

1. THE TRIP HOME

In the Fall 1993 issue of this newsletter we reported on a trip that Ken and Mary Horton took from their Canadian summer home to their Florida winter home via the Intercoastal Waterway in their 26' Nordic Tug **FOOTPRINTS**. This time Ken and his cousin Arden Greene made the trip from Brockville, Ontario to Punta Gorda, Florida via the river route. The route was up the St. Lawrence River, North Channel, Lake Huron, Lake Michigan, Illinois River, Mississippi River, Ohio River, Cumberland River, Tennessee River, Tombigbee River, Black Warrior River, Mobile River, (or Tombigbee Waterway System) Mobile to Intercoastal Waterway System, across the Gulf of Mexico to Clearwater, Florida and then to Punta Gorda back on the Intercoastal Waterway. They had a total of 70 locks, 44 on the Trent-Severn, 8 on the Illinois, 2 on the Mississippi, 2 on the Ohio, (one was submerged), 2 on the Tennessee, 12 on the Tombigbee Waterway.

Ken says the weather on the complete trip was good with the exception of strong winds and heavy seas on Lake Huron, and Lake Michigan. This is not unusual since Ken didn't start until September 27th and it was October when he got into the Great Lakes.

Ken finished his trip on November 4th with 367.25 hours engine time, 698 gallons of diesel burned costing \$1,171. The total nautical miles was 2,796 burning 1.9 GPH and averaging 7.6 KPH. Ken anchored 5 nights and took advantage of most marinas in Ontario and Michigan being closed for the winter so there was no charge for moorage. Total dockage fee for the 40 day trip was \$290.

Ken says, summing it up, it was an enjoyable trip, which proved to him his limitations and what he will suffer in quest of cruising. He does not believe that he would repeat the trip either up or down except as a full summer leisure cruise.

2. NORDIC ON THE INTERNET

Nordic Tug info can be found on the internet. I got a call from John Peterson in Winsor, Ontario who had read the last newsletter on the Internet and wanted to know how he could get in touch with Philip Blevins to get some information on

river cruising to get from Ontario to Florida. I gave him Philip's phone number as well as Ken Horton's and Gary Caldwell's. The address is
<http://metis.usa.net/~jdrill/nordic>

3. CLOSED CRANKCASE VENT SYSTEM

Thanks to Bob Calves, skipper of **DIAMOND SEA** for this article.

Gasoline and diesel engines both create an extremely noxious atmosphere in their crankcases. There are two principal causes. The first is a continual mist of lubricating oil suspended in the air caused by the internal lubricating system spraying oil onto moving parts, splashing of oil in the oil pan, and foaming/bubbling of very hot oil. The second is the presence of acidic blow-by gases. These are cylinder combustion gases forced by the piston rings, and these blow-by gases increase as the engine ages wearing down the piston rings. Due to higher operating pressures, the problem is worse in diesels than gasoline engines.

Some years ago, with millions of cars on the road, this was recognized as a pollution problem. The fix was simple. Instead of venting the crankcase directly to the atmosphere a small hose is used to direct the fumes through a PVC valve into the engine's air intake so that the escaping fumes are returned in the engine.

Why fix the problem on your Nordic? As your engine wears the entire engine compartment and everything in it may gradually become covered with a messy thin film of oil. The problem can creep up on you and by the time you notice it, it is too late to be resolved. For various technical reasons, especially for turbocharged diesels (compressor blades do not like to be covered with a film of oil), the fix is not as simple as for a car.

There are various after-market products that can be used to mitigate the problem. Some of these are simple and of low cost, some are complex and more expensive. As with most things you get what you pay for.

The simplest devices direct the crankcase vent hose into a canister containing a foam or sponge-like filter, then the vapors are released to the atmosphere. These are only marginally effective in

removing oil. What oil is trapped is removed by wringing out the filter media and/or emptying a drip collecting reservoir. Similar systems are available that, after filtering the oil, direct the vent back into the air intake of the engine. If the return is through the air filter, the filter will quickly become clogged with oil. If the return is directly to the engine after the air filter, oil will coat the turbo compressor blades or the intake manifold.

The folks at Walker Engineering, a very large manufacturer of auto parts including mufflers, have invented a product that solves the problem inherent with all previous devices. It is called the Air-Sep, it is widely advertised, and it is approved by most of the major engine manufacturers (including Cummins) for use on their engines without voiding the warranty. (It is actually supplied as standard equipment now on some Detroit Diesels). I installed an Air-Sep on the Cummins 210 on DIAMOND SEA over a year ago. I now have about 2500 hours on the engine and my engine space is as clean as a whistle.

The Air-Sep unit replaces the entire existing air filter on the engine. The new assembly has a special chamber between its air filter and the engine air intake. A new crankcase vent hose is installed so that fumes with suspended oil are sucked into this chamber where gravity and a circular swirling action separate out the oil into discrete oil droplets. The oil is returned to the crankcase by gravity so no oil is lost, and the blow-by gases are burned in the engine. The system requires no actions or maintenance by the operator except to clean or change the air filter element if it gets dirty.

The Air-Sep system has another benefit; it creates a slightly negative air pressure inside the crankcase. This has the potential to reduce pesky little oil leaks and to extend the life of the critical rear and front oil seals at each end of the crankcase. Cost? Not cheap. A slightly different version is needed for each make and model of engine. Mine was about \$700 plus about 3 hours labor to install with all fittings.

4. MAINTENANCE TIPS

Changing Fuel Filters. In MARINE DIESEL

ENGINES by Nigel Calder - 25 years a marine diesel mechanic - he recommends that you not fill the new filter with clean diesel fuel before sealing. "Fuel filters are often filled with clean diesel before installing. This reduces the amount of priming and bleeding that has to be done, but the practice carries with it the possibility of contaminants being introduced directly into the injection system. For this reason never fill the secondary filter before installing it." His fear is that the fuel added, which has not passed through a primary or secondary filter, may be contaminated and is not worth the risk for the possible benefit gained.

Thanks for this input goes to John Lance and his research in preparation to trailer a 26' Nordic Tug.

Turbo-charger. While Ken Horton was cruising on the Intercoastal Waterway he had to obey the 7 knot speed limit. At the end of the trip his turbo was completely plugged. He pulled it and sent it out for overhaul because he was sure he had burned it up. The overhaul was OK and he was told that he should not and could not run it for long periods at low speed without problems. Where he had been running at 2300 RPM they said that it should be run at 2800 RPM.

5. PERFECT DINGHY-TENDER

Here is some feed back from Jim Tunnell. "After lots of looking, hours of calling, and tons of trying, I have to report there is no perfect answer. We wanted something that would both row and sail well, and that creates its own problems. But it seems there is an even more fundamental problem for the 26': Anything that fits the stern, and so is ideal for carrying across the transom, is too small to be much of a dinghy-tender. And anything that is decent as a sailor or a rower is too long to be ideal for the stern of a 26'.

We compromised on an 8', the minimum we felt to be a decent craft, and yet a length that did not stick out over the port and starboard too much: a little, but not too bad. Based upon some advice from Ward and Alice Miles of Olympia, WA, we ended up buying a Fatty Knees 8'. We really looked the field over and narrowed it to the Fatty Knees, the Trinkka, and the old standby, a Dyer. All would have

been fine, but I must say, all were not cheap.

We can report that the Fatty Knees is extremely well built, has lots of quality touches, rows very nicely, is stable, sails well, and, when tipped up on the swim platform, comes no higher than the cockpit rail, so giving nice aft visibility. We're very happy with the dinghy.

In the best of all worlds, she would have been six inches shorter. Also 7' oars would have been ideal, but 6'6" is the maximum we can store behind the dinette backrest. So, we made do with 8 feet length overall and 6'6" oars. But, so what else is new with boats! ... We had to compromise!"

6. WHAT'S IN A NAME?

STRUMPET-John Morrison says - A woman of questionable morality, or as I have said many times, a working boat should be named after a "working" girl!

PUP-TA-ROK-The name means - It Floats, in Inupiat. Eskimo language on the Lower Yukon.

MISS ALIGNMENT-Now if a Dentist can name his boat Holey Molar, surely a Chiropractor can name his boat Miss Alignment.

DER AUGENBLICK-This started out to be Das Magisch Augenblick, which if their translation is close, the Harpham's 32' Nordic Tug has been christened, "The Magical Moment". The name reminded them of the Austrian Alps last Christmas, a family tradition of "Magic" boats and the magical boating moments to come. They have shortened her name to Der Augenblick, (gender will get you every time). It translates to "The Blink of an Eye", quite a title for a mighty little tug.

WILLEMOES-In the words of the owner, Povl B. Lasbo: We previously owned a 21' Monterey Dreadnaught. It was a double-ended trawler like boat with a 8 HP SABB diesel engine, both cute and seaworthy. As our family grew to four, the additions being two unruly boys, it no longer provided enough space or practical living accommodations. My wife would, however, not let us trade up unless we could find something equally "cute", something which is not easy in this area where most of the boating is either obnoxious or prestigious.

For the last two summers we have chartered the "Tababac" from ABC Charters in Anacortes. The Nordic Tug proved to be not only immensely practical and liked by our family, but it also met the "cute" criterion. While cruising in the Canadian Gulf Islands we encountered a few 37' Lord Nelson Victory tugs, which we also liked, especially after having inspected the interior of one. In any event, this past summer's cruise on the Tababac left us mostly convinced that we were going to buy a "tug". I got the used boat listings and new boat brochures from Nordic Tugs Northwest of what they had to offer for the moment. My wife went looking for a Lord Nelson, but could find neither a boat for immediate sale nor an authorized dealer. Admittedly, I found the Lord Nelson attractive, but kept coming back to the Nordic Tug as the best choice. I was very comfortable with handling the Nordic, and not comfortable with taking the jump from 21' to 37' quite yet, including the monetary aspect, and the Lord Nelson appeared slow and heavy with its full displacement hull, and I was interested in getting some speed in comparison with the Dread-naught's 6 knots without burning too much fuel.

On my way to meet with David Yeoman of Nordic Tugs I got lost along Lake Union and happened to make a U-turn in front of what proved to be the official Lord Nelson sales office. This had to be an omen, I went in, introduced myself and said that I was ready to buy a 37' Lord Nelson. An omen indeed: The reception and response I got was so disinterested that when I was thrown back onto the street a mere five minutes later, about as clueless about the availability and advantages of Lord Nelson's as I was when I went in, I had now decided for good that I would not be a Lord Nelson owner. In contrast to this, David Yeoman spent the most part of a Saturday afternoon enthusiastically showing me and talking about both old and new Nordic Tugs. Little did he know that the Lord Nelson people had already done the job for him, and that it was mainly a question of identifying the right Nordic Tug for us.

Shortly thereafter I arranged for my wife to meet with David and he must have repeated his performance: The idea of a Lord Nelson was now dead for good and the decision to get a Nordic Tug was mutual and firm. After debating with ourselves whether to get a 32', and deciding to do

that "next time" after making an unsuccessful bid on one, the whole family flew to San Francisco to look at the "Little Red Riding Hood" which was with the Sylvester family in Larkspur. We hadn't spent more than a few minutes on her and didn't need to discuss anything among ourselves before it was decided that she was our boat. She was in almost mint condition which totally belied the fact that she was hull # 26022 from 1981. And cute to boot. And coming from the Tababac we felt right at home. From here the purchase and the transport to Portland went smooth and fast, in spite of the Sylvester's doing the negotiations from their new boat riding out hurricane Jerry in North Carolina. Almost too fast: I received a call on my cellular phone on a freeway in Toronto, Canada, from the trucker who, a day early, told me that he was in Portland and could I meet him on the dock in ten minutes.

Because of the boat being almost too cute for its own good already, we decide to change the name from Little Red Ridinghood which originated with the first owner who was a German caterer, in my wife's version of the story, he used the tug for deliveries in the Bay Area (Little Red Ridinghood and her basket of goodies, get it?).

Peder Willemoes and I were born in the same small sea-side town of Assens, Denmark, some 150 years and yards apart. Willemoes' birth house at one end of a small alley is now a museum (which my father helped established in the 1950's and in which I spent many childhood hours)-mine is at the other end and is not, yet. Willemoes became an officer in the Royal Danish Navy and fought, guess who, in the Battle of Copenhagen in 1801? Lord Nelson, who of course won the battle and burned the city. In spite of this, Willemoes nevertheless became world famous in Denmark both for being young and handsome and for his bravery, which even Lord Nelson had observed, as we all know by putting his telescope in front of his blind eye. In view of my close association with Willemoes, the boat's striking, shining Danish coloring in red and white and the fact that Lord Nelson lost our battle between the tugs, we thought that "Willemoes" was an appropriate name.

The rest of the original Lord Nelson/Willemoes story has Lord Nelson killed at Trafalger in 1805, for which he

got his statue on Trafalger Square in London, and Willemoes killed in another naval battle with the British in 1807, for which he got a somewhat smaller statue on Main Square in Assens. The British burned Copenhagen again, Denmark lost Norway after the war for being allied with Napoleon, because Sweden, which now got Norway was allied with the British. After all of which Denmark went bankrupt.

Although it was nice to somewhat have belonged to the Nordic Tug community by chartering we are happy to now have really joined the family with Willemoes and look forward to meeting the rest of you via this newsletter and in the waters around Portland and the Inside Passage.

7. TALES OF TUGLY

Just a note to let you know that all is well in Louisiana and with Tugly. We are so grateful to have acquired such a nice boat. We have had a great time cruising around locally and decided to take a longer cruise. In late October I had planned to attend a Pan Am pilots reunion in Galveston, Texas so why not go in Tugly. Now we were in a panic to get the boat and us ready.

I took the dry exhaust out and had a wet exhaust installed. We also removed the diesel fuel cabin heater and made a galley locker out of the space saved. Time flew by and now it was time to cast off. I didn't have time to put shelves in the locker so we used the space to carry our fishing gear and rods. As we started out across Lake Pontchartrain my son and I installed the depth sounder and loran overhead, while Helen took the helm. Everything worked but wires were hanging all over. We bundled them up and were on our way in the Intercoastal Waterway. One lock tender yelled down "Did you pass through here about ten years ago?" I had to say that we didn't but the boat probably did. Six days later we arrived at the yacht basin in Galveston. We had gone about 350 NM's, 4 locks, numerous bridges, anchored four nights out of five, used less than a quart of oil, and enjoyed every minute of it.

We stayed in Galveston for a week enjoying our reunion, talking about and showing off our tug, and the unlimited hot water in our hotel room. In the mean time my son returned home to move into a new home, work a few days and then flew

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back to join us for the return trip.

Our trip home was just as much fun. Around every turn there was something else to see. A coyote, alligators, water fowl, birds of prey, push boats, pull boats, TUG boats, pleasure boats, ship yards, houses, fish camps, salt mines, all kinds of oil field equipment and related industry, ferries, cable ferries, pontoon bridges, bridges, draw bridges, locks, marsh, swamp, bayous, canals, rivers, lakes, beautiful moss covered oaks, tall pines, and finally the skyline of New Orleans from the Mississippi River. Twelve days of cruising with no failures or crisis. What a great boat. We got complements everywhere and every day about Tugly.

8. TAPS

Jim Husted passed away September 22, 1995 after a long bout with cancer. After a thirty year career in the Air Force, Jim joined his brother Jerry and Gail Davis to found Nordic Tugs, Inc in 1980.

Bob Blackwood passed away on September 26, 1995. Bob and Edna were the first owners of the tug, Thistledown. When, because of his concern that his health was affecting his ability to pilot the tug, he interviewed, not buyers, but potential owners, of his tug. Cal Robie had to pass muster before he was considered acceptable. I first met Bob and Edna on a 2 week tug trip after he had sold his tug. Bob and Edna with Jim Briggs, continued to grace the Northwest Nordic Tug community by chartering The Heritage. We all miss him. Bob was a gracious generous individual and a great seaman.

9. MISSING TUGS

This is a list of tugs that we have lost track of, or never knew where they were in the first place. Most often this happens when someone sells their tug and the word doesn't get around. I have listed the latest information we have, hull number, name, owner, and location.

26042, Tuleberg Tug, California

26043, Leviathon Jr, Mart Hakanson

26048, Artois, Gordon Hall, FL

26051, Tumbleweed, Charles Ziska

26055, Rosebud, Ed Watson, Naples, FL

26060, Easy Mike, Bradley Alegro

26063, Mutt, Martin Gunkel

26067, Bonnie G, Estate of Milt Roed, Sausalito, CA

26070, At Last, Patrict Adsit, Costa Mesa, CA

26074, Richard Curtis

26118, Lizzie Tish, Estate of R. Stanfield, Annapolis, MD

26137, Skippy, J Bell, Cedar Rapids, IA

32001, Ed Ryan, Buchanan, MI

32004 Preeminent Pelican, Troy Nolan, NJ

32013, no information

32020, no information

10. ASK THE FLEET

Bruce Campbell has listed a number of things that he would like to get comments on from other tuggers. Bruce is a live aboard in Vancouver, BC. He has cruised with his tug Limelight VI around Vancouver Island twice and spent one summer in the Queen Charlotte Islands with the tug.

"I have been living aboard for five and a half years and still love the Nordic Tug. It's the perfect boat for me. Some comments and questions about the tug:

1. The Cummins engine has given me absolutely no problems. I have the 115 hp (same as the 210 hp less turbo charger).

2. I have had a lot of problems with the Espar heater, Model D3L. It has been in the shop being completely rebuilt. This was also done in 1992. I have spent over \$2,600 in repairs. It doesn't seem to be designed for long continuous use. It is mounted under the aft cockpit so it is quite a way from the batteries, we discovered it wasn't getting enough voltage so now I run the battery charger when using the heater. When it is below freezing it doesn't put out much heat as it is heating the outside air. The combustion chamber gets it's air from the area under the aft cockpit while the blower gets it's air from the outside. These

should probably be reversed. I would be interested in how other live-aboards are heating their boats as I eventually plan on changing my system.

3. All the AC plugs (seven of them) are on the same 15 amp breaker. If you are using an electrical heater, it has to be unplugged before you can use the microwave, electrical kettle etc. I plan on putting some of the circuits on another 15 amp breaker. Will have to check how the inverter is wired in to them.

4. Over the last year my propane sniffer (Xintex model S-2) has been beeping more and more. First I thought when the battery charger or alternator was on, it was indicating high voltage in the batteries. Then I noticed when the boat was shut up in hot weather it would trigger it. Airing the boat would turn the indicator light off. It got worse and worse this summer. When I got home from my trip I couldn't shut it off, so had to cut the wires going to the sniffers. That turned on the battery shutoff so I had to disconnect that too so I could use the propane stove. I've always had trouble starting the oven, the sniffer kept shutting the supply off. I read in the installation directions that the sniffers should be replaced every 3 years.

5. When I turn on my cold water tap at the galley sink I get rusty? water after about three seconds which lasts about one second. It must be coming from the engine as I replaced the hot water tank a year ago and it did right after that. I've also drained the water tank (thru the taps) and it still did it. Also after running the engine you get hot water out of the cold tap. Any comments?

6. Do any tuggers have an E-Mail address? Mine is [B. Campbell@mindlink.bc.ca](mailto:B.Campbell@mindlink.bc.ca) (space between B. and Campbell). Would love to hear from other tuggers. Bruce's postal mailing address is Box 6, 1661 Granville St, Vancouver, B.C., Canada.

11. NORTHWEST TUG CRUISES

We are planning two trips again this summer. The first one will start with a gathering of the Tugs at Cap Sante Marina, Anacortes on Saturday, May 11th. Then leaving Sunday for the Gulf Islands stopping at Montague Harbour. We will zip through one of the passes the next day and across the Strait of Georgia to

Pender Harbour. From there we will head for Princess Louisa Inlet where the mountains are strong, the falls are good looking and God's creation is above average. We will stay two nights at the Park and then head for the Harmony Islands then on to Smugglers Cove. We will head down the Sunshine Coast to Gibsons. After Gibsons we will go into Howe Sound and spend one night there. Then on to Vancouver and False Creek. We will spend two nights in the Vancouver area so that some sightseeing can be accomplished. Then its back to the Gateway Islands and off to home ports. Itineraries will be available at the Potluck Meeting on March 23, from Skipper Cress Yacht Sales, Nordic Tugs, Inc and Bill Owel.

The second Northwest cruise will start the first weekend in September and will head for Places yet to be determined. Gordon & Cheryl McWatters are planing the cruise and the information will be available around the first of July. Itineraries will be available from Skipper Cress Yacht Sales, Nordic Tugs, Inc and Gordon McWatters, 21304 4th Avenue, Des Moines, Wa 98198-3609. Gordon would welcome some input as to where you would like to go.

12. A POTLUCK MEETING

It's time for another get together, this time in La Conner, WA at noon on Saturday March 23rd. We will gather at Gloria and Tom Burke's house and share good friends, remembrances of good times past and good times to come. We will talk about the two tug trips and anything else that comes to mind. To get to the Burke,s house: From the South-Take I-5 North to the Conway - Lake McMurry off ramp. Its about 14 miles to La Conner. As you come into La Conner, you will pass a Shell Gas Station - Turn left at the first street (Maple), cross over the red bridge and turn left at the first street (Shelter Bay Drive) - Pass through the gate and stay on Shelter Bay Dr. to Snohomish Dr. The sign post has 8R under the street name. Turn Right - we are the 2nd house on the right (379 Snohomish Dr). You can park in the driveway or in the vacant lot next door. From the North - Take I-5 South to Highway 20 West toward Anacortes, turn left at the Farm House Restaurant (La Conner - Whitney Rd). From the Shell Gas Station on follow the directions above. Call Gloria (360) 293-5240 and let her know if you can join us.

13. YOUR NEWSLETTER

Here are some questions for you.

FUNDS. I have made and will continue to make an effort to contact owners of new tug and new owners of used tugs. To do this I need your help and the help of the Dealers that sell new and used tugs and the factory that makes them. As soon as I get an address of a new owner I send them a welcome letter and the last published edition of the newsletter. This has kept funds current so that I haven't had to go back to the original contributors yet. Currently there are 271 on the mailing list. I have collected \$2,800 and prior to this newsletter, spent \$1,688. Funds are adequate for now, however I expect in a year or so, my hand will be out again.

FORMAT. The Marketing Director has offered some help in printing the Newsletter to make it more of a slick publication in terms of printing and photos. This would most likely mean that we would need to include advertising from people like Cummins and Yanmar and others. It wouldn't change the news because the news comes from you. How you feel?

FLEET LIST. How often should the fleet list be reprinted? I reprint the fleet list each newsletter. I'm always surprised at how many changes there are. We could print it just once a year, say in the fall and include only changes to the fleet list in the spring. My feeling has been that I wouldn't want to wait a whole year to see my tug listed on the fleet list, but would like your opinion.

CRUISES IN YOUR AREA. How about you folks in the Bay Area, Portland area, Florida area, Great Lakes area, South Eastern Alaska. Are you interested in organizing get togethers of one kind or another in your own area? I would be happy to furnish an address list to you for your area and I would be happy to print information about your plans in the next newsletter.

LET ME KNOW CHANGE OF OWNERSHIP

Hey folks, let me know any corrections to addresses, changes in names of boats, names of owner-ship, home ports, etc. Send information to Bill Owe1, 8823 Franklin Ave, Gig Harbor, WA 98332. Phone (206) 858-3481.

14. BUY, SELL, TRADE

For Sale: **ARNIE**, 32' Nordic Tug, hull # 32061, 1992 model is for sale for \$155,000. 210 Cummins, 5KW Gen Set,

Radar, Autopilot, Windlass, 7-1/2' Livingston Dinghy, Espar Heater, 200 gallon fuel tank, Hiller Propane Range/Oven. Call (360) 376-5970.

15. POWERBOAT REPORT

I had a request for the address of the Power Boat Report that was mentioned in the article on Auto Pilots in the last issue of the newsletter. Its P.O. Box 420234, Palm Coast, FL 32142. Phone 1-800-829-9086.

15. PRESIDENT'S CORNER

We are very pleased to announce our upcoming plans for 1996. Briefly, the Nordic Tug Factory has recently expanded into another building to allow for further production because of strong market demands for Nordic Tugs.

The new upper steering station is now available with the Nordic 32' as an option. Her preview was at the KINGDOVE Boat Show, and she can be seen by appointment at Skipper Cress Yacht Sales. Our European market place is growing steadily with at least 5 boats on order or already delivered.

At last the Nordic factory has started the construction of the Pacific Trawler 37'. The first hull is being built for the charter industry. It is a displacement hull with a vast potential for extended cruising and a great liveaboard. You are invited to view the boat at the factory.

The first NORDIC 42' built, "Eight Stars", is in Lake Union until April 15th of 1996. Your personal inspection and review is available by appointment. The new charter program at the Seattle office of Nordic Tugs and Charters is underway. The Nordic 42' will be available for charter through April. Also under construction for the program is a new 32' Nordic with the brand new layout and a second head. A Nordic 26' Sport will be starting soon. This charter organization will be the first of its kind offering charters, timeshare lease and a hotel alternative to stay aboard without having to leave the dock. If you have interest in hearing more about the charters or in placing a boat into the program, call Bill Franks at the Seattle Nordic Charters office at (206) 282-8847. Yours truly, Roger Drill.

1. THE ROUGH SEAS TRIP

Ken Horton gets the lead off story again. Ken's cousin Arden came down from Watertown, NY to get out of the snow and go with Ken on Footprints for three weeks, south from Punta Gorda to do some diving and fishing. Things didn't quite work out the way they planned. "The first few days we worked our way down the west coast of Florida with varying weather. We had a 5AM departure from Shark River and a 15 hour day to the Dry Tortugas, where Fort Jefferson is in the park area. We arrived after dark. For the next three days we laid on the anchor with 40 knot winds and 14-18 foot seas outside the anchorage - no diving or fishing needless to say. Then Sunday, with the winds at 30 knots and 8-12 seas and the occasional 14 footer plus, and with a quartering to beam sea, we made a 75 mile run for Key West. With many of the seas breaking aboard it was a very wet ride. Arden is six foot tall and weighs 250 pounds. While in the aft salon getting a drink, we fell off of a 14 footer and he fell against the table and totally destroyed the cast bases that held the table legs. No injuries to him or to the boat. We tied up in Key West for three days until the weather moderated, still no diving or fishing. From there a beautiful trip up the Keys and the East Coast to Stuart and then St. Lucie River, Lake Okeechobee, Caloosahatchee River and up the West Coast to home." **EDITOR'S NOTE:** I bet Ken didn't see much traffic out there.

2. EAST COAST NORDIC TUG NEWS

The spring rendezvous was held at Don and Reka Lee's home on Hopkins Creek, Chesapeake Bay. This rendezvous drew the most folks ever--including two who came by car all the way from Connecticut. Ed Shelton, his wife Bonnie, and their two children were in attendance. Ed showed videos on the 26', 32' and 42' Nordic Tugs. More and more of the folks in the mid-Atlantic and northeast are getting to meet and know each other. Thanks to Ruth Jansson and Bette Conner for a great write up complete with color photos.

They had a fall raft-up planned as this newsletter went to press. It was held on Saturday October 5th in Tilghman Creek behind Rich Neck, where the Miles River joins Eastern Bay.

3. CLOSED CRANKCASE VENT SYSTEM

Last issue, we had an article from Bob Calves concerning closed crankcase vent systems and the installation of the Walker AirSep system on his 32' Nordic. This article is about the installation of the Walker AirSep on a 26' Nordic with a Yanmar 4JHUTE Turbo. This article was furnished by Riley Hollingsworth, Skipper of Virginia Mae, Hull # 150.

"As far as I know, I am the first owner to install a Walker AirSep crankcase ventilation system on the Yanmar 4JHUTE Turbo. Since Bill Owel's Spring 1996 Newsletter carried a very informative article by Bob Calves on the general virtues of closed crankcase vent systems, I won't detail their purpose. I put mine in because it is a new tug and I wanted to make absolutely sure the engine and compartment stayed as clean as possible.

Yanmar says that their engine was designed for marine use and is inherently a clean engine. They said that most other diesels were designed for automotive use originally, where any pollutants, oil mist or carbon would merely fall to the ground and later modification for marine use did not make them totally clean.

After 150 hours of use on the Yanmar before I installed the AirSep, I found that to be true; but the fact is that, as the Calves article pointed out, oily crankcase atmosphere will eventually get out into any engine compartment. Even on the Yanmar, I could see carbon and exhaust sediment on the air filter, although I saw no oily mist residue anywhere in the compartment.

Bob Diotti at Walker Engineering designed the unit for the Yanmar 4JHUTE and walked me through the simple procedures of installation. The kit part number is KW4JHUTE-1, and the diagram and instructions are easy to follow.

First, the air filter/silencer and mount are removed. The large "hump hose" in the AirSep kit is trimmed with a knife to fit between the turbo pipe and the air filter base--a simple procedure. The reducing insert that fits the hump hose onto the turbo should be trimmed flat on the back side so it will fit against the name plate on the turbo.

I made one substantial modification, however. The unit comes with a blue hose and a check valve designed to drain any oil collecting in the filter

housing back into the crankcase, but it uses a gravity flow. The problem is with the air filter being so big, and having to tilt downward to fit in the engine compartment, this line would have to run uphill. I don't think it is really needed because I don't think oil collects in the Yanmar filter, so I just hooked on a clear plastic tube from the filter to the check valve and plugged it. After 35 hours of operation, so far it is perfectly clean. I put the clear hose on so that I can see if there is any oil draining. If there is I'll work out another way to drain it into the crankcase; but with this installation I didn't have to do anything to the engine itself or interfere with any fittings except the simple crankcase breather hose.

I am very pleased with the appearance, engineering and performance of this unit. Even if the Yanmar was perfectly clean, I would still have put the AirSep on for this reason: **It made the engine substantially quieter.** I'll be glad to help anyone wanting to put one on. Just call me at (717) 338-2502."

4. MAINTENANCE TIPS

Pilot House Sliding Doors. Roger Guay says ordinary (cheap) brown (to help blend with the teak) 300 ohm TV twinlead makes an excellent slick surface for the side doors to slide on, and its a snap to install. Open the door fully, lift the aft end to feed the twinlead under as far as you can. Now slide the door aft, grab the forward end of the twinlead, and manipulate it until the entire length of the track has twinlead in it. To anchor it, extend over the ends of the track by 1-2 inches and secure with a small screw.

Espar Furnace. Bruce Campbell asked the fleet some questions about others' experience with the Espar. **Wolfgang Dietrich**, owner of **International Yachting Center** that exports Nordic Tugs to Europe sent this information: "The espar heater is built in Germany and known there under the name "Eberspaecher"... Different from Mr Campbell's opinion, the heater is built for long, continuous use. It is installed in tens of thousands of European buses and RV's as well as in boats, and it is very important to run the heater during the summer months every 2-3 weeks for an hour or so to keep it from clogging up. It is critical that a full 12V reaches the heater, meaning not too long a run of the wires from the battery

to the heater and a heavy enough gauge.

Obviously, the heater should pull its air from the cabin and not the from the cold outside while the combustion chamber air should come from the outside and not from the inside of the boat. To spend over \$2,600 in repairs sounds like waterway robbery, for that kind of money we could get Bruce Campbell a brand new unit from Germany."

Bob Calves, **Diamond Sea**, responded to Bruce directly by letter: "The Espar D3L does not have enough capacity for a Nordic 32, nor is yours installed properly. First you need a D5L. This baby will actually use less electrical power, because once it gets the boat heated up the computer control reduces the fan speed to a point where it uses only about 2 or 3 amps of the 12V, about the same as one cabin light. High heat is maintained by the 5 having a greater fuel flow and combustion than the 3 model.

My D5L can maintain the boat 40 degrees warmer than the outside. When it is 20 degrees and blowing like crazy, I am 60+ inside! First you must recirculate return air for reheating. Second the ducts must be large (size) and short (length). My heater is installed in the engine room on the port side high up under the side deck. Combustion air is drawn from inside the engine room and the combustion exhaust is looped up through the storage locker at the floor level above in the wheelhouse, then down and exits the hull high on the side. The storage locker door has been modified with slots to let air in. return cold air is drawn from this locker at the floor level of the wheelhouse through a short duct to the heater. Hot air is ducted to the lower floor level outlets under the steps leading fore and aft. A small separate duct goes to the head at floor level by the toilet. I have never had to touch the heater since installation, not even to change the glow plug."

Lessons Learned. Every time we take one of the two week tug trips, we learn some new things. Hopefully, the things we have to relearn are few and far between. This summer on three occasions, I came along side a disabled tug, tied up to them so that they could make necessary repairs and not have to wallow in the chop or worry about where they were drifting. I found that it worked best if I placed my boat on their port side. That way my helm station was close to

them and we could pass information back and forth easily. Also, if the boats are different lengths, match up the sterns for better control. We use lots of fenders, cleat to cleat lines, and spring lines. We have achieved some success by calling on the radio and requesting other boats in the area to please slow down when in the area of the rafted boats. We learned right off the bat that when taking a sea or a wake, both boats must take it head-on so that both boats move up or down at the same time.

1) The trouble indication was very high oil pressure reading. The skipper shut down the boat and started checking. I came along side, rafted up and got them moving in the calmest direction possible. The skipper changed the oil filter which did not correct the problem. He then checked the wiring at the helm station, and it was OK. He then checked the sending unit on the engine and found that a plastic cap that held the wire on was laying in the bilge. **Lesson:** Check the easiest things to fix first and logic leads you toward the indicator system.

2) The trouble indication was high water temperature and low oil pressure. When I heard the radio transmission, I was sure it was a raw water intake impeller. This was confirmed by the closest boat reporting that water was not coming out the exhaust. We rafted up and the repair was made. In trying to determine the cause, we reviewed what went on the afternoon before. Most of the boats had cleaned their raw water intake strainer because we had picked up a lot of glop. Before we departed the next morning, one tugger went around and asked everyone if they had opened their through-hull valve. Everyone said yes. However, the skipper of the boat that had the impeller problem did not fill the raw water strainer with more water when he closed up the strainer. On his boat the strainer is placed higher than the water line. We think that the impeller overheated and chewed itself up before the pump was primed. **Lesson:** A sound procedure for cleaning the strainer is to close the through-hull, place a warning sign on the helm station that indicates a through-hull is closed, open up the strainer, clean it, drain the water out of the glass, clean the inside of the glass with a bottle mop, put the clean strainer in, refill with tap water, close up the strainer, open the through-hull and finally remove

the warning sign from the helm station.

3) The trouble indication was the engine just stopped. We were traveling at about 1700 RPM and the skipper said it was like the ignition was suddenly turned off. We rafted up and the skipper started trouble shooting. He visually checked all the lines and they appeared to be OK. He removed his element in the Racor filter and it appeared clean. He removed the lines on the fuel pump and the hand pump seemed to have suction and output. He removed the pump from the engine and by using the cam that operates the pump, it seemed to be weak. The suspect was that the bellows in the pump may be failing. The pump was replaced with a spare and after priming the system to get all the air out, the engine started and ran fine the rest of the trip. **Lesson:** With a diesel it's got to be either fuel or air. Start your trouble shooting in a logical sequence and proceed from there.

4) At the Rendezvous, a tug (under warranty) showed up with an engine running rough, black smoke coming out of the exhaust, and some vibration. Well, with 26 tug boats there you can imagine the help in trouble shooting that was going on. Consensus was that it was a plugged or faulty injector. Since the boat was so new, Cummins was called, and they sent a repairman to Oak Harbor from Seattle on Saturday. When the repairman arrived, he expected it to be an injector. He had the skipper start the engine and get it warm, he then felt of each injector, and he found a cold one. The cold one was the plugged injector. He replaced that one and all the problems went away. **Lesson:** If you suspect a plugged injector and the engine can be started, feel for the cold injector.

5) The trouble indication was a loss of power over time that got to the point where the boat had to towed the last 200 yards into the marina. The problem was quickly determined to be clogged fuel filters. The filters were replaced, the system bled, and the boat was back in action. **Lesson:** (A) Clean fuel, clean oil, clean air, and clean water are the keys to diesel long life. (B) There really is another lesson here, and it goes like this: This was a pre-enjoyed boat. The previous owner had not used it much lately. When the current owner purchased it, there were only 10 gallons of fuel in each of the two separate tanks

and the boat had not been used all winter. The loss of RPM happened at the end of a 2 week tug trip and we had hit some rough water. I'm sure that loosened some of the growth and sludge in the tanks. The fuel should have been polished or Petro-Scrubbed. This procedure takes the fuel from your tank, filters the fuel and returns it to your tank. The only problem is that there needs to be two good size openings in your tank. Another good boating practice is to keep your tanks filled especially if the boat is not used for long periods of time, and use a fuel additive .

6) The trouble indication was what appeared to be dirt on the lower portion of the Racor Filter. In attempting to show a good way to change out the filters, we discovered there was not a fuel shut off between the tank and the Racor. We found one other boat with this same condition. We were told that if the tank was less than 3/4 full it would not seep back into the Racor while we were cleaning the glass. NOT TRUE! We found that what we thought was dirt was really algae growth. The owner had not been using a fuel additive to control marine growth because the Cummins maintenance book says it's not required. Lesson: Use the fuel additive, its cheap insurance. A fuel polisher uses a neat slogan, "Remember, the money you save may be your own".

5. ODDS AND ENDS

WARNING: For those of you who have openable ports in your pilothouse, and are in the habit of leaving one or more open for ventilation. Roger Guay says, "check to insure that a thief could not simply cut the screen (assuming that you have screen) and simply reach in to unlock the sliding side doors. I lost my new Garmin GPS 45 this past July in this way. The thief took nothing else and even locked the door when he left, for which I am quite thankful...a relatively cheap lesson for me. My solution is to install a second pair of dead bolts near the bottom of the doors, beyond reach of the ports.

NORDIC TUGS IN WATERCOLORS: I received a note from an artist living on Salt Spring Island, B.C. He had made a watercolor painting of the Nordic Tug "Bluebelle" and wanted to know the name and address of the owners. He said he would send them a color print of the painting. Bert Small of Seagull Art Studio is the art-

ist. Send him a color photo of your tug. His address is 131 Forrest Hill Place, Salt Spring Island, BC V8K 1J9.

CUMMINS SERVICE TOOLS: Snap-on-Tools, (800) 865-1199, has service tools for Cummins diesel engines including sets for the 6B series. Bill Harpham, who sent me this information says; the one who dies with the most tools wins.

OOPS: As I was nearing completion of the Spring 1996 newsletter I lost everything on my computer newsletter file. I was really scrambling to get things completed. In my haste I messed up the item on missing tugs because I was working from old notes. Hull # 26051 is **Sleep Boat** and had been located some time ago. The same is true of hull # 32001. It's **Patty's Philly**. Sorry folks (you know I heard from both of them as soon as they read their copy).

6. WHAT'S IN A NAME?

SONRISA-It means "Smile" in Spanish. Donna Perrin and husband Curt Terrall both speak Spanish and after sailing in Mexico, Central America and South American waters feel a part of that culture. They love their 26' Nordic, they keep it in the slip next to their 36' float house in Juneau and they still have a Westsail 32' in Panama. The original name of Sonrisa was "Sin Vela" which means without sail in Spanish.

TUGBERT-I'm sure you have seen the "poke fun at management" comic strip "Dilbert" and the other character in the strip, "Dogbert".

SCRUFFY II-Named after an old family friend (dog) that still survives after 15 years of hard living. Joe Hildreth said; After reading the list of names/owners you enclosed I see there is already a "Scuffy", so I guess "Scruffy II" won't infringe too much.

VAIETUGO-Walt and Ruth Albach wanted something that reflected both the Nordic and Tug themes. Vaie is Norwegian for fly, flutter, wave, or float (of flag, etc) and we pronounce it "Vay". They named their dinghy VAINOTUGO.

EIGHT-This is boat number 8 that Bud McChesney has owned.

FAUX TOW-The name says it all.

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TUGILLS-The boat belongs to Hoyl and Nancy Gill.

SALTY-The boat is owned by Jack and Dorothy Morton. (Morton salt-they have a great logo).

LADY BUMP-The name of a Disco song recorded by Penny MacLean, of the seventies, when Bill and Marilyn met in Turkey. The song starts out "It's Saturday night and it's time to dance".

CHRIS-CARO-It means Christine and Caroline, the names of the skipper's daughters.

CALLIOPE-The Greek muse of elegance, the steam organ, the name of a British Royal Navy man-of-war ship which was the only ship surviving a storm off Samoa. Since then the British Navy has always had a ship by that name.

7. THE OTHER PERSON'S TUG

COMMERCIAL USE OF NORDIC TUGS. There isn't enough lot said about the Nordic Tugs that are used in commercial operations, and there is one that Ken Horton thought we might be interested in. Captain Ralph and Aimee Bartholomew, who are **Nordic Tugs South East**, have an operation and a tug in service that Ken thinks is outstanding. They run nature tours on the Harris chain of lakes and the Dora Canal (alligators, otters, snakes, ducks, birds) in a Nordic 26 Sports Tug, **AIMEE B.**, which is Coast Guard approved for thirty (yes, 30) passengers. The operation is called **Yesteryear Boat Cruises** on Canal Street in Tavares, Florida. Ken spent a couple of days with them in March and went on one of their tours and was greatly impressed. It took a lot of modifications to comply with the Coast Guard but it's up and running.

Kent Fagerstrom uses hull # 32087, "**Main Event**" in his charter fleet out of Juneau. She is a *stretched* 32. Has a 315 HP Yanmar engine. Kent says its a great performer and economical to run. **Main Event** is a dive/fishing boat with a 40" dive platform, an additional 60 gallon fuel tank built into the hull extension, and a fly bridge.

Bud McChesney purchased a pre-enjoyed 26' Nordic Tug which they named **Eight**. His only complaint with the boat was the whining noise that occurred at low RPM.

When asking around he found that this is a problem shared with other tugs. All attempts at solving the problem succeeded only in changing the RPM at which he would hear the sound that he now calls "singing prop". When he was about to give up and live with it, Nordic NW suggested he take the prop to Northlake Prop Shop in Seattle. They solved the problem, he no longer has a singing prop. Technically he can't explain what they did, but simply stated, they sharpened the trailing edge of each blade.

On the stern of **Footprints**, Ken Horton has a centered swim ladder. He has a 24" swim platform on each side of the ladder so that he can get out of the water with diving gear on and have some place to put it before getting into the boat. Ken stores his inflatable dinghy on the swim steps while under way. He uses two heavy 1.5" nylon straps diagonally from each swim step to tie down spots in the cockpit at the top of the stern to hold the dinghy. So far it has ridden through a lot of bad weather (see item # 1) with no chafe and no problems. With a line athwart the dinghy, one side is lifted onto the swim platform and then the other. It takes about 2 minutes on and off.

One of the problems that Ken Horton has had was that in heavy rain or when seas are coming aboard, the scuppers and freeing ports that my boat and many other boats have, do not get all of the water out of the aft cockpit. When we are rolling with water in the aft cockpit, it does not have time to drain from the center. The newer boats have improved drains. Ken installed a drain in the center aft cockpit and a drain from the underside of the lip of the hatch flange and with hose connected the two together and ran it to an outside drain under the swim ladder. It drains the last of the water in the cockpit and is a help.

Brian Rees added a cold plate freezer (2 cubic ft) to his 32' "**Grand Finale**", he also added a water maker that runs off the diesel engine. On a trip North this summer he used sea water for 8 weeks, PPM readout was 120, compared to Safeway 'pure' water, which is around 240, Government Spec is 500 PPM.

8. ASK THE FLEET

Roger Guay asks REPROP OR NOT? This is for all you tinkerers and experts out there...Could I get your help? My 26

foot boat **TRAPPER** has a Perkins 4.108 engine which is rated at 47hp at 3600RPM. I have a Borg Warner transmission with a gear reduction ratio of 2.47:1 and an 18" X 11" pitch 3-blade prop. I like to run at 2200 to 2400 RPM as the engine runs smoothest in this range. And, at this RPM, I cruise at about 6 to 6.5 knots. My top RPM is 3250 RPM.

I would like to hear from any of you with similar configurations to help me figure out if I should reprop. I have been told that for this boat, you can expect to trade 150 RPM for every inch increase in prop pitch. My thinking is that even though my boat won't turn at its rated RPM with its current prop, I could still go for more pitch and still be able to cruise at my preferred 2200 to 2400 RPM with RPM to spare. Moreover, it seems to me that I could add 2 inches of pitch and still be able to turn about 3000 RPM if needed. Of course, my question is, will I gain any speed? My boat is unusually slow for a 26' Nordic and I would like to get as much speed out of it as I can without killing the engine. Contact Roger at 3635 West Ames Lake Drive NE, Redmond, WA 98053-9106.

Jim Grissom is looking for a hemp 'mustache' for the bow of his 32' Nordic **MARY RUTH**. He was also looking for information on a Fatty Knees 8' dinghy and a mast like Nordic shows in their brochures. I think I put him on the right track on the last two requests. His winter address is 6000 Royal Marco Way #653, Marco Island, FL 33937 and his summer address is 500 Front St, Apt 21, Boyne City, MI 49712. E-mail address is jgris106@aol.com.

9. CRUISING WITH NORDIC TUGS

WASHINGTON/BRITISH COLUMBIA. In the Northwest we plan two cruises a year; The first in May/June and another in September. The cruise itineraries are planned for two weeks and are a mix of civilized and wilderness locations. We accommodate weather conditions as necessary and people can drop in and drop out to fit their own schedules.

A mix of 32's and 26's gathered at Cap Sante Marina in Anacortes, on May 11. We all got together at Boomer's for dinner and the departure time for Sunday morning was announced. Our route took us through Thatcher Pass and the middle of the beautiful San Juans Islands, south of Orcas Island, through Pole Pass and then

Northwest toward Bedwell Harbour. Our route took us through picturesque, albeit narrow Pender Canal and Shark Cove, later renamed by an apprehensive helm'sperson as "Suck Air Pass".

After proceeding through Navy Channel, we encountered the usual dance with two B.C. ferries at the south end of Active Pass, on to Montague Marina, where the Walker family as always, impeccably hospitable, made room for us amongst their winter moorage customers. Geoff and Nancy Bonser, new owners of the 32' Nordic Tug "Gigi" live on Galiano Island and invited us to their home for a lamb Bar-B-Q. Geoff Bonser and his neighbor, Wally Schuh were the chefs and did an excellent job.

The next morning's weather forecast did not encourage crossing the Straits of Georgia. So we headed for Dodd Narrows and Newcastle Island. After a nice afternoon at the Provincial Park and dinner at the Dinghy Dock Inn we made our plans to cross the next morning. Whiskey Golf was not active Tuesday morning so after clearing Winchelsea Islands we headed for the south end of Texada Island and Pender Harbour. We stayed at Fisherman's Marina with Wally and Susan Nowik. Another first rate Marina. Gordon and Evelyn Reid from West Vancouver joined us in their 26' Nordic called "TUG". The next morning we were off to the center piece of our cruise, Princess Louisa Inlet. We timed our arrival to coincide with slack water at Malibu Rapids. We had planned this May cruise so that we could see the falls while the melting snow and the rains were still feeding the falls. Six of the ten tugs and their crews had not been to Princess Louisa Inlet before. I asked John Breyer to take my recorder and tape his impressions as he cruised up the Reaches and entered the Inlet. "Most beautiful country side I have ever seen. The mountains coming right down to the water, the snow covered peaks, the many waterfalls cascading down to the mirror glass water below. We just came around a bend and I see 10 snow covered mountains each more majestic than the last. We have sighted a bear on the shore and earlier an eagle carrying a fish. Well! We have just gone through the Malibu Rapids, it was quite an experience. It's like entering a sanctuary - total peace and quiet - a work of beauty - tranquility - peace and quiet - beyond description - inspiring and commands a respect of nature."

Nancy Bonser described it as fol-

lows: "It's like entering a spiritual cove. The gigantic waterfall starts from heaven and drops to the sea."

Noel Moden on 32' "Bluebelle" said "It's just incredible, beyond description. I was impressed by the number of black bears we have seen. Today on a side trip we have seen 5 different bears. We have travelled around the world but I have never seen an avalanche before. All of a sudden this large mass of loosened snow, earth, rocks, water came swiftly sliding down the mountain right before us on the other side of the falls. This is a trip we won't forget - we will come back again and again."

We stayed two days in this wondrous place and were blessed with the clearest, sunniest weather of the whole trip! The slack at Malibu Rapids required a 5 AM departure and we had a pleasant run to Egmont. We reprovisioned at the Bathgate General Store and Marina, and walked to the viewpoint at Skookumchuck Narrows Provincial Park to watch a maximum outgoing current. That evening we went to the Backeddy Pub for their famous super large Skookumchuck burgers.

Our plan for Saturday was to leave Egmont and head to Smuggler's Cove, but temperamental Malaspina Strait and some mechanical problems with one of the tugs prompted us to return to Fisherman's Marina at Pender Harbour. Gordon Reid in 26' "Tug" went on to Smuggler's Cove to claim some space for us for the next day. All the mechanical problems were corrected at the calm of the dock. Early Sunday morning we left for Smuggler's Cove. Of course we had to be all way the in at the inner bay. We had 9 tugs rafted together with sufficient anchors and stern lines out. That sight makes for great photo opportunities. The weather calmed down in the afternoon (relatively) and we decided to make a run for Howe Sound. We had a nice run into Bowen Island, Snug Cove and got to spend the rest of the three day Victoria weekend holiday with the Union Steamship Company Marina. A friendly place, with places to walk.

Late Monday afternoon we left Snug Cove and cruised into Coal Harbour. We stayed at the Bayshore Marina so we would be close to Stanley Park, within walking distance to the Pan Pacific Terminal and within walking distance to Granville Island. We had two nice days in Vancouver and got to enjoy this world class city. Its something you feel as you are walking around taking in the sights. On Wednesday, our plan was to check the

weather and leave by 8 AM to again cross the Straits of Georgia. The forecast was terrible for later in the day, but at 5 AM when I was walking my Husky, there was a nice calm. After some discussion with other early risers we decided to stick our noses out and see if a crossing was possible. The Straits were nice and calm and we proceeded for Porlier Pass. As soon as we were through the pass, the organization of the cruise fell to pieces. People remembered that they weren't supposed to be on this second week anyway and it was time to head home, others had a trip to the East Coast coming up and had to unpack so they could repack. Others had a yacht club function to get to and others were home at Galiano Island. So all of a sudden there are only two tugs left out of the group. I just knew it must have been one too many early wake-up calls! Everyone promised to keep in touch for a photo swap later on. It was another great trip with people learning a lot about their boats from other's experience. That's what tugging is all about.

TEXAS TO THE ERIE CANAL. Phil Jones hauled his tug Nipper from Lake Texoma to Brownville, Texas the first week of April. He then followed the Gulf Inter-coastal to Mobile and into the Mobile River, on to the Tombigbee System to the Tennessee River. Phil says "it was a great 1600 mile run and would recommend it to anyone - have to watch a couple of the open Gulf crossings - it can be interesting staying in a 125' channel with 25 knots of wind blowing. He wrote me in June from the Pickwick Landing State Park. He said he will go to Knoxville, Tennessee, and return here this month, then on to Pittsburgh, PA - and a short haul to the Erie Canal and on south. So far a great trip and Nordic causes a crowd every time we tie up." Phil trailers his boat and is able to cover a lot of ground and water.

MISSISSIPPI RIVER. Joe and Arvilla Glinski along with grandson Adam Molski got the attention of a reporter for the Quad-City Times. The result was a nice article about the 26' Nordic Our-Villa and the Glinski's cruising style. It was interesting to read how the reporter described the tug. "...the boat is somewhat hard to describe. Once you have seen one there is no mistaking it for any other. It's kind of a miniature tugboat complete with what looks like a smoke-

stack. It has a pilot house with sliding wood doors and lots of windows just forward of amidship and a raised cabin aft with six large windows.

Maybe its best described as a pocket trawler with its 9-6 beam, high bow and long keel. There's a V-berth and another sleeping area in the combination galley/cabin area. Out the back wooden doors of the cabin area there's a cockpit area big enough for a couple deck chairs." This was their third trip from La Crosse to St Louis. **EDITOR'S NOTE:** At least he didn't call it cute.

FALL NORTHWEST CRUISE. We had a great cruise, thanks to the planning of Gordon and Cheryl McWatters. The cruise was from August 31 to September 15. We started in Seattle at the new Bell Street Marina, went to the Hood Canal, downtown Victoria in front of the Empress Hotel for 3 days, on to the San Juans, Anacortes, Everett, and then farewell and off to home ports.

FLORIDA TO WISCONSIN. A song from the fifties inspired the name for our (Ken & Karen Schuler's) 1987 Nordic Tug 32' which we bought in Florida in December of 1994 from Ed Shelton. The opening lyrics go like this: *"There's a summer place where it may rain or storm, yet I'm safe and warm..."* Pretty fitting for a Nordic Tug, right? And it was soon to be put to the test. You see we live in Wisconsin and the only logical way for us to bring the boat home was by water. Since we are still working for a living, it had to be the shortest route possible which was the inland river system. Never mind it's spring and the current is strongest...we have a Nordic Tug!!

The journey began at Lake Beresford Yacht Club in Deland, Florida, in February of 95. Yes, it has taken me a year and a half to get this story on paper. But it is fresh in my memory because we continue to tell it to whoever will listen. Our plan was to divide the trip in three sections each about 10-14 days long allowing us to return home to catch up on business in between. Our family business, Schuler Sign Products, is heavily involved in grocery store decor. We have scheduled dates of store openings, so we knew when our "windows of opportunity" to get away would be. Also our oldest son had joined us in the business about 6 months before, so we knew (& prayed) that we were leaving it in good hands.

We got some strange looks at the

airport as our luggage rattled with pots and pans, were weighted down with Ken's portable tool box, and literally carried "everything" but the kitchen sink!! We brought along the red (had to match the tug) melmac dishes that had made the rounds of college housing with our kids and Grandma's freshly polished old silverware (just 6 of each piece). It really made us feel like we were moving in to a new home, a very special one at that. Next we stocked up on groceries...I was so excited to know that I could buy \$100 of groceries and put them all away. You see, I hate clutter and just because I was living on a boat I saw no reason to change things. Thank you Nordic Tug for accommodating me. One more thing...we wanted bikes along. Nothing fancy, no fold-up or 12 speeds, just a good dependable cheap bike..Wal-mart here we come!.. \$99.99 a piece? We'll take them.

Said good-byes to Ed and Bonnie Shelton at Pier 44, having fueled up there. Motored north on the St. John's River, Lake Dexter, and Lake George to Palatka. Tied up at the Holiday Inn just as darkness and a light rain fell. Wow!! Our first night of a long, daunting, and exciting journey ahead of us.

Continued on St. John's River to Jacksonville and docked for the night at the Ortega River Boat Yard. Biked around the area and found a mariner's paradise.. Pier 17 Marina..a store loaded with new stuff and out-dated, shelf-sitter stuff. I blew the dust off and bought A Summer-place's official boat log. Another reason I can write this story a year and a half later!

Nothing like an early start to get your day on track! Oops, the Jacksonville Railroad Bridge keeps us standing off for over an hour. Beginning to question if our radio works. Well, maybe those 100 mile-an-hour trains do have precedence over a 10 mile-an-hour tug!?! Interesting journey through the industrial side of Jacksonville and look: We've found the marker designation the beginning of the Intercoastal Waterway (ICW from now on). Docked at the Comanche Cove Yacht Harbor (near Vilano Beach) and received our first gift..a nice Martini glass with their insignia. I suppose it could be used for water, too. Couldn't get the propane stove to work. For \$38 First Mate Yacht Services confirmed the tank was almost full and retaped some wires. It works now.

ICW gave us a treat as we had 3 different sightings of porpoises during

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the next day. Two even played in our wake for awhile. Pretty neat for us Wisconsinites to see!! Filled up with diesel fuel on our arrival in Daytona Beach at English Jim's Marina. So far we've paid \$1.32/gal, \$2.50/gal and \$1.09/gal. Guess we've got to learn to pick our spots better. Availability is definitely a factor!! After shutting every thing down we could still hear something running. Discovered it is the water pump. A hose was disconnected and we had water rising in the bilge. Ken gets to use his tools!! Hose re-connected, bilge pumps works, and water tanks re-filled. We are back in business. But not only does the tug need fuel and water, so do we. Got directions to a grocery store, say "10 minutes down the road". Three miles one way later we found it. Thank God for bikes. Loaded 2 grocery bags on each handle bar and started back. Five long blocks from the marina, Karen gets a flat tire. What was that about bikes?? They push hard with all that weight on the handlebars.

There's still a bright side to this day. Our friends and neighbors from Valders join us. They drove a car from their condo in Fort Lauderdale and stopped at Stuart, took a bus from there to Daytona, and will spend the next three days on the tug with us working our way to Stuart.

Let's impress our guests with the luxuries of living-on-board with a hot breakfast. The pancake batter is made and, what's this??..the propane stove won't light!! C'mon, it worked yesterday. Oh well, guess that's why we brought Captain Crunch along.

Treated to porpoise watching again today as we navigated from Datona to Cocoa. One became our mascot and swam just off our bow. We camped out on the front deck most of the day enjoying the 80 degree sunshine but taking turns at the helm as needed. We capped off this beautiful day with champagne from Doug and Alice (they even brought wine glasses for us to keep on board) and a fine dinner at the Black Tulip.

Whitley Marine, our dockage for the night, was also very helpful the next morning. They fixed our stove: The cellinoid was malfunctioning intermittently so we by-passed it and now turn the propane off and on manually. They supplied us with the needed tools and patch to fix the flat tire on Karen's bike. And they validated that our VHF radio was not transmitting. Good thing

the previous owner believed in back up. We still had one radio that worked. Another good weather day and we are in Vero Beach. Stayed at the Riomar yacht Club. Walked to church just 2 blocks away. Never fear for lack of exercise, dinner was found at Waldo's about 10 more blocks away. Ate on the outside deck with the sights and sounds of the ocean. Eat your heart Wisconsin!!

Next morning treated ourselves to a dip in the beautiful pool at the Yacht Club and enjoyed a game of shuffle board with our friends. Met a nice couple on a 42' Grand Banks, Frank and Pam Murphy. She had blown a whole roll of film on the porpoises, but had a couple of good pictures to share. You don't have much time to "capture the moment"!! Found the St. Lucie Inlet and Stuart just at dusk. A little tricky getting in especially if you have darkened windows. That's what the crew is for..stick your head out and watch for the right markers. Great scallops at the Pirate's Loft, one game of cribbage, and crash.

Doug and Alice's car is right where they left it..good thing 'cause it's a Jaguar. They take us out for breakfast at the Robin's Nest before they leave to head back to Fort Lauderdale. All agree to the fun we had and "hope to do it again" theme. We hit the St. Lucie Lock at 11:30 with a little trepidation. Our first one on the trip. All goes smooth. Who says boating is a challenge? Weather reports are warning boaters that thunderstorms are in the area the rest of the day. Decide to cut our day short and stay at Indiantown. Good choice. It was pouring rain as we docked and Karen got to try out her rainsuit. Ken donned his too, so we didn't mind at all helping a 52' Bluewater with their lines as well. Another reason it was a good choice was that it was "spaghetti night" at the marina..a real feast for \$5 a head. Socialized with the "Silver Nugget" Bluewater folks, Jerry and Marie Sutton from Sarasota for a fun and relaxing evening between the rain showers.

Woke up to a clear, sunny day and left port the same time as the Silver Nugget heading west on the St. Lucie Canal. A northwest wind was building and it was very turbulent inside the Fort Mayaca Lock. We went around in a circle before we got ourselves secured. The lift was only 7 feet, but the lockmaster warned us that it would be very turbulent when he opened the gates. Boy, he wasn't kidding. Lake Okeechobee was really

kicking up a fuss with 15-20 knot winds and the gates were the only separation to it's fury. It felt like we were going to get bashed into the side walls of the lock, but Ken put our little tug in gear and "gave her". We marched right out into those 6 footers and Karen scrambled around the boat getting things to the floor (if they weren't already flung there!) and stuffing turkish towels in the cupboards to take up the sliding space. Didn't want to lose those wine glasses!! The Bluewater folks radioed us that they were turning back, but two stubborn farmers from Wisconsin armed with a Nordic Tug were not to be dissuaded. Set the autopilot on compass heading 226. Heavens knows, we could not have steered as accurately as good old Bob (nickname given to our Robertson Autopilot). The red marker located five miles out was a welcome sight. Karen armed herself with a crash course from the Loran manual (reading was a little difficult at this point, but she's very persistent). Jerry Sutton had given us the Lat and Long readings for the first marker on the other side. Three hours and 25 miles later (probably more like 50 if you count going up and down), we enter the Caloosahatchee Canal. Even that had a foot chop on it. Moore Haven and Ortona Locks were a breeze and we arrive at LaBelle, the "honey capital", and it's city dock about 4 pm. Docking is free; first time since Palatka. A bike ride seems pretty uneventful after our day on the high seas. Who says boating is a challenge!?!

Next morning we catch up on our chores..Karen bikes to a laundromat with two loads of wash and vacuums the boat, Ken finds a hardware store and picks up a flashlight, bicycle tire pump, hose clamps, and a few more tools. Also needed distilled water for the batteries, easily found at the local grocery store. Must hit the honey store and sample some flavors. Bought Palmetto and Orange Blossom Honey, honey filled candy, and 2 bees wax votive candles. We'll remember our stop here for the rest of the journey. On returning to our boat, we had visitors. Kendall and Lillian Lewis from Pensacola live aboard their 36' Marine trader and our Nordic Tug caught their eye. Since we are new at this game it's fun to share "live aboard" stories with others that are doing it.

Only 50 miles to Fort Myers, our destination for this evening, so leaving at noon isn't a problem. The Franklin

Lock, only a 2 foot drop at this time, was child's play. Many beautiful homes along the way. Docked at Fort Myers Yacht Basin. Planning to meet friends on Sanibel Island but aren't sure where to go. While Ken makes the call, Karen meets Red and Missy Nickerson, owners of 32' Nordic Tug "Miss Sea". Just starting to exchange "tug stories" when Ken returns with the news that we have 25 miles more to go. "On the road again...."

A short time later, a 60' yacht radios us for permission to pass port side. We replied OK and slowed down a bit. Karen was standing by the port pilot house door and became concerned that the boat seemed to be coming too close. Within seconds, she is yelling, "He's coming too close!!" Ken responds to the danger by jamming us in reverse. The big yacht came within an arm's reach of us and crossed over in front of our bow. The operator was up on the flying bridge at a center console (three stories up). He had to have totally lost sight of us. He did seem quite flustered on the radio saying he just didn't know what happened. Ken asked if he had his boat on auto pilot. That was an affirmative. We think he just didn't allow enough room for the range of deviation with the auto pilot. Whew! We were all shook, including the "big guys"!!

Stayed at the Sanibel Harbor Resort and Spa (Jimmy Connors territory!) for one night then brought the tug to Sanibel Island. Some friends of ours from Manitowoc, Tom and Marge Keller, have a home there and invited us to tie up at their private dock. This is where A Summerplace will rest for two weeks while we fly home, help out with the sign business, feed the dog, water the plants, etc. But wait, one obstacle - a very, very low bridge. With the light and all antennas down, we give it a try. Nestling up to it, we knew it would be close. No problem..we had 3 inches, (yes, inches), of clearance. Took a tide table with us to pick the best time to get back out. Spent two more days on Sanibel Island with good friends, Bob and Audrey Niquette, enjoying the white shell strewn beaches, wonderful food, and Wisconsin hospitality. **To be continued.**

10. YOUR NEWSLETTER

FUNDS. I have made and will continue to make an effort to contact owners of new tugs and new owners of used tugs. To do this I need your help and the help of the

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factory, and the Dealers that sell new and used tugs. As soon as I get an address of a new owner I send them a welcome letter and the last published edition of the newsletter. This has kept funds current so that I haven't had to go back to the original contributors yet. Currently there are 295 on the mailing list. I have collected \$3,530 and prior to this newsletter, spent \$2,350. Funds are adequate for now, however I expect in a year or so, my hand will be out again.

FORMAT. The answers to my questions in the last newsletter on format boil down to "if it ain't broke, don't fix it". The first answers I got were from two tug owners who are also publishers. They said don't sell your soul to advertisers because soon they are controlling you. Based on your comments, the fleet list will be in each issue.

CRUISES IN YOUR AREA. I sent a list of addresses off to the Bay area and Florida and I'm waiting to hear results.

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.

11. BUY, SELL, TRADE, LEASE

Help Wanted: Folks to organize the May or June 97 Cruise and the September 97 Cruise. The leader gets to pick the dates and the places to go. I'm heading for Alaska around the 1st of May. I would like to announce dates, destinations and who is in charge in the Spring Newsletter. The first cruise could be tied in with the Port Orchard Rendezvous in June (starting or ending there).

For Sale: 32' hull # 21, 175hp Yanmar, AC, A/P, Gen Set, inverter, windlass, low hours, Vee berth, \$119,000, Contact Larry Bronfman, (201) 246-4306.

Wanted: Used 32' Nordic Tug, good condition, Vee berth preferred, Contact Martin Daniell (360) 437-0992.

Wanted: Used 32' Nordic Tug, Contact Capt. Louie L Noles, (903) 786-4340.

In search of: Ken Kinkade wants to join with other 26' owners that would be in-

terested in getting the factory or some fabricator to make up a visor for the older 26's similar to the one on the new 26's. Address: 3121 Trumpeter Lane, Mount Vernon, WA 98273, (360) 424-1979.

For Sale: Jane McCuiston produces custom plaques that are a likeness of your tug with name and hull # on either gold or silver aluminum which is then mounted on solid walnut wood. See the flyer that's included in this newsletter.

For Sale: Nordic Tug Suncatchers. Nordic Tugs Midwest sell these leaded glass which are sized to fit the port hole while others hang from a suction cup. See the flyer that's included in this newsletter.

For Sale: Nordic Tug mugs, glasses, caps, shirts, all with the Nordic Logo. See the attached flyer.

For Sale: New Glass II, restores and preserves the finish of fiberglass surfaces. It's the no rubbing, no buffing, easy way to make fiberglass look new. It's an acrylic coating that gives instant shine and long lasting to older fiberglass. New Glass II does not remove oxidation, but the shiny protective cover retards oxidation longer than boat waxes. Order from K.A.S. Marine, 6 Lago Vista Place, Palm Coast, FL 32164, (904) 829-3807. It's not cheap, \$39.95 a quart, plus \$5.00 shipping/handling for a total of \$44.95. Visa & Mastercard accepted.

Lease Wanted: Ed and Dorothy McCullough with over twenty years of boating experience as boat owners and lessors of boats are interested in leasing a 26' (maybe 32') Nordic Tug from a private party owner. They have successfully leased boats from private parties in recent years, have several references, and are interested in owning a Nordic Tug when they retire in three years.

Specifically, they are seeking to lease a 26' or 32' for three weeks during the summer of 1997 for boating in the San Juans, Gulf Islands and Desolation Sound areas. Perhaps an owner who already has a boat in that area that they can return south after use or bring north and leave for the owner. Insurance coverage has worked successfully in the past. The McCullough's are experienced, trustworthy and will take care of your boat.

Give them a call if interested or if you know of someone for them to con-

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tact. Ed and Dorothy McCullough, (206) 282-3774 or (206) 587-4110.

Deliveries: West Coast including Mexico to Panama, Florida. Expert at picking weather, bar crossings (2000). 30 years experience. No accidents. Have radar, autopilot, night scope, raft, etc. USCG Master Mike Maurice (503) 694-5267.

For Sale: Inflatable Snap Davit Kit, Weaver Model RBD 100 for boats with swim-step platform. Brand new, retails for \$219.99 (see page 195 in West Marine 1996 Master Catalog) will sell for \$150. Bill Owel (206) 858-3481.

12. WHY DID YOU CHOOSE A NORDIC TUG

This is a letter written to me by Hoyl Gill, new owner of Tugills.

After a charter trip in May to the San Juans, Victoria, Sidney, I gave you a call from the Sea Tac Airport. The charter trip, even though on a B-----r, provided an excellent opportunity to discuss Nordic Tugs with owners and brokers.

The Nordic Tug Newsletters, which you sent me, provided a broad base of history on Nordic Tugs and, especially, a real feeling for how and where they are used. My wife Nancy and I visited with Nancy and Lyman Shackett in Seneca, South Carolina and Helen and Gary Caldwell in Chattanooga, Tennessee. They were both very cordial in showing us their 26' and 32' Nordic Tugs. After meeting with the Caldwells, and getting an introduction to their 32' "Friendship", we decided to see if there were any 32' Nordic Tugs for sale in our geographical area.

After reviewing the list of owners, we saw a 32' tug in Western Kentucky. I called Schuyler Dodson and found that he and his wife had decided to sell the "Carol Ann". We purchased the "Carol Ann" located at the Tennessee River Mile Marker 42 and moved the boat to Tennessee River Mile Marker 603 at Lenoir City, Tennessee. The trip went throughout Western Kentucky, Western Tennessee, the tip of Mississippi, at the start of the Tombigbee Waterway, across Northern Alabama, and back into East Tennessee. We went through eight locks. The longest day was 144 miles with 3 locks and a railroad bridge which had to be raised.

Most boaters move to larger boats. After purchasing the 32' Nordic Tug, we sold our 36' Carver Aft Cabin Cruiser. There are now four 32' Nordic Tugs in

East Tennessee. The Caldwells with "Friendship", and Helen Jones with "Encore" are in Chattanooga, the Spurlings and the Janes with "Dorie II" are in Spring City, and Nancy and I with "Tugills" in Lenoir City. Gary Caldwell and I have discussed having a rendezvous in East Tennessee.

The past newsletters and the owners' list were invaluable in our learning about Nordic Tugs. Looking forward to receiving future issues.

13. TUGGIN FOR DISABILITIES

For the second year in a row, the ARC Seafair Swim held July 27, 1996, on Lake Washington was led by a Nordic Tug. The event is a marathon swim, the length of Lake Washington (Kenmore to Renton), and is a fund raiser for the ARC of King County which supports disabled individuals. Teams of swimmers raise money through pledges, corporate sponsorships, or otherwise, and take turns swimming. The teams are carried by the boaters who generously volunteer their time to help the swimmers. Several teams are company sponsored such as PEMCO, Valley Medical Center, ZymoGenetics, and Deloitte Touche, while others are strictly competitive teams with names such as Oxygen Deprived, When Do We Eat? and Morally Depraved. A Special Olympics team was present on the Propeller.

Last year, David Yeoman, Nordic Northwest, piloted a new red 26' Nordic Tug which carried the Valley Medical Center Team. This year the Valley Medical Center Team was aboard the Farpoint, a brand new black hulled 32' Nordic Tug owned by Eric Thoman. The Farpoint also carried the communications center for the entire event.

Next year, the event is scheduled for August 9, and the participation of other Nordic Tuggers would be extremely well received. Give the last two years' participation, many of the swimmers, participants and spectators have started to look for the tugs. The organizers always have a need for more boats. As incentive, boaters are treated to hats, T-shirts, a Bar-B-Q at the end of the day and, of course, a certificate for tax deduction of their fuel. Please call Eric Thoman at (206) 656-4034.

14. NORTHWEST RENDEZVOUS

We had people asking for a weekend rendezvous close to the Seattle Area. On

short notice with the help of Bill Trier, Ann Olsen, and Janine Moden we got one set up at Oak Harbor Marina on Whidbey Island. It was a great success, we had 26 boats show up, including hull # 26002 and hull # 42003. The greatest distance award went to Lucy Harrell in Whiskers III from Haines, Alaska. We also had 4 families drive to join us. Talk about drawing looky-loos. Anyway, we had so much fun, we have the one for next year planned. It will take place at the Port Orchard Marina in Port Orchard, Washington on June 26-28, 1997. Vern and Pat Downs are taking reservations and doing the arrangements. Reach them at 3955 N.E. Hyak Way, Bremerton, WA 98311 or call (360) 692-4916.

15. NEW PROVINCIAL PARK

Jedediah Island, located between Texada Island and Lasqueti Island in the Georgia Straits, has been purchased by the British Columbia Government with the help of many generous citizens. I'm sure that we will get some feed back from Gordon and Evelyn Reid on what to expect and the best places to anchor.

16. DEALER/SALES REPRESENTATIVE INFO

Nordic Tugs Midwest, Inc. is owned and operated by Ken and Karen Schuler. Here is some background information on them. "Our boating experience goes back to our courting days with a 14' fishing boat and 18 hp motor. We combined fishing, water-skiing, and camping in various forms on the 8 different boats we have owned through the years. Obviously the boats and the engines got bigger. In 1994, we purchased a Nordic Tug for own personal use. Being located near Manitowoc, Wisconsin on Lake Michigan, we were asked if we were interested in being a dealer. The timing was right, since we were in the process of selling our sign business to our son. We toured the factory in Burlington to become more familiar with Nordic Tug and we liked what we saw. We are proud to be bringing the quality and character of the Nordic Tug Line of boats to the Midwest. It is easy for us to show these boats because we have personally experienced how great a vessel the Nordic Tug is. We spent 35 days on board our 32' from Deland, Florida to Manitowoc, Wisconsin via the ICW, Gulf, Tenn-Tom Waterway, Mississippi and Illinois Rivers. Having accepted the dealership, we bought a new 26' and a new 32' Nordic

Tug to take to the boat shows. We have shown the 26' on a trailer at the Chicago, Milwaukee, and Marquette boat shows last spring. This summer we have shown the new 32' at Racine and Michigan City in-water boat shows. A Summerplace was also on display at the Michigan City boat show. The response has been great, but we are in an "educational" mode. Many people are seeing the Nordic Tug for the first time and need some time to appreciate their quality and economy. Trawlers are just beginning to make a statement here. We have sold two new 26' Nordic Tugs ordered from the factory for spring delivery. The details will be supplied for the Spring Newsletter. We are operating our business from our home near Valders located 12 miles west of Manitowoc. Our 3 Nordic Tugs are on display at the Manitowoc Marina. We have been giving many demo rides and are confident of a growing market for Nordic Tugs in the Midwest. (414) 775-4576.

Walter McCuiston is Nordic's new sales representative for the eastern half of the United States in areas not serviced by Nordic tug Dealers. Walter can be reached at (407) 368-2020, and mobile (954) 415-0714 or 700 St. Albans Drive, Boca Raton, FL 33486.

Bill Franks is Nordic's representative in the western half of the United States in areas not serviced by dealers. Phone (206) 282-8847

Powerboats Northwest has selected Skipper Cress Yacht Sales as their "Brokerage of the Month" for October. Jerry Sitsler, Associate Editor for the magazine wrote the following article:

Jim Cress was out at sea somewhere between San Francisco and La Connor, WA when it occurred to him that he really ought to go into business for himself.

He actually was at sea for his own side business, Skipper Cress Services. He had gotten his skipper's license to provide boat checks, yacht deliveries and charters to augment his income from selling for the Nordic Tug factory.

He got on the phone to his wife, Stephanie, and they worked out the details right there. She negotiated a contract on their store front in Anacortes, WA and Skipper Cress Yacht Sales and Services was born.

The Cresses were the first tenants in that office in the new port building at Cap Sante Marina. "We chose Anacortes

because we felt the market was there, because it was close to the factory and because there is a tremendous amount of traffic through the marina," Jim Cress said.

Skipper Cress stayed with Nordic Tugs and became the factory's biggest dealer, doubling its own business with each successive year. "The Nordic Tug is a good seller because it is built for this area." Cress said. "We'll resell the same boat two or three times."

The brokerage side of the business began with a "beat-up" old trawler from a neighbor of Stephanie's father. The neighbor didn't sell that boat, but word got around about the new brokage. Soon, Skipper Cress was getting "all the listings no one else wanted." Cress said. "But we sold them anyway."

Stephanie's parents, Tom and Gloria Burke, actually help to promote the business at boat shows and events, to which they bring their own 32 foot Nordic Tug. Tom Burke built the scale model of a tug that sits in the window of the Seattle store front, which Jeff Cress, Jim and Stephanie's son, opened in May 1995. That office now accounts for half of the company's sales, with two brokers. Four brokers work in the Anacortes office.

Business has been so good, in fact, that the company is giving up its tow service to concentrate on sales. The tow vessel is being sold to neighboring Cap Sante Marina.

"We're very aggressive marketers," Stephanie explained of the company's success. "People see our ads, the signs at the marina and us on the docks. They see that we have stuck around."

Jim explained the company's success through its attitude: "Our customers are our friends," he said. "Nordic Tug owners are like a family and we are a family business. They love us and we love them."

Skipper Cress Anacortes can be reached at 1019 "Q" Ave., P.O. Box 726, 98221; (800) 656-7599 or (360) 293-9411. Hours are 9 am-5 pm weekdays and Saturday; 10 am-3 pm Sunday.

Skipper Cress Seattle can be reached at 2144 Westlake Ave., Suite B, 98109; (800) 986-2485 or (206) 283-1502. Hours are 9 am-5 pm weekdays; 10 am-4:30 pm Saturday; and by appointment on Sun.

17. PRESIDENT'S CORNER

1996 has proven to be a very interesting year for Nordic Tugs. We delivered two

more of our forty two footers. The Nordic tug 32 is in just as much demand as it has always been as is verified by the fact that hull # 100, purchased by Skipper Cress Yachts, will go into production. We certainly plan a celebration of some sort in conjunction with Jim, of course, at time of delivery.

After a brief interlude of non-production, the Nordic 26 will be produced on a limited basis due to the demand of other Nordic Tugs. During this interlude we have retooled the deck section making it one piece and are making the Cummins 4 cylinder 90 hp and 150 hp engines optional, with the 62 hp Yanmar remaining the standard engine. Hull # 168 will be tested in February of 1997 with the 150 hp model.

We presently have deposits on Nordic 42's up through hull # 8 and presently have hull # 4 and 5 in production. Hull # 3 is now in stock and available for sale at Skipper Cress, and has provided us with data that proves Lynn Senour designs are truly excellent. We have attained Maximum speeds of 15 knots with comfortable cruising speeds of 10 to 12 knots (more information to follow on excellent fuel consumption).

The Nordic company picnic was held at Shelter Bay Marina in La Conner with an excellent turn out. For the first time in the history of the company all employees had the opportunity to operate one of the three Nordic 32's we were able to provide. As you can imagine, we had an excellent response from this experience, which gave the people who build your Nordic's a full day running our tugs. We have found out that the majority of our boat builders have not had this opportunity in the past.

Boat sales in general appear to be very stable throughout 1997 with delivery dates now well into next summer on the 26 and 32, and the next available 42 being in 1998.

I would be remiss in not noting and thanking, Lynn Senour, our designer, for his weekly visits and regular involvement in Nordic production.

There have been a lot of changes in personnel and attitude over the last year. I feel that the company has never had as good a group of boat builders. The changes made on our own boat have been warmly received in the majority of cases and we hope to continue producing what we consider to be a real boat.

Sincerely, Roger Drill.

1. TRADEWINDS

Buying Holiday gifts for the loved ones is a pleasure of the season. If something nice for your Nordic Tug seems appropriate, Tradewinds Company of Anacortes, Washington has the selection. They have been making canvas and upholstery accessories for Nordic Tugs the last three years. Most products are originally the ideas of Tug Owners. Some of these are: removable Bow Storage Bags, Interior Rollup Drapes and Privacy Curtains, Exterior Window Covers, and Aft Deck Bimini Tops.

They also offer interior upholstery upgrades packages with a large selection of rugged fabrics or even leather. Bergan & Co., a Bellingham embroidery company, does the Nordic logo and boat name that can be applied to a selection of high quality duffel bags and totes. The duffel bags with the Nordic Tug logo and name of your boat sells for \$35, the tote bag with logo and boat name sells for \$30. Add in \$3 for shipping and handling. Tradewinds can accommodate custom work and owner input is welcome, a brochure is available by calling (360) 299-9508. 1019 "Q" Ave, Anacortes, WA 98221.

2. PILOTHOUSE GUIDES

Over the past 25 years Don Douglass and Reanne Hemingway-Douglass have sailed from Alaska to Cape Horn (60 degrees N to 56 degrees S), logging well over 100,000 miles of offshore cruising.

They delight in exploring and describing small and inti-

mate coves along the northwest coast. Their local knowledge, GPS waypoints, detailed diagrams, and photographs are acclaimed by small boat skippers.

The Douglasses are the owners of Fine Edge Productions, publishers of other outdoor guidebooks and topographical maps. They use their 32' Nordic Tug "Baidarka" in their research for the pilothouse guides. They have over 6000 hours on the tug.

Don and Reanne have agreed to a 15% discount for Nordic Tuggers. Just take 15% off the list price of the book and then add 5% back in for shipping and handling. Contact them at Fine Edge Productions, Route 2, Box 303, Bishop, CA 93514. Phone (619) 387-2412. Here's a list of the marine books.

EXPLORING VANCOUVER ISLAND'S WEST COAST-A cruising guide that furnishes the kind of local knowledge needed to completely circumnavigate the island and drop hook in more than 150 intimate coves easily reached on day passages. Price \$36.95.

EXPLORING THE INSIDE PASSAGE TO ALASKA-A cruising guide from the San Juan Islands to Glacier Bay with suggested itineraries for two week to three month voyages from Puget Sound to Glacier Bay. Price \$49.95.

EXPLORING THE SOUTH COAST OF BRITISH COLUMBIA-Covers the Gulf Islands and Desolation Sound to Port Hardy and Blunder Bay. Cost \$ 39.95.

EXPLORING THE NORTH COAST OF BRITISH COLUMBIA-Covers Allison harbour to Dixon Entrance, in-

cluding the Queen Charlotte Islands. Cost \$46.95.

CAPE HORN-One man's dream, one woman's nightmare. In this account of courage, self rescue, endurance, and love, Reanne recounts the rare and personal story of a woman's edge-of-life adventure in the male dominant world of seafaring. Price \$22.50.

3. NORDIC TUG SHIRTS/MUGS

Santiago Styles are exclusive designers of "Nordic Tugs" Shirts and Accessories. Use the order blank in the Fall 96 Newsletter or call Aimee at (360) 466-3308.

4. CUSTOM PLAQUES

Jane McCuiston produces custom plaques that are a likeness of your tug. Use the order blank in the Fall 96 Newsletter or call Jane at (407) 368-2020.

5. NORDIC TUG SUNCATCHERS

Karen Schuler sells these leaded glass suncatchers shaped to fit your porthole or to be hung on the wall. Use the information sheet in the Fall 96 Newsletter or call Karen at (414) 775-4576.

6. 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.

7. SUE CALDWELL DESIGNS

8. ADDRESS CORRECTION

Let me know about changes, boat owners, boat names, addresses, misspellings, etc. Send information to Bill Owel, at 8823 Franklin Ave, Gig Harbor, WA 98332, phone (206) 858-3481, Fax (206) 851 2885.