

1. NORDIC CHARTERS

The first 42' Nordic Tug, "**EIGHT STARS**" will be placed in the Alaskan Charter Fleet out of Juneau and be ready for chartering in the June-July time frame. Now if you have a hankering for trading up to a 42', what better way to see how the boat fits you than to try a charter. Call **Kent Fagerstrom** at (907) 586-2844. Or drop him a line at P.O.Box 020006, Juneau, AK 99802.

Stan Seiffert has his 26' tug "**TATOOSH**" in the Elliott Bay Yachting Center time share program. Stan keeps his tug moored in Anacortes. He says there is some time still available on his tug. Contact Stan at 1120 6th Ave N., Seattle, WA 98109.

2. PEUGEOT ENGINES

The Peugeot engine was offered as an option in the early 80's. The factory thinks that only one was sold. **Dennis & Lane Mayer** have a Peugeot Pisces 4-60 as the original engine in their 26' tug "**GUSTO**". They are having trouble finding parts. Their best contact has been Mike Vote with "Doc Freeman's" in Seattle. They are interested to learn if others have this same engine and where do they find parts? If you can help, contact them at P.O. Box 746, Valdez, AK 99686. (907) 835-5217.

3. MAINTENANCE TIPS

After changing your primary and secondary fuel filters and bleeding all the air out of the system that you can, start and run your engine for at least 10 minutes before you leave the dock. This will ensure that all the air

is out of the fuel system and your engine won't die on you shortly after you're away from the dock. Furnished courtesy of the school of hard knocks.

Treat your shore power plugs and connectors by cleaning off the oxide that has collected on the terminals over time. Use bronze wool or emery cloth and elbow grease. Apply a liberal coating of oxide inhibiting compound to both the cleaned conductor and conductor contact surfaces of the connector. Make the connection and wipe off any excess compound. The oxide inhibiting compound can be found in the electrical section of a good hardware store. Editor.

4. SPARE PARTS

Last summer while cruising up in British Columbia, the dock tug talk got around to "what spares do you carry?" So I sent a letter out to 4 or 5 tug owners who do quite a bit of cruising and I also asked Kent Fagerstrom the same question for his charter fleet. Here are the replies I received.

KEN HORTON: Ken & Mary Horton in "**FOOTPRINTS**" cover from the Great Lakes to the Florida Coastal area. When Ken purchased his boat, the fuel in the tanks was bad. He initially had to exchange a primary filter every 5 hours until he could do something to correct the problem. When he bought a filter in Canada, it was \$45 each, hence he carries 5 spares which he purchases in the US.

For **electronics** Ken has Loran; VHF (mounted and a hand held); hailer; speed indicator; depth indicator; GPS; chart plotter; radar; autopilot; inverter; 2 banks of batteries (2 batteries per bank);

100 amp alternator; overheat, bilge, fume alarm systems; and a searchlight with remote control. For **anchoring** Ken has a 16.5 pound Bruce on the anchor roller with 70' 5/16" chain and 300' 9/16" anchor rode, with electric chain & rope windlass; 13 pound Danforth with 30' 5/16" chain and 300' 1/2" rode; 20 pound C.Q.R. with 30' 3/8" chain and 250' 9/16" rode. (The last two anchors are carried in after deck lower compartment). Ken has a Vetus 2HP bow thruster. By his own count too many dock lines, tow lines, and fender boards.

Engine spares include; 5 primary fuel filters; 2 engine secondary filters; 2 oil filters; 2 raw water pump impellers; 1 fuel pump; 1 fan belt; 1 spare alternator regulator, external type, for 100-amp alternator with internal regulator; 1 starter solenoid; spare 2' packing seal for shaft seal; 1 spare thermostat; 1 valve cover seal; spare wiring harness for alternator; spare propeller with spare nuts and key; prop puller and tools; 110v dive compressor, weight belt, etc for changing prop underwater or other use; complete tool kit and too much spare hardware; 2 gallons engine oil; 1 gallon distilled water; 1 quart hydraulic fluid for steering; 2 quarts hydraulic fluid for transmission; fuel additives, biobar, etc.

Water system spares include: 2 spare pressure switches for water pump; Ken has a deck wash down system so he carries a spare pump which will replace either the deck wash down pump or the boat pressure system; spare macerator pump; spare multi purpose whale gusher 15GPM pump.

Galley spares include: Mary has a two burner alcohol stove installed; 1 burner table top

butane stove; 1 sea swing gimbale butane stove for rough weather; so they carry spare alcohol and respective butane cans for the other two stoves; 30 days food supply is stored on board. Two 2-gallon jugs of water from the grocery store as back up in case of bad water at any time. They always use water purifier crystals each time water is on loaded.

A lot of these items are used in routine engine and ship maintenance. In the past two years Ken & Mary have put 1100 hours on their engine. Ken changes coolant every 2 years, oil and filter every 150 hours, fuel filters every 250 hours and transmission fluid every other year.

The **failures** that Ken has experienced are as follows: Voltage regulator external for Balmar 100, used spare which was new and it was bad, (2 regulator failures); 2 Battery failures, one on starting bank and one on house bank. Ken doesn't carry spare batteries so they were taken out of line until replaced. Heater hose failure from engine to hot water tank; cooling water hose failure from turbine to block (both hoses replaced at sea with spare hose carried on board). Packing gland seal worn out and repacked with spare packing. Water pump pressure switch failed and replaced with spare. Used 2 anchors twice due to storm and high winds (45KTS). Used 1 pint of hydraulic steering fluid due to fluid loss from leak. Replaced 2 reading light bulbs and one navigational light bulb (Ken carries many different spare bulbs). Replaced suspect engine thermostat, not the problem. Replaced broken vent screw on

Racor fuel filter (made one from spare hardware carried on board).

Ken says "As you can see most problems were minor and easily taken care of". Ken, thanks a lot for your input. I think Ken deserves the Nordic Tug "**Belt & Suspenders**" award for being well prepared.

Bob Calves: Bob Calves, in "**DIAMOND SEA**", is a live aboard. He cruises from Maine To Florida depending on where the warm winds blow. In over 1500 hours of cruising Bob has had 100% start up and dispatch reliability. He has had only one failure underway, a raw water pump impeller. Bob notes that after replacing the impeller, the water hose system should be opened at it's first restriction to remove the little pieces of rubber that break off - otherwise they will restrict flow and cause overheating. On the 210HP Cummins this point is the water inlet to the transmission fluid cooler. Here is Bob's input as to spares aboard:

"I need eye glasses for distant vision so I carry a spare set of both regular and sun glasses. When cruising, I believe most folks consider the boat and sometimes forget critical spare medical or personal items.

Eating and drinking are critical. I consider a spare can opener essential in the event one breaks. (Ever try to open cans with hand tools?) I do not carry spare water in separate containers, but I did install a hand water pump at the galley sink. This was very useful when my electric pump failed, and it was a week before I could get the type of replacement that I desired. (The new ITT

Jabsco ParMax pumps are far superior and last longer than the old pumps with an external belt or eccentric drive.) I carry spare filters for the water system.

A perfectly working head is essential. As I live aboard, I need to utilize the manufacture's rebuilt kit every six months. A rebuild kit for the head should always be carried. Actually, I personally have gone an additional step. I have found that I can change out the head much faster (1/2 hour) than using the rebuilt kit in place (2 1/2 hours). Thus I carry a completely rebuild extra head assembly, without the bowl part, as well as a rebuild kit. I then make quick change outs, and do the rebuild kit installations at my leisure when I can work ashore.

I carry one extra anchor and line which I keep aft and sometimes use as a second anchor.

Engine spares are a belt (make sure it actually fits), oil and oil filters, engine mounted and Racor fuel filters, engine heat exchanger pencil zincs, and salt water impellers.

Although I've only repacked my stuffing box once in the last three years, I carry stuffing box packing.

I have a complete tool kit including a rechargeable electric drill, wire crimping tool kit with accessories, and a cheap electric meter to check continuity, presence or absence of voltage, etc. I also carry spare fuses for all electronics and spare bulbs for both exterior and interior lights.

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I have never needed a spare part that I did not have. I have had only one failure of navigation equipment. Water got into the antenna (atop the wheel house) of my Furuno GPS causing the antenna contained pre-amplifier to fail.

I now have a cellular phone aboard and it's great. Several of us have found that the twenty dollar through the glass cheap auto cellular phone antennas seem to work better than the expensive 6DB high gain marine antennas made especially for cellular phones.

Rod Nash: Rod has cruised some 10,000 miles in "**FOREVERGREEN**" over the last four years. For backups, he carries a 15 horse outboard that he uses on his dinghy but can also mount on a bracket attached to his swim deck. This gives him a source of power (3-4 knots) completely independent of the diesel system. He carries 10 gallons of gasoline which would at least get him into a safe harbor. He has found he can also move the tug with the dinghy and motor lashed on one side.

Rod has a second Racor filter set up on the fuel line so that he can throw a switch and bypass a plugged filter. He has a small electric fuel pump useful for purging air from the fuel system; this also doubles as a backup for the fuel pump on the diesel engine.

Rod has not had any problems with his boat, but he believes in redundancy/he believes in redundancy etc. Last summer he cruised to Alaska (second time) and when my wife saw him in Victoria in September, he had just completed a circumnavigation of Vancouver Island. This spring,

Rod is off to the Sea of Cortez.

Kent Fagerstrom: Kent's charters are mainly "Bare Boat". People come out and rent a tug for an extended trip of 1-3 weeks for cruising in Southeast Alaska. Because fuel and provision sites are few and far between its important that they have adequate fuel. Kent goes for the 275 gallon tank when outfitting a new 32' tug. They carry a large cooler chest on deck. His renters can pick up glacier ice and keep provisions in the cooler that will not fit in the refrigerator.

Navigation equipment includes VHF radio, compass, depth sounder, radar, GPS, and a full set of charts aboard.

Ground tackle is a 33 pound Bruce or a 22 pound Danforth for the main anchor with 20' of chain and 300' of 5/8" braided nylon anchor line. They carry a spare anchor, usually an 18 pound Danforth with 10' of chain and 250' of 1/2 braided nylon line. Kent has a McMurry anchor windlass on most boats with an Ideal on one.

For mechanical spares, Kent considers the following items essential equipment aboard. A complete set of tools; a long handled magnet to retrieve tools from the bilge; spare belts for the engine and gen set; spare water pump impellers for both engines; spare oil and filters for both engines; a repair kit for the head; electrical repair kit with wire ends and a crimper; spare fuses for all electronic equipment that requires a fuse; spare bulbs for all lights; automatic transmission oil; fluid for the hydraulic steering system.

Miscellaneous spares include several good flashlights with batteries, oil absorbent pads (diapers); full set of cleaning supplies, vacuum cleaner with spare bags and accessories. Inflatable dinghy with outboard motor; WD40; crab and shrimp pots; dip net; gaff hook. All the Coast Guard required gear plus extra flares.

Kent says no spare parts package is complete until you have an emergency and discover there is something else you need!

I would like to say a special thanks to Ken, Bob, Rod and Kent. These guys always answer every question I throw at them. How do you feel about spare parts? If you have some ideas, let me know.

5. WHAT'S IN A NAME?

EIGHT STARS-The first 42' is named for the eight gold stars on the Alaskan state flag. The boat is blue with gold trim and the Alaskan flag will be on each side of the stack.

HOLEY MOLAR-recent purchase by **Ben Henry**. I guess you can tell that Ben is a Dentist.

TIGER TUG-do you remember the oil company that advertised "put a tiger in your tank"?

6. TUG CRUISES-NORTHWEST

The first cruise will start with a gathering of tugs at Cap Sante Marina on **Sunday, June 18th**. Then on to the San Juan Islands and the Gulf Islands, calling at such places as Rosario Resort, Friday Harbor, Sidney, Butchart Gardens, Maple Bay, Telegraph Harbor, Ladysmith, Ganges, Roche Harbor,

Lopez Island and off to home ports. The itinerary is available **now** from Skipper Cress Yacht Sales, Nordic Tugs Inc. and from Fran Olson. Those planning to make the trip need to contact Fran Olson **by the first of April** so he can make reservations. **Fran Olson**, PO Box 1041, Anacortes, WA 98221, (360) 293-4999.

The second Northwest cruise will start the first weekend in September and will head for Desolation Sound. Allen Rosenberg is planning this trip and would like some input on where you would like to visit North of the Pender Harbour-Nanaimo area. The cruise will cover the time span **September 2-3 to September 16-17**. Itineraries will be available by the end of June, again from Skipper Cress Yacht Sales, the Factory and **Allen Rosenberg**, 1015 37th Ave E., Seattle, WA 98112, phone (206) 328-5204.

7. CHESAPEAKE BAY RENDEZVOUS

Something new this year - a change of venue! The third annual Chesapeake Bay Rendezvous will be held **Saturday May 20, 1995** at the Long Cove Marina, Langford Creek, off the Chester River. Dockage is much cheaper than at St. Michaels, and we will have Bar-B-Ques for lunch/dinner etc.

This quiet, country marina is homeport for **JASON** and has been visited by **DIAMOND SEA**. There is even a large covered porch area adjacent to the docks if it should dare to rain on our Bar-B-Ques! For any one interested there will be a cruise afterwards for 3 or 4 days. Save the date now! For additional information contact **Bob Calves**, P.O. Box 2136, Kilmarnock, VA 22482.

8. NORDIC TUG LOGO

There have been some changes in policy at Land's End. They require that you have a minimum order of 6 items when you have some embroidering done. The six items do not have to be the same size or gender but do have to be the same item. They have a basic set up that has the Nordic Tug Logo and says Nordic Tugs underneath, anything else is extra. Not what we had agreed to when I set this up.

9. NORDIC AT BOAT SHOWS

The new 2-26 will shown at more boat shows around the country.

Newport, CA April 5-9
Oakland, CA April 22-30
 (Jack London Square show)

Tentative:

Racine, WI August

10. NORDIC RIVER CRUISING

Gary & Helen Caldwell keep their tug **FRIENDSHIP** on the Chickamauga Lake of the Tennessee River. They are not very far from downtown Chattanooga and have access through the lock for trips downstream. Time for traversing the lock ranges from 30 to 45 minutes depending where the lock is in its cycle. Downstream they have the Tennessee Aquarium at Ross's Landing and approximately 40 miles of the canyon of the Tennessee River with cliffs rising 1200-1800 feet above the river. They have the Fall Color Cruise through this area the last two weekends of October.

Upstream they have 55 miles of Chickamauga Lake with many secluded and protected anchorages. In May of 1994 the Caldwell's took a cruise upstream through Watts

Bar Lake into Fort Loudoun Lake. After locking through Fort Loudoun Dam, they took a right turn into Tellico Lake of the Little Tennessee River and continued upstream past Historic Fort Loudoun right up to the foothill of the Smokey Mountains. The navigable water ends about one and a half miles downstream of Chilhowie Dam. The entire round trip was slightly over 350 miles in beautiful late spring weather.

Gary and Helen closed their note by saying "If any Nordic Tuggers are in our area we would be pleased to have you as guests aboard **FRIENDSHIP** and show our cruising grounds".

11. ASK THE FLEET

Jim Tunnell is looking for the ideal dinghy for his 26' Nordic Tug. Of course, Jim's druthers have to be fitted into this equation. Jim would like a hard dinghy that rows decently, can be rigged with a sail and could carry a 2hp outboard. Jim would like to stow this dinghy on the swim step. Jim has gotten all kinds of advice, Gail Davis told him, "A 7' dinghy is the ideal length for carrying on the transom; 7'6" is OK but is the maximum. Longer than 7'6" creates problem and is sure to get dinged", she said. I told Jim, "the best place to get a dinghy made to order is from Gig Harbor Boat Works, (206) 851-2126, I have a 9' on my 32' Nordic and really like it". Dave Robertson, the owner of Gig Harbor Boat Works said "something magical happens to a dinghy when it reaches 8"; below that length. they really aren't very good, too unstable, finicky, not enough capacity, buoyancy, etc.". Larry Sankey, owner of a just under 8' Gig Harbor Boat

Works sailing dingy that attached to davits on the transom of his 26' Nordic says "it worked fine, it was a little awkward to sail by yourself, and the capacity limitations influenced us to go to an inflatable".

Now, Jim doesn't feel that this has been enough advice for him to have that warm and fuzzy feeling about the right way to go. Jim's study to date leads him to conclude that a pram is the best solution, large volume to length overall, and a well designed pram sails and rows well and can handle an outboard. But where to find a good 7'6" or under dinghy, pram or otherwise? Jim is sure lots of people will make the case for inflatable, and he would love to be convinced. Or for round bottoms, or flat bottom skiffs and the like. What he really wants is a good tender for a 26'. His question for the fleet is, "has anyone solved this?"

Please drop Jim Tunnell a line at
23 Montclair Terrace San
Francisco, CA 94109.

12. THE OTHER PERSON'S TUG

John & Lupe Sylvester have made some enhancements on their 1981 26' tug "**LITTLE RED RIDING HOOD**". They added a stainless frame and delta cover over the cockpit. They have new awlgrip on the topsides, cabin and deck. In the interior they added new carpeting, form and upholstery. a CNG 4 burner stove/oven, under the counter refrigerator, cabinet doors for storage access under main salon and under double berth forward. They also installed a portable frame for a berth on the port side of the double berth in the forward cabin. This makes a

good children's berth when needed. Added 2 Bennett trim tabs, 12 x 36 inch (oversized) but with the 85HP Perkins, gives an increase of about 1/2 knots at top end. Basically, the tabs give extra length to the water line of about 12 inches and when full down, the boat is level, with the prop wash pushing straight out and rooster tail flying. John says it gives a visible impression of speed, even though overall performance is not greatly affected. However, a fun toy and helps to trim the boat when he has changing loads and perhaps saves a bit in fuel consumption.

I got a note from **Wayne Jones**, owner of **CHLOE**, Hull # 26001(P). The (P) stand for prototype. This hull was the first one out of the mold at Nordic in Woodenville. The hull was used in various tests in Lake Washington. Nordic sold the hull to an employee who later traded it to a gentleman on Orcas Island for a sailboat. This gentleman built the deck and wheel house. After Wayne purchased the boat he added a small mast and a radar. Wayne keeps her moored in Everett and says **CHOLE** has lots of charm.

13. BALLAST

We have had a number of questions on the use of ballast in the 26' tugs. I found this item in an old Tug Talk newsletter that just turned up. Bill Ayers, who owned Blue Eyes, hull # 26088 (now "**NUTHIN' FANCY**"), said "Perhaps the most helpful has been the addition of 385 pounds of ballast in the form of concrete cast in 3 and 4" PVC soil pipe and placed between (under) the fuel tank and the hull. San Francisco Bay is pretty

rough in the p.m. and this has really improved my vessel's sea keeping ability without introducing an uncomfortable snaproll. Also it's much easier to hold course in a quartering sea." I don't know the size of the engine. **Bill & Edna Johnson** own this boat now, contact them at P.O. Box 19, Cotuit, MA 02635.

14. LINES AND FENDERS

When we first bought our boat, we hired someone for a half a day to help us familiarize ourself with the boat, help us practice docking and undocking, organize our communications, and critique the vessel, and us, on safety equipment and procedures. It was the best money we've ever spent. Two things in particular have proven themselves time after time:

- (1) Use voice activated walkie-talkies so you can communicate clearly & efficiently;
- (2) Have enough lines and fenders to cover both port & starboard sides of the boat, and put them out early - on both sides.

The walkie talkies are used to exchange information clearly and efficiently. Because we don't have to yell, more information is exchanged; a plan that doesn't work can be adjusted very quickly, and both people know what is going on. And, if, heaven forbid, some one were to fall off the boat, the other person would know instantly.

Preparing both sides of the boat, early, is particularly advantageous when going into an unfamiliar marina. Controlling what you can, while you can is the guiding principle here. Tight, windy quarters in an unfamiliar

marina present ample opportunities for hazard, and error. Incomplete preparation is an obstacle to a safe and efficient response to the unexpected. Nothing looks more ridiculous or careless than a vessel moving up the channel, with one person on the bow, holding one fender, waiting for word as to whether it is to be a starboard or port tie. Yet remaining to be done, inches from the dock, is the scrambling for lines, locating another fender, etc. Lines and fenders are the cheapest insurance one can buy. We have a 32 foot boat. We have eight fenders (three per side, plus 1 bow traveler and 1 stern traveler, all available for quick deployment) and enough lines for both sides simultaneously. Yes, that is often more than we actually "need"; however, as the man said, "its not against the law to have more than you need" and many times, when we've had to do the unexpected, we've felt grateful to have them. Control what you can, while you can.

Marilyn Owel

15. INSIDE PASSAGE CRUISING GUIDE

Don & Reanne Douglass have a new book that is just being published, "Exploring The Inside Passage to Alaska, A Cruising Guide From The San Juan Islands To Glacier Bay". 250 detailed diagrams, over 150 photographs, 500 GPS way points, 352 pages. Don & Reanne are offering a copy of this new publication at 25% off the cover price of \$49.95 (or \$37.46) plus \$3.00 for shipping. They can be reached at Fine Edge Productions, Route 2, Bishop, CA 93514. Phone (619) 387-2412.

16. A POTLUCK MEETING

It's time for another get together in Anacortes, WA at noon on March 25 to talk about the two cruises this summer and hear tales of Gail & Charlie's fishcamp adventures. 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 H St, left on 22nd St to H St, left on H St, go about 3 blocks, on the right is the entrance to Creekside, enter & turn to the left, continue around to 1904. Call Dorothy at (360) 293-5240 and let her know if you can join us for the potluck. Rumor has it that Gail & Charlie may move to Ketchikan, Alaska after next summer's fishcamp. They plan on being married in July.

17. NORDIC TUG MERCHANDIZE

Jon Natto of Tradewinds Canvas & Upholstery in Anacortes has developed hatch (aft and forward) and door covers for the Nordic 26' & 32" that can be made up and sent to you. He also has developed an aft deck bimini for the 26' & 32'. He has developed a group of canvas and upholstery accessories for Nordic Tugs such as deck box cushions, and bow bags. Bow bags are shaped to fit the port and starboard underdeck areas. He also has done a full winter canvas storage cover for a 32' and can do the same for the 26'. You can talk with Jon at (360) 299-9508.

Ralph Bartholomew builds steam whistle assemblies for the tugs. It consists of an air tank, 12 volt compressor, antique whistle, solenoid valve and all the

fittings. This can be placed in the stack of all tugs and can be operated with a push button or regular whistle valve. Complete assemble runs \$875.00 plus shipping costs.

18. BUY, SELL, TRADE

For Sale: **The Heritage**, 1983 26' Nordic Tug, 80HP Luger diesel, Espar furnace, Radar, dinghy, excellent condition. Asking \$59,900. Contact **Harry March**, 14035 Bear Creek NE, Woodenville, WA 98072 Phone (360) 881-7880.

For Sale: **Miss Sea**, 32' Nordic Tug, hull # 32037. Contact **Red Nickerson**, Ft Meyers Yacht Basin, Box 1890, Ft Meyers, FL 33903. Phone (813) 337-3611.

For Sale: **Large boat umbrella**, fits over rear cockpit on 26' or 32' adjustable in height so that a 6'6" can stand under it. White in color, ties down on 4 corners, comes with blue carrying case for ease in storing. Asking \$150. Contact **Tom & Gloria Burke**, 379 Snohomish Dr, La Conner, WA 98257.

For Sale: **Bristol diesel cook stove and a Tiny Tot wood burner** that used to be in a 26' Nordic Tug. If interested contact **John Sylvester**, 120 Riviera Circle, Larkspur, CA 94939, phone (415) 924-5135.

19. CHOOSE TO CRUISE

Would you be interested in trading 1-2 weeks on your tug in your area for 1-2 weeks on some else's tug in their area? Drop me a line at the address at the end of this newsletter if there is interest. I will try to match boat owners and desired locations.

20. PRESIDENT'S CORNER

Nordic Tugs is currently enjoying rapid momentum due to an intense boat show schedule and overwhelming response that has catapulted us toward a very busy future.

The factory is bustling with activity as hull # 1 of the new 42's delicately slipped from her shinnery new mold on January 30th. We're extremely proud of this new ship and would love to invite all of you to the christening ceremony on Lake Union in May. We're planning a one week introduction and preview of the 42 before she makes her way up to Alaska and her new home port with Kent and Donna Fagerstrom in Juneau.

The new 2-26 has stolen the hearts of every boat show attendee since the beginning of the year. It all started with the Annapolis show in October where her sleek new cabin design and raked new stack were the talk of the downtown harbor location. At the San Diego show, Seattle show, Dusseldorf, Germany and now in Miami the response is always the same, "What a beautiful boat, adorable" and yes she's cute. Those of you who have seen her can attest to her innovative new look and spacious redesigned aft cabin. She's a sweetheart and has created quite a stir every where she goes.

The spark of enthusiasm is evident every where as an inspired, dedicated crew eagerly works to complete pending orders. Every one at the factory has done one heck of a job and I'm extremely proud of them. Nordic Tugs is moving ahead with plans of cautious expansion and growth without losing or compromising

quality or the inherent integrity that has formulated the Nordic Tug foundation and it's highly respected reputation.

My very best to all of you. Have a great time cruising in your Nordic Tugs. Sincerely, signed
Roger Drill.

21. BILL CLINTON'S COMMENTS

A Nordic Tug owner was boating on the east coast when another boat passed by their Tug and much to their surprise, President Clinton waved and said, "What a pretty boat you have!" Ken Schuler (see below) wrote the President and offered to make a Nordic Tug available for his next boat trip.

22. NEW DEALERS/SALES REPS

Sam Johnson of Nordic Tugs East located at 2807 Transport St., Richmond, VA 23234 (804) 271-8566. And at 4386 Seaforest Dr., Johns Island, SC 29455 (803) 768-0450. Sam will cover the areas from Maryland, Virginia, North & South Carolina, and Georgia.

Ken & Karen Schuler are the **Midwest Sales Representatives** for Nordic Tugs. They are located at 1914 South County Transport Hwy J, Valders, WI. When they bring their recently purchased tug, A SUMMER PLACE, from Deland FL to its home on Lake Michigan via the Mississippi and Illinois Rivers, its home will be Manitowoc, WI.

LET ME KNOW CHANGE OF OWNERSHIP

Hey folks, let me know any corrections to addresses, changes in names of boats, names of ownership, home ports, etc. Send information to **Bill Owel**, 8823 Franklin Ave, Gig Harbor, WA 98332. Phone (206) 858-3481.

1. NORDIC CHARTERS

Fresh Aire Charters & Tours conducts scenic-wildlife cruises in Resurrection Bay and the Kenai Fjords National Park with their 32' Nordic Tug. The charter includes round trip transportation from Anchorage to Seward, half day scenic wildlife cruise, visit to Exit Glacier, and shopping and dining in historic downtown Seward and harbor front areas. Each day's script is both directed and choreographed by Mother Nature. Contact Fresh Aire Charters and Tours, 1229 G Street, Anchorage, AK 99501. Phone (907) 272-2755.

The **Arctic Tern** is located at Bill Grasser's summer home on Killisnoo Island, just south of Angoon, Alaska. Each summer he uses the "Tern" as a charter boat for guests. He holds a six pac license and fishes the Tern 60 to 90 days each summer. The Tern, #26004 with over 4,000 hours, still has the original engine, a 35 HP Saab with a variable pitch prop. For more information, write Bill at P.O. Box 311, Conner, MT 59827.

Anacortes Yacht Charters has a 26' tug in their charter fleet. The boat belongs to Jim Schuler and is called **Salty**. Write them at P.O. Box 69, Anacortes, WA 98221. Phone 1-800-233-3004.

2. NORDIC ON THE INTERNET

Nordic Tug information now can be found on the internet. Information on new and used Nordic tugs for sale as well as the latest issue of the Nordic Tug Owner's Newsletter are among the items available (used tug data will be added

later). The address is <http://metis.usa.net/jdrill/nordic>

3. MAINTENANCE TIPS

Throttle/Shift Control Cables. In addition to the bolts or clips that holds the cable in place at the throttle or shifting lever, use a couple of plastic wire ties to ensure that the cable will stay in place even if the bolts or clips come undone.

Changing Fuel Filters. A friend insists that he is able to avoid air in the fuel lines by following these procedures. 1) Warm up the engine before changing filters. 2) Start with the filters farthest (primary) away from the engine. 3) Fill the new filter with clean diesel fuel before sealing. 4) Bleed the pump(s) as per the engine instructions.

Fresh Water Pump Relief. If you add an accumulator tank into your fresh water system, you will extend pump life, reduce water system pulsation and rapid on/off pump cycling and that initial start-up drain on your batteries. A Groco PST-1 pressure water storage tank T's very nicely into your water line. The tank is 12" long and 8" in diameter. It's available from most Marine stores.

4. SPARE PARTS

I had a response from Philip Blevins, hull # 26090, in regards to the spare parts article in the Spring 95 newsletter. I had sent Philip a postcard saying I needed his support to continue putting this newsletter out twice a year. When that didn't get a rise from him, I sent the next newsletter with a "post-it" attached to it

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saying that if I didn't hear from him, **this was the last newsletter he would receive.** His reply:

"I have been thrown out of every marina on the Tennessee, Cumberland and lower Mississippi Rivers, but this is the first time I have been threatened to be cut off, so I am enclosing \$15.

My tug is #90 and has a 85HP Perkins to go against the strong river currents. We have cruised the entire Tennessee, and Cumberland Rivers. Also the Ohio to the Mississippi and down to New Orleans, and across the gulf and up the Tombigbee Waterway (432 miles) back to the Tennessee.

I have never had any mechanical problems except for an annoying problem with the stuffing box overheating. Have had to replace the cutless bearings once.

Our experience has been considerable on the river systems and anyone of you that might be interested in this kind of boating I could probably assist both in boat handling and navigating the rivers in addition to proper etiquette for becoming a river rat and not getting your ass blown out of the water.

I have taken note of the impressive list of equipment by Nordic Tug owners. Shucks, they may be candidates as real yacht owners. To safely boat here one has to be schizophrenic. My recommendations for music is Beethoven, Mozart, Bartok, Shostakovich, Bach, Hank Williams Sr., Jimmy Rogers, Carter Family, Bill Monroe, Doc Watkins, and Muddy Waters along with Robert Johnson.

Our equipment in books in case we

get caught reading is; Shakespeare, Tolstoy, Cervantes, Dante, Faulkner, Dickens, Austen, Flannery O'Connor, Emerson, Whitman, Frost, Ezra Pound, Great Balls of Fire, Elvis Presley, Bear Bryant, Coal Miner's Daughter, Tammy Baker, 1960's Playboy magazines, Jimmy Carter poetry, and Mark Twain's "Innocence Abroad".

In drinks we carry some fine French Chardonnays, Semillons, Bordeaux, Burgundies, and some cheap California and Washington State wines. Never know who you will meet on the river.

In food we are equipped with salmon, orange ruffly, pheasant, mushrooms, pasta, fried catfish, hush puppies, pickled pigs feet, chicken gizzards and mountain oysters.

With passengers we have no morals: Married couples, single people, divorced individuals, married people wishing they were single, single people wishing they were married, and other deviants.

We have no cute poodles and no cannons or guns. Our only defense is trained fighting cocks.

I have plenty of credibility and I would say I'm a typical Nordic Tug owner. Check with Gail Davis."

Come on Philip, how can we help but question your credibility when you haven't christened that tug yet?

5. WHAT'S IN A NAME?

MID-LIFE BOAT II-My wife has a sense of humor about my boating passion.

BEKA-I wanted to have a name that

was representative of the area where I live and the type of boat I own. Kaministiquia is a thirty minute drive from Thunder Bay, which is located on the shores of Lake Superior 3 hours north of Duluth, MN. The area's history is rich in fur trading and native legends. The name Beka is Ojibway for "slowly, quietly, gently" and seemed the perfect description for life on the Beka and the area where we boat.

ROSEBUD-While not the only Rosebud in our fleet, this one belonging to John and Bernie Mitchell, is named after their five year old daughter Rose. As an infant Rose picked up the nickname of Rosebud.

PEANUT-There's not much thought behind it other than its small size for such a big boat.

JACK & 4 LADIES-Jack Lambert, wife Sally, plus three daughters.

SLEEP BOAT-In Dutch, this would sound like "Slept Boot" and mean Tug Boat.

CARDINAL SIN-The name is open to interpretation. Her hull color is, obviously, red and having so much fun on such a great boat must surely be sinful.

SEA QUE-The name comes from the fact that both Ben and Barbara Hordes are amateur radio buffs.

6. TRAILERING MADE EASY

"Trailer boating can be traced back to ancient times, when Roman legions used wheeled carts to carry small boats for their assaults on new territories. Even the Conestoga wagons that opened up America's frontiers were trailer boats in a sense, built to float

across rivers." So started an article by Chris Caswell in the June 1995 issue of Sea. I had a serious request from one of our readers for some information on trailering the 26' Nordic Tug. Not being knowledgeable myself, I went to a panel of Tug owners who have had lots of experience. This article is based upon their input. **Design of the boat.** In most western states, the maximum height restriction is 13'6" to 14'. Arizona, British Columbia, New Mexico, and North Dakota are 13'6". Alaska, California, Idaho, Montana, Oregon, South Dakota, Utah, Washington and Wyoming are 14'. All of the owners indicated that the legal height was not a problem. But Jim Crickmay with his boat **VALJA** went a few steps farther. "Since I live in Salem, OR where there is no water closer than the Columbia River or the coastal harbors and bars, I specified a few things when my tug was being built to simplify trailering. I told the factory to make the stack removable (it is held down by five wing nuts). I had them mount a socket on the cabin top under the stack with a corresponding plug on the wiring to the light on the stack. I have made a special cradle to hold the stack horizontally in the cockpit when trailering. The radar, GPS antenna, horn, radio antenna, and stove pipe are all removable and can be stowed below for traveling. I have mounted electrical sockets (with covers) for all these devices on teak blocks on top of the cabin or wheelhouse to make it easy to mount or remove all such electrical devices. The result is a load on the trailer that is a little over 12' high. This simplifies getting under a lot of overpasses on state and country roads although this is still too

high for a number of old railway overpasses." Red Nickerson who has trailered 26' and 32' Nordic Tugs coast to coast says "The 13'3" height from the road will not be a problem since most states have a 14' limit. This does not preclude having low bridges once you leave the interstate and one has to keep an eye out for the signs that forewarn of low clearances or be pretty good at backing."

Picking a Trailer. The trailer of choice seems to be the tandem EZ Loader number 8MT that is 28'6" overall and has a capacity of 8300 pounds. It has 16" tires and weighs about 2000 pounds. It is made in Spokane, WA. One of the first decisions that must be made is: Are you going to launch and retrieve your boat at launch ramps, or will the boat be unloaded and loaded by hoist and sling?? Ken Kuehn who trailers **SEA LAD** will not put his trailer in salt water. The brakes and wheel bearings can not be protected from the corrosive effects of salt. He says "If the trailer is to be used to launch and retrieve, it must have adequate keel rollers for the front 1/3 of the trailer. Or, be so constructed that there is a completely open Vee pocket (no structural members) for the bow of the boat to clear during launch and retrieval". The all galvanized trailer with galvanized brakes for salt water use is highly recommended. Some say that surge brakes are a must if trailer immersion is planned, as electrical brakes will corrode rapidly if exposed to salt water repeatedly. Ken Kuehn says surge brakes are not any assistance when backing down steep ramps. He prefers vacuum over hydraulic, saying vacuum always works even with anti-lock brakes. Rod Nash, owner of

FOREVERGREEN, uses detachable lights on his trailer and unplugs them before submersion. He says the submersible style of lights just don't work. Rod also drilled holes in the backing plates of the brake system so that he could squirt water up into the brake assembly and flush out the salt. About two minutes on each wheel will take care of corrosion. Jim Crickmay recommends a built in brake flushing system. Different approaches have been taken to support the boat on the trailer. Most have added additional keel rollers and bunk boards. Jerry Husted, who has trailered Nordic Tugs all over the USA to boat shows says, "Order only keel rollers on your new trailer, and then add four outboard uprights with padded bunk boards installed to support the hull chines." Burton Briggs and Ken Kuehn have 10,000 lb. Calkins trailers which both have modified. Both felt that the Calkins trailer was structurally inadequate. Burton found that after having **SEAFORTH** set on the trailer for a year, the keel began to crack where it rested on the rollers. He removed the rollers and replaced them with a 10' piece of 8" channel iron. He also added side bars (detachable) to assist when floating the boat onto the trailer (essential when windy). Ken notes that whichever system or combination you use to support the boat on the trailer, gaps must be left to accommodate the hoist slings. Sooner or later the boat will have to be lifted onto or off of the trailer. Lift points for the 26' are at the back of the aft cabin and at the porthole in front of the pilot house door.

Jim Crickmay uses a tow vehicle that responds well to a 700 lb tongue load. He adjusts the

trailer by moving the axles forward or aft so that the resulting tongue load is about 700 lbs. He had to add extensions to the hydraulic brake lines to do this. As the tongue weight is decreased too much the trailer may not track the tow vehicle as well. And if increased too much, it will make the steering too light. Jim says, "The most important thing is to align the axles exactly perpendicular to the line of travel of the trailer and tow vehicle." Jim aligns his trailer by measuring from the center of the tow ball hitch to the axle stubs on each side to within 1/32 of an inch. The result is a trailer and load that tracks perfectly under all road and side wind conditions including buffeting by passing big rigs. If the trailer is not aligned it will fishtail as it goes down the road. Jim is against use of load leveling hitches because they interfere with the action of the surge brakes. If you adjust the tongue weight properly you won't have a trailer that drags down the rear of the tow vehicle and if the trailer is properly aligned you can tow very large loads with very little tongue weight. Jerry Husted recommends a load equalizer option for your trailer hitch. It transfers tongue weight to tow vehicle's center of gravity--off of the back bumper. **Bob Ranck** hauled his 26' many miles with a trailer that rode on the rear of his 3/4 ton Chevy Suburban. He feels this is not satisfactory and makes for a tension filled trip. If he had it to do over again, he would have a fifth wheel trailer custom made by an experienced trailer builder. The options he advises are two systems of brakes, more than adequate lights, heavy duty tires, axles, etc. Your

"trailer maker" can advise best on this.

Picking a Tow Vehicle. Rod Nash hauls his trailer with a Ford 350 (1 ton) van. It pulls great and even on the steepest freeway grades, he can make 35 mph in second gear. The electronic overdrive switch is very handy for pulling and for braking on downgrades. On Ramps, Rod feels you would be better off with four wheel drive, but he has not had any trouble except at low tides and when there is slime on the ramp surface. He feels you can always find another vehicle around the ramp and if you carry a chain, just hook him up to your front end for added haul out power. He only gets 7 mpg but feels that is about standard. Rod tried towing with 3/4 ton vans and had trouble with transmissions and rear ends. With his 1 ton, he religiously changes transmission fluids every 15,000 miles which is the heavy duty schedule with Ford. Jim Crickmay uses a Ford F250 Heavy Duty diesel pickup, with a four speed manual transmission. He has installed an auxiliary transmission (gear splitter) that gives him eight speeds ahead. Jim says, "Since you need a tow bar pull of 1000 to 1500 lbs to pull the trailer plus boat up some ramps, you need to chose a vehicle rear end ratio which will give you maximum tow bar pull or if highway fuel economy is important, a more economical rear end ratio and an auxiliary transmission to get the pull you need on steep ramps. I have found that the auxiliary transmission is also very useful in the mountains such as on I-5 in southern Oregon or northern California. My truck has never shown any tendency to overheat, goes up the steepest highway hills with ease and gets about 12 miles to the gallon of

diesel fuel"

Jerry Husted started out with a GMC Suburban 3/4 ton. but it was not quite strong enough. His best vehicle was a 1 ton Ford diesel van, dual rear wheel, automatic transmission (GREAT TRUCK!). He always added a 2 speed unit to the drive train which allowed him to tow in low gear and run light in high gear.

Red Nickerson had a 26' Nordic Tug 10 years ago and used a bumper hitch on a single wheel pickup. It was a 1 ton Ford with a 460 cubic inch engine with automatic transmission. He feels with no more weight than this any 3/4 or 1 ton pickup should be adequate.

Burton Briggs has used the following vehicles:

- a) 1986 1 ton dually flat bed Ford diesel 6.9L standard transmission.
- b) 1986 3/4 ton standard PU Ford turbo diesel 6.9L standard trans.
- c) 1989 1 ton dually, crewcab PU Ford turbo diesel, 7.3L auto transmission.

He says, "My favorite is the long wheelbase crewcab with the automatic transmission. The E40D transmission is a little light for the turbo, but if you are careful, it will stand up."

Ken Kuehn says, "My prime mover is a single axle freightliner, my back up is a D350 Dodge with Cummins power with dual rear tires. IHL/Ford has a long way to go to catch Cummins. Dual wheels are not an alternative for four wheel drive (FWD). FWD is not necessary for boat hauling".

Bob Ranck currently uses a 1 ton Ford truck with dual wheels and a 7.3 diesel engine with a standard shift and transfer case to haul his 32'. If he was buying a truck to haul a 26' he would get a standard transmission, diesel engine but adds that the 454 GM gasoline engine works just fine.

Permits. Jerry Husted commented that he always got permits because of their (Nordic Tugs, Inc) commercial status. Many boat owners have "gotten by" with no permits. There are nation wide permit issuing companies (contact through most truck stops) that can fax you permits and generally have lists of permit fees by state.

Jim Crickmay says, "Permits may be obtained in advance from the highway or road departments of all states. I prefer to obtain my permits in advance and if you are travelling across many states you can employ a professional outfit to get the permits for you as many of the interstate truckers do. Remember that all county roads and city streets also require separate permits and you are required to show your state permit to get the other permits. Best to get your state permit first. If you are crossing state boundaries you can pull into the first weigh station you come to and buy a permit there. Most states charge from a few dollars (Oregon) to several hundred dollars for these permits. They are available on a one trip or a yearly basis. Finally each state has endless rules that must be observed or large fines can be expected. For instance, California allows you to tow your boat 24 hours a day while Oregon and Washington forbids tows at night, on holidays, weekends, and any day before or after long holiday weekends. They also forbid tows during rush hours through cities. There are endless more rules and all are enforced sporadically except going through every weigh station in the state on your route. I have seen boats being towed chased down by patrol cars in Oregon for not going through the weigh station. These are jailable offenses so it's not a

laughing matter. It is also worth noting that you may need a special driver's license in your home state to tow a Nordic Tug. California allows you to tow up to 10,000 lbs. trailer plus load with an ordinary driver's license while Oregon permits a much lower number thus requiring a special license to tow a tug on a trailer."

Without naming names, most of the folks have tried going without permits at one time or another without problems. When Burton Briggs replaced the axles (stronger rating), he had them made 4 inches longer with the result that the tug doesn't look quite as wide. One owner says he buys the permit for his home state but not for the other states. If stopped he would say "Officer, I thought my home state permit was good on a short term reciprocal basis just like my registration." If they said "NO", he would proceed to the nearest DOT office and get a permit. Red Nickerson used to permit for all states until a couple of truckers wondered why he ran with oversize signs because the boat didn't look that wide to them. After that he took the signs off and ran a number of states back east until he sold the boat with no problems. Running without permits sounds like a crap shoot. Should you have a fender bender or a breakdown where a patrol car would be likely to assist, you are asking for a fine. Judge Bob Ranck agrees with this and says he always had the permits. He also said some states (Utah for example) requires that your insurance be on file with the state authorities. When you go through a check station they will call Salt Lake City and check on this. Have your insurance agent send a copy to the appropriate State Agency when the policy is issued.

Preparing for the Road. Jim Crickmay had a heavy acrilan awning made that covers the windows of the pilot house to keep flying rocks and bugs from damaging the glass. His cover stretches between the two hand rails on top of the wheel house and the bow roller with two side flaps that cover the side windows and tie back to the two hand rails on the main cabin top. This arrangement streamlines the air flow around the front of the boat and protects all the glass. He also recommends two 2" wide (or wider) straps that encircle both the boat and trailer, one just aft of the main cabin and one over the bow to insure no movement between the boat and trailer is possible. Four red flags of legal size are required to be mounted on four corners of the load. Also required are two **OVERSIZE LOAD** signs, one mounted on the front of the load and one mounted on the rear. The size and color are legal requirements and the weigh masters will fine several hundred dollars if you don't follow the letter of the law.

Odds and Ends. Rod Nash lives on the boat when he is trailering. He has rigged a wire from the van to the 12v system on the boat that allows him to charge boat batteries from the van alternator. In this way, he can run the boat refrigerator, lights etc. and not run down the boat batteries.

Red Nickerson for the last 5 years trailered his 32' Nordic Tug. He has hauled it from coast to coast. He built a special 3 axle, 5th wheel trailer and pulled it with a 1 ton Ford dually with the 7.3L diesel with manual transmission. The engine was turbocharged and he had to install a transfer case as the low gear in the main transmission was not low enough to power the boat out of the water and

up a loading ramp. The other thing he did was have the factory hinge the stack so that he could stay under 13'6" road clearance. Red says that when you get over height you are subject to all kinds of special routing.

Frequent Breakdowns. Jerry Husted offered these comments:

a) Wheels, axles, hardware-loosen up and come off. Failure to tighten all bolts after 50 miles on wheels, 200 miles on all other hardware.

b) Tires and Hubs-failure to get adequate size, failure to inflate to maximum allowable pressure, failure to grease hubs (through "Bearing Buddies" fittings) before every launch.

c) General deterioration-failure to rinse entire trailer in fresh water after leaving salt water.

Are we having fun yet? All of the panel agreed that trailering has opened up a lot of new boating areas for them to try. Of course many have their favorite spots that they keep going back to.

I want to thank **Jim Crickmay, Ken Kuehn, Rod Nash, Burton Briggs, Red Nickerson, Bob Ranck, and Jerry Husted** for taking the time to feed me ample information to write this article.

7. CRAB POTS R US

Marine Equipment and Diving Supply located at Cap Sante Marina in Anacortes have some really great, commercial quality crab pots for sale. They also stock all kinds of marine gear and diving supplies. Mailing address is P.O.Box 366, Anacortes, WA 98221. Phone (360) 293-361.

8. AN AUTOPILOT FOR TRAPPER

Last year, I pulled into Elliott Bay Marina and saw Roger Guay

working away on his boat, busily installing an autopilot. I asked him to write up an article for the news letter after his was finished. His article follows:

Our boat Trapper is 26 feet long and is powered by a 45 HP Perkins 4-108. We don't go fast! We're lucky to make 6.5 knots. In fact, I've wondered about the merits of repropping, but I digress. Because of our slow speed I argued (mostly with myself) that we need-
ed an autopilot. With an autopilot we could optimize our point to point navigation without all that boring steering. Besides, its more fun to navigate than to steer, and I get enough steering in my car commuting to work. Oh, and there's the safety issue I argued: with an autopilot we would eliminate the potential effects of wind and cross currents to put us off course. OK, decision made, which one?

As if the Gods intended for us to have one, along came **Powerboat Reports** with a current study of small boat autopilots. By the way, **Powerboat Reports** is an excellent periodical with no advertising (and no apparent prejudices) much like **Consumer Report** except focused on boating. The November 1993 issue reported on the relative merits of the Autohelm ST5000, the Teleflex/ Cetrek 770, the B&G Network Pilot, and the Robertson AP2500. It named the B&G Network Pilot as the best ..so, I then looked for one in the Seattle area and came up short. B&G had a sales representative here but no experience with their autopilot. A call to the Los Angeles West Coast Office introduced me to Ian McWilliams, a very helpful B&G Autopilot expert. So helpful that I bought one! In a

few days, a large well packed box arrived with five major components plus cables and instructions. Now, I had only to install it.

I followed the clear well written instructions and allowed myself lots of time. I installed the main computer unit just inside the storage locker beneath the pilot seat. I chose a location high on the aft wall to get as far away as possible from the magnetic effects of the engine. I mounted the control head in a teak frame that in turn was mounted to the top of the map table just to the left of the helm. The hydraulic pump was mounted on the rudder platform on the starboard side close to my Sytten hydraulic drive cylinder. I also mounted the rudder sensor just to the starboard side of the rudder post. I mounted the handheld controller, an option which I purchased, on the outboard starboard bulkhead just beneath the pilot seat, and I fed its cable through a drilled hole to gain access to the main computer inside. Stringing cable turned out to be relatively easy and interconnections were straight forward. On the other hand, connecting hydraulic tubing between the Sytten cylinder and the B&G hydraulic pump turned out to be the only somewhat difficult part. First, the Sytten plastic tubing on my boat is an odd (older) size and parts were hard to find. Interconnections were difficult to make without leaks. I still have one small persistent leak in one of the isolation shut off tees.

Once installed, the start up and calibration of the autopilot was easy and straight forward...it worked great from the very start. The final step was to interface with my Tigershark LORAN receiver

via its NMEA output. I had to call Tigershark regarding detailed signal outputs and inter connections, with that information, the connection was straight forward.

It works great! We love our autopilot, and it does every thing we expected of it including navigating to a LORAN waypoint. My initial rationalizations in purchasing it now seem justified. Cost about \$2,200. Highly recommended.

9. TUGLY

This is the story of how Bob and Helen Owens acquired their tug boat, hull # 26035 which their son named **TUGLY**. I first heard from Bob because he was looking for a parts list and/or an operating manual for a Hi-Seas Diesel Heater, model 100. He later sent me this heart warming story of how he acquired Tugly.

"Joe, a "Rag Boat" friend, my wife and I were visiting a boat yard about a mile north of Lake Pontchartrain on a small bayou. Across the bayou I saw this little boat. Her stern was poking out of the weeds at a marina that had closed a few years ago. It was the "Mary G", homeport Seattle. There was no other boats in the marina and no one at the yard had seen the boat owner in years. We wanted to take a closer look and found an over grown road. Pushing through the brush we finally found the rickety pier. It was a pitiful sight. Abandoned, really neglected. Rotten dock lines, a cap rail that had been reduced to splinters on the port side due to the tides and wind without fenders, pink paint was slung on the forward deck leaving splatter marks all over the place. We were immediately taken back by how well

made she was and no one seemed to care. There are lots of trawlers in Louisiana but I didn't recall seeing one like this.

We opened the sliding door and peered into a smelly, trashed interior. The wheel, compass, and everything removable were gone. Wires were cut and hanging down from the wheelhouse roof. The only things not taken were the engine, diesel heater, spotlight, horns, cushions, and a refrigerator that had "bad things" growing in it. They cut the wires on the battery charger and removed it, cut the CNG line and took the stove. It was love at first sight (not the refrigerator). Three years of mildew and mold can hide a really fine boat. We went home but I couldn't keep the boat off my mind. My friend found the boat listed along with some specifications in a book. It was a 26' Nordic tug. The next day we went back to explore the boat again. We found the registration number and called the Coast Guard. The registration had lapsed in 1992 but they had a name and P.O. Box.

I wrote to Jay Reynolds with a self addressed stamped return envelope enclosed. The return envelope came back to me with my letter torn to pieces in it. Many phone calls later and a trip to the court house to find out who owned the marina I finally spoke to the land owner. He said that a Jay Reynolds brought the boat there in 1992, paid three months dock fees in advance, and had not been seen since. Rumor was that he passed away, so I searched the newspapers for two years back and was not able to confirm the rumor. I called every Reynolds in the book with no results. We made many trips back to see the boat.

Evidently some kids were using the boat as a "club house or worse" because the windows were left open on occasion. We even went back at night looking for the person or persons that were vandalizing and stripping her. Hiding in the weeds with binoculars we didn't see a soul. The vandals eventually tore the horns off so I convinced the landowner to let us tow her to a secure area. This was about the time my son suggested a good name for the boat would be "TUGLY". (The name "Tugly" grew on us so that is what we are going to call her.)

After a lot of prodding (weeks) the landowner had the court seize the boat for past due dock fees. Now we couldn't go on board because of the Marshal's seizure notice. We made numerous 30 mile trips to just make sure she was still there. Finally, 7 months and a thousand phone calls after we found her, the Court ordered the Marshal to sell her at auction. There were three of us bidding but I wanted her more than they did. We towed TUGLY home and began to work.

I was told that originally she was powered by a German air cooled diesel engine which explains why there are two blowers, one has a manifold to blow down directly on the engine. Also there is a through hull fitting next to the stuffing box that is not used any more. I'm guessing it was for the sleeve bearing. There is a keel cooler for the gear box. The engine now is an older Perkins 4-236 with only 230 hours on the meter. It has a dry exhaust that comes out of the port stack along with the heater exhaust. Twin stacks are on the aft top of the wheelhouse. I put a radar reflector in

the starboard one. The windows are trimmed with teak on the outside and there is a teak cap rail. The cockpit storage lockers are also teak. There is a mast with a boom between the stacks. I found 10 lead "pigs", 30 pounds apiece, three in the keel under the forward cabin and seven under the main cabin floor just forward of the stuffing box. I believe the lead is to keep a small window air conditioner in the main cabin level at the dock (the a/c works). She has two 40 gallon fuel tanks and about a 50 gallon water tank. One of the big surprises is the lack of an electric bilge pump. I thought it had been stolen but there isn't even a though hull fitting for it.

Every where I go people remember the tug. Evidently it's the only one in Louisiana. The Reynolds' lived aboard the tug along with a dog and a bird. It would be interesting to find out how the boat got to Louisiana from Washington. I also found some charts of the Seattle area, brochures of the Ten-Tom River and a street map of Memphis, TN on board. Those were the only items on board besides the experiments in the fridge.

Editor's note: If you can add to the history of Tugly, I'm sure Bob and Helen Owens would enjoy hearing from you. Write 34 Pinecrest Drive, Covington, LA 70433-4413.

10. THE OTHER PERSON'S TUG

Ben & Marcia MacKinnon say the best improvements they have made on their 32' tug "**MARCY M**", are; 1) Bow Thruster- everybody ties up at slips and docks down here. With the thruster we are very light on our feet. 2) Prisms- Two above forward ends of bunks in

forward compartment. The size is 3" X 12" and they are flush on the deck-the result is a much more cheerful environment.

Brian Rees has installed a raw water strainer on the intake hose for the marine sanitation system. This eliminates eel grass getting caught in the pump assembly.

Bill Owel installed a 2 cubic foot Norcold freezer (holds about 100 lbs) under the settee in the main salon of his 32' tug. It fits real nice after some modification to the storage cabinets. It runs on dc and ac.

11. BALLAST

In response to the item we had on ballast in the last newsletter, Frank Cole wrote these comments: I am following the ballast story with interest. Item #13 of the Spring 95 issue says "...ballast.. placed between (under) the fuel tank and the hull...". I wonder if the parenthetical "under" was added by the editor and Mr Ayers really meant outboard of the tank. Ballast added in those locations would increase the rolling moment of inertia and thus lengthen the rolling period, and probably give a more pleasant ride in rough conditions. Ayers alluded to an "uncomfortable snaproll" which could be the result of adding too much ballast in the keel. I have noticed that some single engine boats in this size range and costing no more than the Nordics have twin fuel tanks placed far out under the side decks perhaps for this reason.

Editors's note: The ballast article was a reprint from an old newsletter (Tug Talk, Spring 1987). Therefore I don't know if the parenthetical "under" was the

author's or the editor's. Frank Cole hasn't made up his mind on the purchase of a boat, but a Nordic Tug is still high on his list of possibilities.

12. TUG NUTS

If you are fond of tugs, there's a group you should know about. That group is the Tugboat Enthusiasts Society of the Americas (TES). TES's 500 members represent every region of the country, as well as parts of Canada and England. Self described "tug-nuts" they photograph most tugboats they see. Some plan vacations around visiting and photographing the vessels. Their devotion goes beyond photographing. TES's journal, Tugbits, is a quarterly publication containing articles on sunken tugs, model tugs, historically significant tugs, tug museums and renovations, and tug theme books. Membership in the Tug Enthusiasts Society of the Americas costs \$25 annually (\$32 Canadian). The price includes four issues of Tugbits. For information write: TES, c/o Joe DeMuccio, 308 Quince Street, Mt. Pleasant, SC 29464.

13. BONDING

A recent article in the July 1995 issue of 48 Degrees North by Tom Averna talked about the reasons you should bond your boat. 1) To create a low resistance electrical path where any stray current, such as galvanic or stray current can be "carried off" to a less noble or sacrificial metal (the zinc), thereby protecting your metal components, such as through hull fittings. 2) Bonding also helps protect against lightning, and reduces electrical interference.

To bond your boat you need a com-

mon bonding conductor which is an electrical conductor to which all of your metal components will be connected to. The common bonding conductor should be an uninsulated copper or bronze strip, bare tinned copper, or insulated copper wire of the proper gauge. Tom recommends using single conductor, multistrand insulated number 8 AWG gauge copper wire for the common bonding conductor. Number 8 insulated wire is easy to work with and connections from metal components are not that difficult to make. The common bond conductor will travel fore and aft. Make sure that the wiring does not travel through any bilge water. Keep the wiring as high in the bilge area as possible.

Next, run bonding wires from all the components you are planning on bonding besides the through hull fittings, i.e. prop shafts, engine, fuel tank, etc. When connecting your through hull fittings you can use a high quality stainless steel hose clamp. When making your bonding wire connections keep in mind that the wire splices or connections should be accessible for periodic inspection for corrosion.

The wiring leading from the common bonding conductor to the items being bonded are called the individual bonding conductors. The individual bonding conductors should be the same size as common bonding conductor. When installing the zinc anode at the "end" of the bonding system, Tom recommends talking with your local boatyard on the right amount of zinc to use. It all depends on how much metal you are trying to protect. **Tom Averna** is an independent marine surveyor. He is an associate member of the National Association of

Marine Surveyors.

14. ASK THE FLEET

Can anyone help **Bob Calves** with the problem of keeping the stainless steel rudder clean. Do you paint it? What kind of paint do you use and do you use primer coats? Write Bob Calves at P.O. Box 2136, Kilmarnock, VA 22482.

15. NORDIC TUG MERCHANDISE

Jon Natto of Tradewinds Canvas & Upholstery made up some stair bags for me that fit under the steps leading into the forward cabin. They are shaped to fit the under step areas, have a heavy # 5 coil twin pull zipper, sunbrella canvas body with a mesh fabric front that allows air circulation. They make excellent storage areas for shoes and items that tend to be left in every one's way. Get Jon's catalog of items developed for Nordic Tugs by writing him at Tradewinds, 1019 Q Ave Suite D, Anacortes, Wa 98221. Phone (360) 299-9508.

For Sale: Beautiful Plaques with a rendering of the Nordic tug purchased, the boat name, the hull number, and the name of the owner(s). The plaque is mounted on a polished piece of hardwood for hanging in the office or home of the owner. The f.o.b. cost on these plaques are \$69.00 each. Also available are Nordic Tug hats with a full color picture on the 26', 32', or 42' models which sell for \$14.95 each. The hat color is white and the full color boats are whatever color of your boat with the words Nordic Tug on top. An iron on transfer of the Nordic Tug logo is also available. For more information contact Nordic Tugs, 3309 Buffalo Trail, Deland, Fl 32724. Phone (904) 736-0074.

For Sale: Anne Movalson's husband had a beautiful Nordic Tug pendant made for her as a Christmas gift by a local goldsmith. She does absolutely wonderful work, and her prices are about the same, probably lower, than jewelry you see advertised in boating magazines. She copied the Nordic Tug logo and did it in gold. Anne also has a pair of earrings that match it. Same logo only much smaller. The goldsmith's name is Gail Roman, 524 Ludington St, Escanaba, MI 49829, 906 786-4008. She will make these pendants in any size which determines the cost.

16. BUY, SELL, TRADE

For Sale: **Fresh Aire**, 32' Nordic Tug, hull # 32042, 1990 model is for sale for \$135,000. Also, an E-Z Load Trailer, galvanized, tri-axle, specifically built for the 32' Nordic tug is for sale for \$6,000. Contact Dennis Swiderski, 1229 G Street, Anchorage, Ak 99501. Phone (907) 272-2755.

Wanted: Used 26' Nordic Tug, good condition, older model preferred. Contact Jack Morton, 1305 11th Place North, Edmonds, WA 98020. Phone (206) 771-3561.

17. PRESIDENT'S CORNER

There is new activity at the Nordic Tug factory. Interior designer Bonnie Harrington has developed an exciting new version of the 32' salon area. She's done this by rotating the existing arrangement 180 degrees, which has generated double the galley counter space, provided complete privacy between forward and aft cabin, and has added two inches to our standard headroom. It also provides for a great view while working in the galley area or just relaxing on

the cushioned wrap around settee.

We've added many new, talented people at the shop in order to meet the demand of new boat production. In addition, new brochures have been developed to handle the volume of requests that continue to flood into our marketing office and dealership network.

The 42' "Eight Stars" has enjoyed a full charter season with Kent and Donna Fagerstrom ever since she powered into Juneau at the start of Summer '95. She has created quite a bit of interest lately, and that's generated additional sales. Hull # 2 is on the line now, with orders for four more.

A new boat design is also finding its way onto the busy production line this fall. The Pacific Trawler is due to start before December. This 37' full displacement hull has been gaining increased popularity because of its spacious salon, roomy pilothouse and sea-worthy design. She's a wonderful compliment to our Nordic Tugs and we're looking forward to an active production run.

We have a new charter/lease program that is off and running, preparing for this Spring. It will be headquartered on Lake Union at the Nordic Northwest office. Please call Bill Franks or David Yeoman at (800) 388-4517 if you would like information about the charter program or any other of our new developments. Until next time, I hope you enjoy the Fall boating season! **Roger Drill.**

18. NEW DEALERS/SALES REPS

International Yachting Center located at U.S. 64 West, P.O. Box 166, Columbia, NC 27925. Phone

(919) 796-0435. Wolfgang and Luitgard Dietrich have been in the boat business since 1975. They pursue not only the import and export business, but also they are geared up to become the major player in their home market. They represent exclusively Nordic Tugs in Europe. In September they sent the first 26' Nordic Tug off to Europe, in Croatia.

K & A Yachts, Inc is the new dealer on the west coast of Florida. Ben Fowle is the President and they are located at Regatta Marina, 1055 North Riverside Drive, Palmetto, FL 34221. Phone (813) 729-4449.

Hal Jones and Company is the new dealer on the east coast of Florida. They have been selling boats of character since 1966. In addition to Nordic Tugs, they also sell Grand Banks Trawlers, Freedom Sailboats, and Offshore Yachts. They are located at 1900 SE 15th Street, Fort Lauderdale, FL 33316. Phone (305) 527-1778.

Skipper Cress Yacht Sales and Services has a new office on Lake Union at 2144 Westlake Ave North, Suite B, Seattle, WA 98109. Phone (206) 283-1502.

LET ME KNOW CHANGE OF OWNERSHIP

Hey folks, let me know any corrections to addresses, changes in names of boats, names of ownership, home ports, etc. Send information to **Bill Owel**, 8823 Franklin Ave, Gig Harbor, WA 98332. Phone (206) 858-3481. I have made an effort to contact owners of new tug and new owners of used tugs. This aggressiveness has kept funds available so that I don't have to go back to the original contributors yet. Funds are good for now, I expect in a year or so, my hand will be out again.

1. CRUZ'N CARDS

New Nordic Tug Cruz'n cards and Accessories are available. Long time marine artist Jack Pumphrey can help Nordic Tug owners impress cruising friends with a custom reproduction of their boat on business cards, note pads, stationary, coffee mugs, T-shirts and dozen of other formats.

Pumphrey honed his artistic craft while working as a printing press salesman during the 1960's in San Francisco, CA. He used his pen and ink drawings of fishing vessels at Fisherman's Wharf to demonstrate the fine line capability of the presses he sold.

Now living and working as a full time artist and graphics art consultant in Gig Harbor, Washington, Pumphrey and wife Sue, are enjoying life on the water.

For information, contact Jack Pumphrey at 3226 Harborview Drive, Gig Harbor, WA 98332, or call (206) 858-7763 or Toll Free at 1-800 858-8510.

2. TRADEWINDS

Gift ideas for your tug. Bow bags, stair bags, door & hatch covers, and all kinds of canvas items. Give Jon Nato a call at (360) 299-9508.

3. BRASS BELT BUCKLES

Ed Pranger, 1414 7th St., Anacortes, WA 98221, phone (360) 293-3488 will produce an engraved brass belt buckle made to look like your tug. Cost is \$50.00.

NEW! Personalized Cruz'n Cards & Accessories

Bill & Marilyn, owners of the Nordic Tug "Lady Bump," think their new Cruz'n Cards are a very stylish way to keep in touch with all of their new friends they meet on the docks & waterways.

"What a great idea," Bill said, "long overdue" and "thanks for my new cards, they're simply elegant." Like Bill & Marilyn, your new card will have a detailed original drawing of your vessel and any other information you want. Once the drawing is done, then we can reproduce it on anything else you have a need for, such as notecards, caps, shirts, glasses, cups and napkins too!

We work from your photo so personalization is guaranteed!

Call now for ordering information and a Free literature!

HARBOR GRAPHICS & DESIGN
3226 Harborview Drive
Gig Harbor Washington 98332
1-800-858-8510