse, the boat stayed in forward gear, and when the throttle was opened in the reverse position, the boat shot forward. The **Maintenance** part of this tip is check this linkage, both shift and throttle and make sure that brackets are held on by lock type nuts and are tight; The **Safety** part of this tip is that you include, as part of your arrival procedure, shifting into neutral, then shifting into reverse, before proceeding with whatever you intend to do, anchor, moor or tie up. It is much better to learn that you have a problem where you have space to take corrective action.

Damage: Astonishingly, the damage to the bow was confined to cosmetics. The biggest problem was matching the gel coat. The two pilot house doors slid hard forward when the boat hit the dock-again cosmetic damage to the

teak. Greater damage was done to the first mate's back side and the skipper's pride. This happened in front of all the other Nordic Tuggers on the cruise (not that anyone would comment). Two days later in the cruise, the skipper was presented with an award for making two out of last three dockings successfully. His only comment was that "reverse is a real handy gear to have".

4. NEWSLETTER BACK ISSUES

Seven more issues turned up thanks to Clara Phillips, Stan Lovestedt and Bruce Campbell. There is now a total of 19. Copies are available at \$3 a set. Drop me a note, Bill Owel, 8823 Franklin Ave, Gig Harbor, WA 98332-1011

5. WHAT'S IN A NAME?

Fiddler's Green: A sailor's paradise where wine, women, & song were always plentiful. A celestial connotation in the sailor's mind, but related to places ashore known to English sailors (in such locales as Wapping in the East end of London & Portsmouth & other places in the world of sail) where pleasures awaited the men who sailed the great wooden ships of the 17th & 18th centuries.

DOBRO: According to Maria Korvas at Nordic Tugs, Inc., Dobro is slavic for fine or good, but be sure to roll the R. It would be used as good day or good evening.

DIAMOND SEA: The grandfather of the owner (Bob Calves) was an immigrant from Cuba who imported cigars into the US. The paper band around each cigar had a printed logo as the geometric shape of a diamond with the letter "C" inside, and the family called this the "diamond C" logo.

J & B: For owners Jim and Barb Ashton, as well as their favorite before dinner beverage. When the factory was having this name painted on the boat, they had to furnish the artist a bottle of J & B scotch to use as a model. When the job was completed, the model disappeared with the artist.

GRAND FINALE: After owning boats called Symphony, Adagio, and Allegro, Brian Rees figures Grand Finale will almost certainly be his last boat.

SANDITA: Anglo-Spanish for "Little Sandy".

LITTLE VIXEN: Named in honor of his mother, a Cherokee Indian, whose name was Baby Fox.

ENTERPRISE: Named in appreciation of Enterprise Oil Limited whose stock helped make the down payment.

TUTU: Has a friend with a tug named Toot. Didn't want to use the same name, so TUTU stands for "Toot also".

6. TUG CRUISES

Last summer **Lucy Harrell**, skipper of Whisker III, took the Alaskan Marine Safety Education Association Survival Course and highly recommends it or a similar program for everyone. Lucy operates out of Haines, Alaska and putters around South East Alaska on one and two week trips all summer. She had a number of interesting cruises last year. Early in the season her deckhand celebrated his twelfth birthday on their cruise to Glacier bay. Later in the season she had a grand crew of ancient mariners for a 1000 mile cruise to Tracy Arm and Misty Fiord. Her crew was four of Haines lively ladies ranging in age from 76 to 83. She says they had a ball.

Bob Calves demonstrated how long distance cruising in a Nordic can be remarkably "cheap" dollar wise while maintaining a high level of crew comfort. He made a ten day trip from Annapolis, MD to Portland, Maine. He anchored out every night. He finds not only is it free, but is generally quicker than fiddling with the lines at a marina. When he does use a marina, he likes to go in the morning. That way for one night's fee, he has time to wash the boat off, have a meal ashore, use laundry machines and service the engine.

Total running distance was 560 nautical miles at about 7.5 knots. Running time was about 75 hours for an average of about eight hours a day. He used 150 gallons of fuel for the entire trip, almost two gallons per hour or 4 nautical miles per gallon.

Stephen & Robin Ward plan to cruise, their new boat Charisma, from Mexico to Washington, 55MPH to windward on a trailer.

7. WHY DID YOU BUY A NORDIC?

Ronald McCarthy told me this tale. "In 1980, an old school chum and friend of mine for many years happened to mention to me a power boat he'd seen at a boat show. He was gushy and obviously smitten. He said that he would consider buying this boat if he could find an agreeable partner. I've owned and used a number of sail boat over the years, as this has been one of my passions. I fended him off by telling him not to bother me about stink-pots. After pestering me for months, he finally told me that he knew I wasn't interested in power boats, but that he'd arranged a demonstration ride up in Kenmore, and would I come along and give

him advice?

Well, I knew that he knew that I knew that he didn't need any advice from me. I also knew what he was up to, but he'd been a friend for a long time. So I agreed to go along with him to look. What harm, right? His girlfriend at the time came along with us. As we walked out onto the pier, and when I first saw the tug, the first thought in my mind was, "If it has to be a stink-pot, this one has some charm...." I've not only been attracted to sail boats over the years, but I've also admired real working boats. Needless to say, the demo was the clincher. We placed our order for Little Dipper several months later. I took half interest while he and his girlfriend split the remainder.

Nearly every option on the boat was a compromise. We each chose ten names for her and drew the winning name from a hat. They wanted wood interior decks and aluminum blinds while I wanted curtains and carpets. We settled on blinds and carpets by a coin toss. He and his girlfriend wanted a red hull while I wanted green. Little Dipper is blue." Little Dipper is now over 12 years old and has nearly 2300 hours on her. She has logged her greatest proportion of hours between September and May. She's a wonderful winter boat, the best time for cruising in Ronald's opinion. He closed his letter by saying, "A day will come when "Little Dipper" will be retired from this skipper's roster. Until then, she will continue to be one of life's greatest pleasures."

8. NORDIC TUG LOGO

To order items from Land's End with the Nordic Tug logo and your

boat's name applied to them, call 1-800 535-3060, extension 4110. Rod Spurly will take your order. Tell Rod that the logo number is **934270** and the company name is Nordic Tugs.

Patty Henderson of **DESIGN TECHNIQUES COMPUTERIZED EMBROIDERING** at 17791 Fjord Drive NE, Suite Z, Poulsbo, WA 98370. (Liberty Bay Marina) Phone (206) 779-1909 also has the Nordic Tug Logo digitized and on file. She will work with you for your customized logos, monograms and accessories.

9. NORDIC AT BOAT SHOWS

Nordic Tugs will be shown at the following boat shows:

- Annapolis, MD - Oct 13-16, 1994.
- Seattle, WA - Jan 13-22, 1995.
- Miami, FL Feb 16-22, 1995 (inside and afloat). And on the waiting list for the show in Boston, MA - Feb 18-26, 1995.

10. RESCUE MISSION

The following is from the log of THISTLEDOWN owned by **Cal & Cathy Robie. THE LITTLE TUG THAT COULD (AND DID)**. On May 29, 1994 at approximately 09:30 our Nordic 26 received a radio call from our companion boat, "New L'Attitudes", a 42-foot Catalina sailboat. Our two boats had spent a blustery night anchored in Drakes Bay, about 25 miles north of San Francisco, and we had decided to return to San Francisco Bay that morning. New L'Attitudes was about 30 minutes ahead of us, about two and a half miles south of Pt. Reyes and about three miles off the coast, when she radioed us that she was having steering problems and could only make large, sweeping turns to port. By the time we caught up with her,

New L'Attitudes had notified the Coast Guard of her problem and requested a commercial tow. We decided to attempt to tow, or at least help her maintain her position until the commercial vessel arrived. Luckily, Cal had made a mooring bridle which we secured to our two aft cleats, with a 200-foot line of 3/8" nylon bent on to it. We managed to toss the line over to New L'Attitudes where it was attached to her starboard forward cleat.

The swells were 4 to 6 feet and the wind was blowing at about 15 knots out of the northwest - great sailing or boating weather for those not otherwise occupied! At about 11:00 the commercial tow boat notified New L'Attitudes that its engine had failed off of Pt. Bonita and it, too, needed a tow! We therefore continued towing, despite the expected increase in sea conditions off Duxbury Reef. The notorious "Potato Patch" off Pt. Bonita was unavoidable; there was no way we could have maneuvered west and out of it. We passed under the Golden Gate Bridge at about 13:30, came across San Francisco Bay, then down the Oakland Estuary where we cast the sailboat off and watched her creep into a large guest dock at about 15:30.

During the tow, New L'Attitudes kept her engine on, at dead stop - 1100 rpm, and the crew did their best to keep the rudder as close to midships as they could. After much experimenting, we maintained an engine speed of 2800 rpm except when New L'Attitudes insisted on making big yaws to port at which times we cut our speed way back to reduce the pressure on the line, then revved up to +3000 rpm to regain control of her heading. In hindsight, a heavy weight attached to the middle of the towing line

would have reduced much of the pressure. The line stretched to less than a quarter inch on three occasions - a good reminder to keep everyone out of the way in case a towing line snaps.

Towing a sailboat more than three times her weight was a big job for Thistledown, but she managed it well and without serious incident. We're impressed with what she can do! Finally, a word of thanks to Doug Iles, owner of the Nordic 26, "Little Toot", of San Francisco. Doug was monitoring New L'Attitudes' progress and stood by to be of assistance if needed.

11. ASK THE FLEET

Jim Allway, 2606 East 20th Ave, Anchorage, AK 99508-3218, would like to hear from anyone who has added ballast to the keel of a 26' to reduce roll (recommendations for or against or experience with trying it).

12. THE OTHER PERSON'S TUG

Ken Horton installed a lift for his 26' tug in front of his Punta Gorda home. It keeps his tug completely out of the salt water.

Lucy Harrell has replaced her teak hand rails on top of the cabin with ones that are through bolted. She also mounted a Givens buoy life raft in its cradle on top of the pilot house.

Roger Guay and Patricia Henderson, co-Captains of Trapper, substituted two single person kayaks for their dinghy. Two years ago, they purchased two nine foot long aquaterre Keowee kayaks for about \$350 each. They are made of polyethylene, weigh about 35 pounds and are very wide and therefore quite stable. Because

of their light weight and short length, they are easily stored on top of the pilothouse, and they don't detract from the character of the tug. They recommend two single person kayaks over a single two person kayak because the two kayaks allow greater freedom to go where you each want and still be together. Also the nine foot length fits nicely atop the pilot house of the 26' tug. Roger and Pat feel that other advantages are: 1) The swim step is freed up and the rearward visibility is improved. 2) Kayaks are much more efficient than any dinghy they tried and therefore they can cover much greater distances than before. 3) They are less visually obtrusive to wild life and quieter. They find they can get much closer to wildlife, wherever they go. 4) The draft is only a few inches which enables them to go anywhere in shallow water. For more info, contact them at 8619 139th Ave NE, Redmond, WA 98052.

Floyd Brause has installed on Scuffy, hydraulics which handle his anchor winch and crab puller. Floyd also says that for the last two years he has not been skunked when fishing for halibut and has brought in several 100-pounders and more. Contact Floyd at P.O. Box 770736, Eagle River, AK 99577.

Norm & Jeannie Bunker plan some day to retire in the Sequim area on the Olympia Peninsula. With these tentative retirement plans in mind, they had a Dickinson Bristol Diesel stove installed in their boat. While not a good choice for Southern California, they make it work by securing a two burner Origo alcohol stove to the top of diesel stove for cooking. They use the diesel stove in the winter for heating.

The fuel tank for the diesel stove was originally from a tank placed in the top of the hanging locker in the aft cabin. He removed that, supplied the stove with an electric fuel pump and in place of the tank, built in a small microwave toaster oven. For power he installed a 4.8 kw 120 v generator which operates off of the main engine via a belt driven magnetic clutch. This provides power for the microwave, electric water heater, battery charger, and any other electric appliances they choose to use. The disadvantage is that they can't use it while moving at cruising speed. The engine has to be running at a low rpm. It is used mostly while moored at Catalina.

Another installation is an antique metal diaphragm air horn with it's compressor and tank in the stack. **Lazarette Ventilation:** He hole-sawed a two and one half inch opening fairly high up on the inboard wall of the storage seats in the aft cockpit and covered the holes with clam shell vent covers. He also cut an appropriately sized hole in the cockpit wall high up on the inside of the storage seats. On one side He installed a solar fan with the display wired to the top of the stack. The fan is oriented to exhaust air from the lazarette - so - what happens is that fresh air is pulled into one storage seat, down into the lazarette and exhausted through the other storage seat thus maintaining a flow of air through both storage seats and the lazarette. The solar powered fan that he used is from Nicro Fico and sold in RV supply stores as a cooler for refrigerator condensing coils. Contact Norm Bunker at 2761 East 1st Street, Long Beach, CA 90803.

Carl Jones on Sea Jay placed a thin strip of black tape on the inside of his pilot house windshield and another on the bow rail. The strips are exactly aligned with his compass so that when he is on his proper heading he can pick out a point on the horizon, line up the two strips and keep himself on course. Carl also has installed a Corrosion Control System to control galvanic corrosion. The system was developed by Yacht Corrosion Consultants Inc and was sold by Doc Freeman's in Seattle. Basically, he has a bonded system with a large zinc and a zinc controller with built in corrosion test meter. The advantages are: Protects against Galvanic Corrosion; adds to lightning protection and radio ground; and, stray current corrosion can be tested and observed. Carl says a slight adjustment of the control knob once or twice a month will keep protection at exact levels. Contact Carl at 6215 Yeazell Road, Longbranch, WA 98351.

I went aboard **Ed Conry's** tug "Cherokee" the other day. The engine hatch was open and Ed told me to put my hand on the engine. It was very warm, like he had just shut the engine off. Actually, he last ran the engine the day before. Two years ago, Ed's son installed a Kim Hotstart on his engine. The Kim Hotstart engine heater works on the principle of free and forced convection. A noncorrosive ball valve on the outlet side of the heater forces heated coolant up to the engine creating a pressure differential between the heater and the engine. Thus the coolant from the engine is forced into the heater. The thermostat in the inlet line of the heater regulates the coolant

temperature at its coldest point and keeps the coolant within its preset temperature range (four ranges available, 80, 100, 120, 140 degrees F). Ed says it has made all the difference in the world in starting his Perkins engine. Also, he keeps the engine hatch open and it heats the whole boat while tied up at the dock. The heater works off of shore power and is disconnected before starting the engine. Ed's model, the VH-Series, is made out of an aluminum alloy with a suggested retail of \$204. They just came out with a new model constructed from a polymer called Poly Phenylene Sulfide, TPS, 1500w, 120v with a suggested retail of \$124. You should be able to get 10 to 25% off suggested retail. The heater is made by Kim Hotstart Manufacturing, P.O. Box 42, Spokane, WA 99210, phone (509) 534-6171. Ask for Michael Floyd for your nearest dealer. Editor's comment: To me this sounds like a great item for cold climates or hard starting engines. If there is some interest, I'm willing to become a dealer so that Nordic Tug owners can get the part with the lowest possible markup.

13. PUBLICITY OPPORTUNITY

Bill & Pat Keene, owner's of Bigby, said to look on page 270 of the updated Chapman Piloting for a picture of the Bigby, Sea Jay and two other Nordic Tugs rafting.

OFFSHORE, the Boating Magazine of New England, NY, NJ is willing to do an article on Nordic Tugs. Last year I sent some info on Ken Horton's trip from Canada to Florida to this Magazine. They didn't feel the story was right for them, not regional enough. They do like to focus on unusual

boats, and Nordic Tugs seem to fit, however they want a regional slant. Is there anyone in the Northeast that would be able to provide them with input focused more on local geography, photos, etc? They would then use some of the information from the latest newsletter in a sidebar. If anyone is willing, please contact Jack Goodman, Managing Editor, Offshore Publications, Inc., 220-9 Reservoir Street. Needham Heights, Ma 02194 Phone (617) 449-6204, Fax (617) 449-9702.

14. VANCOUVER ISLAND WEST COAST CRUISING GUIDE

Don Douglass, owner of BAIDARKA has just published a cruising guide entitled "Exploring Vancouver Island's West Coast". It had a very favorable review in Northwest Yachting which included comments like "Don Douglass' new guide is particularly well thought out and pains-takingly researched". Don is offering a copy of his new publication for 30% off the cover price of \$36.95 (or \$25.87) plus \$3.50 for shipping. Don can be reached at Fine Edge Productions, Route 2, Box 303, Bishop, Ca 93514. Phone (619) 387-2412.

15. NORDIC TUG NECKLACE

Gloria Burke hand crafts Nordic Tug necklaces out of wood. The letters NORDIC are fashioned by signal pennants with a tug shape similar to the Nordic Tug logo between the R and D pennants. This item is standard equipment when we cruise on Lady Bump. Ask for colors to match your boat. Gloria charges \$15 per necklaces. You can reach her at (206) 466-2813, 379 Snohomish Dr., La Conner, WA 98257.

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16. BUY, SELL, TRADE

Larry Sanke would like a 32' Nordic Tug. He is willing to buy outright or to trade his 26 Nordic Tug (hull # 127) for a 32. Larry can be reached at 24206 74th St East, Buckley, WA 98321. Phone (206) 862-4853.

Carl Jones has a trailer for sale that he has used to haul his 26' Nordic tug around the country. Contact Carl at 6215 Yeazell Road, Longbranch, WA 98351.

17. PRESIDENT'S CORNER

For some time, I have always tried to get direct input from the company to keep you, the owners, informed with what is happening with the production of new tugs. But at the same time, I have wanted this newsletter to be the **OWNER'S** newsletter. I have always felt that we are their greatest ambassadors and we deserve to be up-to-date. I asked Roger Drill, President of Nordic Tugs, Inc., to give me some input for the next newsletter and here it is.

Dear Bill:

In response to your request for an update on Nordic Tug since the New Year, I soon found my allotted two paragraphs turned into four pages. Therefore, here is an update on factory activity in the form of one-liners.

- 8/20/94 Nordic Tug 42' hull plug complete.
- 9/1/94 Nordic Tug 42' hull mold complete.
- 3/1/95 First complete Nordic Tug 42'.
- 10/1/94 Nordic Tug 2-26 first model complete.

-10/13/94 Nordic Tug 2-26 at Annapolis Boat Show.

Other information:

- **Six Nordic Tug 2-26's have been sold.**

(the 2-26 is a revised or second design of the 26'. A new plug and mold was made for the top side which results in more efficient use of fiber glass and fewer seams. A visor for the pilot house and a revised stack. The hull remains the same)

- **Two 42's have been sold.**
- **Nordic Tug 32's are in regular production.**

There are several 1995 upgrades on the Nordic Tug 32:

- **New solid teak dinette table.**
- **6'1" headroom in shower.**
- **New style solid teak interior doors.**
- **New two-cabin heat system from engine.**

Bill, a lot of good things are happening at Nordic Tug. We have hired five additional people in the laminating shop since July first. New dealers are being set up in New England and the Great Lakes areas this Winter. New Nordic Tugs will be shown in Annapolis, Seattle, Boston, Detroit and Miami in 1995.

I am looking forward to giving you more good news for your next newsletter.

Sincerely, Signed Roger E. Drill.