

## 1. NORDIC CHARTERS

Rick and Carol Reed have their 32' Nordic Tug **CAROL ANN** in charter with Southwest Florida Yachts, Inc., 3444 Marinetown Lane NW, North Fort Myers, FL 33903, phone (800) 262-7939.

## 2. ATLANTIC COAST NORDIC TUG NEWS

The Chesapeake Bay fall raft-up attracted five boats, one being a new 26' destined for the Annapolis Boat show. We lucked out with excellent weather and a good time was had by all.

Our Spring rendezvous will be held the weekend of May 17, 1997 at Long Cove Marina near Rock Hall, Maryland. Any and all Nordic Tugs are invited, and those who can't come by boat are invited to come by land. Details will be mailed out to Atlantic Coast owners.

## 3. MIDWEST NORDIC TUG NEWS

The first annual Nordic Tug Midwest rendezvous will be held at Manitowoc, Wisconsin the weekend of August 1-3, 1997. Ken and Karen Schuler will be sending out more information to the owners in the midwest, but if they miss anyone, please give them a call anytime at (414) 775-4576. Fun activities are being planned and a tour of the new 42' is a good possibility.

## 4. DEAD AIR SPACE VENTILATION

Bob Calves aboard **DIAMOND SEA** sent this article. For many months I have been wondering what might be happening in the dead air spaces under the raised platform the toilet sits on in the head and under the shower pan (on a 32). My eyes tried to pierce the six inch solid vertical face of these compartments. Was there moisture or were creatures under there?

Using a three inch hole saw I went exploring. The openings I cut were large enough for a child's hand to reach in, and also large enough for a vacuum hose. Under the head there was nothing but a clean, dry compartment. Under the shower it was also dry, although, apparently there had been moisture (probably condensation) at times in the past.

After vacuuming out, I pressed three inch round louvered aluminum vents into the holes. These vents are available in white or dark brown from your local

building supply dealer. They are used as vents under the overhanging eaves of roofs, and cost less than \$2 each.

The dead air spaces are now vented and inspectable, and the appearance is not bad. These same vents can be used on any locker, or storage space.

## 5. MAINTENANCE TIPS

**Espar Diesel Furnace.** Thanks to Chuck Markland for this one. Chuck's Espar wasn't putting out the heat he felt it should so he started investigating. He found a small (about the size of a clicker on a ball point pen) metal screen filter on the fuel intake side of the pump that pumps fuel into the heater. This filter was clogged and needed cleaning or replacement. Chuck replaced his; I cleaned mine with alcohol. In both cases it made a big difference in the amount of heat coming out of the furnace.

Larry Sanke has had information from the manufacturers of the hydraulic steering cylinder on the 32' Nordic, that recent studies indicate to them that the 1 1/4" cylinder is too small and should be exchanged for a 1 1/2" cylinder. The larger cylinder provides 42% more volume and 42% more torque. Before you rush and buy the 1 1/2" size, check to see what size is installed on your boat.

## 6. LIVING ABOARD A 32'

**FIVE YEARS ABOARD** by Bob Calves

Ah! To live aboard and cruise--the stuff dreams are made of. South Pacific sunsets, Tahiti, New Zealand; maybe even Australia, the Indian Ocean and around the world!

Well, not quite, at least aboard **DIAMOND SEA**, my Nordic 32. And true, as I write this it's only been four and a half years. I "took the plunge" though, and have lived aboard and cruised since the early summer of 1992. My base is Kilmarnock, Virginia on the fantastic Chesapeake Bay. Summers have been spent cruising New England, especially Maine. Winters find me exploring the unspoiled waterways south through the Carolinas and Georgia. The Chesapeake provides almost infinite "gunk-holing" in the spring and fall.

As a true cruiser on the go for weeks or months at a time, I am often asked the "three M" questions. I will

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briefly discuss these, and pass on the modifications/changes to **DIAMOND SEA** to accommodate my unique lifestyle.

The "three M" questions asked most all long term cruisers are: How do you deal with mail, money, and medical? **MAIL:** Some folks use professional services advertised in the classified sections of cruising oriented publications, especially if they are trying to establish legal residence in a low tax or no tax state. Others use family members to handle mail and some bill paying. Most folks I have talked to have found this arrangement usually does not work in the long run, possibly due to family resentments. As for me I was already using a PO box here in Kilmarnock prior to moving aboard. My "mail person" is a one person freelance secretarial service here in town. When I call her she goes to the post office, empties my large box, throws out the junk mail, puts the rest into a Priority Mail envelope supplied by the post office, steps up to the window and sends it to me. It takes her a very few minutes. I pay her in advance and she debits my account for a small fee each time plus the postage. Since I anchor out more than using marinas, I usually have it sent general delivery to a small town post office where I can walk to get it. I have the mail sent every 10 to 14 days.

**MONEY:** Money is handled simply in this day of the ubiquitous ATM machine. I have only two credit cards, one doubles as a phone calling card. Cash comes any time from any ATM. Most things are charged on the credit cards, and if I am afraid of incurring interest charges I simply pay ahead on the credit cards using them much like a bank. Other than the cards, I only get one other regular bill a month, it's for my cell phone service, which I sometimes pay ahead. I pay medical insurance every couple of months keeping a month or so in advance of billing. Occasionally I have a non-regular bill such as for boat or car insurance, or a magazine subscription. I only write about 6 checks a month. My primary income is direct deposited into my checking account.

**MEDICAL:** This is a real mess for me. Like many Americans I was forced out of a regular "fee for service" plan into an HMO to keep my insurance. An additional problem is that the HMO is 150 miles away where I formally live. Due to the fact that I am currently not employed and have

some "pre-existing" medical conditions, I am locked into my present HMO. When in the Kilmarnock area I drive 150 miles each way to see a doctor. In an emergency I would be covered at any hospital. I pray for a change in our national system and/or that I stay in reasonable health until I am 65 and can get medicare to see doctors in my local area.

Now to **DIAMOND SEA**, 32027 built in 1988. I purchased her in nearly factory new condition (less than 400 engine hours) in early summer of 1992 and immediately started living aboard. Because of previous experience living on sail boats, I knew from the very beginning most of the modifications I wanted to make. The overriding requirement was to make her and I independent of shore facilities for up to two weeks at a time. (I can't afford many short term marina stays and prefer to anchor out anyway.) As an engineering type, I did all design work myself, but had the major work done by boat yard employees at Hinckley's in Maine and Zahniser's in Solomons, Maryland.

On deck I removed the dummy stack and installed a metal mast to elevate a radar antenna. An inexpensive search light was replaced with a professional type as used on tug boats. Additional cleats were added on each side and on the stern quarters to accommodate additional spring lines and stern cross-tying in slips.

The Cummins 210HP engine and drive train were left unchanged except for the addition of an Air-Sep closed crankcase system. The rest of the engine room was changed substantially. Two small batteries, a tiny holding tank, and a compressed gas bottle to power the "steam whistle" were removed. A 60 gallon holding tank and macerator pump system were installed on the starboard side together with a size 8D gel cell battery. The port side received a new type hot water heater, water pump, water filter, and the second 8D gel cell battery.

The plastic water tanks under the aft cabin were replaced with larger, custom made stainless steel tanks. One 70 gallon tank is used exclusively to provide fresh flush water to the head toilet, as this makes for a much cleaner and fresher smelling head compartment. Ninety gallons of water are available for all other uses. Single lever faucets have been installed at the sinks.

Using extra spaces in the AC elec-

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trical panel, a circuit was established for the air conditioner, and the electrical outlets were split from one circuit into three. The latter facilitates power management when using high amperage electric heaters in winter. An ammeter was added to allow drawing near the maximum 30 amps without exceeding that amount. Head and galley outlets were replaced with the ground fault protection type.

In addition to the gel cell batteries (450 amp hours total), the DC system received many changes. A 100 amp alternator replaced the small one on the main engine; required associated wiring upgrades, a 150 amp main breaker, and a new shunt type 150 amp ammeter. A second 100 amp alternator (with 150 amp breaker) for battery charging at anchor was added. This is located aft and is driven by a single cylinder 6HP air diesel with water cooled exhaust. Two inverters were added: one at 800 watts for the TV and microwave oven, and one at 250 watts for my word processor and some lighting use. Using empty spaces in the DC panel, new circuits were added for the macerator pump, radar, auto pilot, and cell phone all of which I added. A 12 volt air compressor was added aft to power the "steam whistle".

I only need air conditioning when dock side, never at anchor. Thus I installed a recreational vehicle type air conditioner (that uses shore power) on the roof of the pilot house. This is inexpensive, and the cold air falls down into the fore and aft areas. For heat at anchor, I installed an Espar model D5L diesel/forced air furnace with outlets at the floor level.

In the head I installed a Groco Model K all bronze toilet with a household size china bowl. It is far superior to conventional boat heads. The shower curtain arrangement was modified to be leak proof, and a hinged mirror was arranged over the sink.

In the aft cabin I had a 13-inch color TV, microwave oven and book shelf installed over the galley. I removed the table and half of the L-shaped dinette double berth and replaced with a different design that gives a smaller dinette single berth with combination eating table/desk. This leaves room for two chairs. I found a couple of nice ones at an office supply place. They came unassembled so they were easy to fit through the aft door, then assemble inside the boat.

What did I do wrong? What needs to be changed? So far there is only one significant problem that has come up. The mast that replaced the dummy stack is beginning to cause the cabin roof over the galley to sag very, very slightly. I want a shorter mast anyway to reduce my bridge clearance from 17 feet to less than 15 feet so I can pass under certain New York canal system fixed bridges. I don't want to fool with a folding one, so I am going to install a new shorter, light weight one on the after edge of the pilot house where there is more underneath support. I will accept a reduction in radar range due to the lower antenna.

Tahiti, here I come! Well not really, but I seek many more adventures on the East Coast and am looking forward to the Great lakes and inland rivers in the future. **Editor's Note:** See item 14 TUGBLCITY for more on **DIAMOND SEA**.

### 7. WHAT'S IN A NAME?

**TANQUERAY VI**-The name of Pat's favorite gin and boat number six.

**KAYUGTUG**-Inupiaq Eskimo for red fox - an obvious correlation to it's red hull. It also was what the Eskimos from the Kotzebue area called me when I first worked in Fairbanks, Alaska the summer of 1957. My hair was red then and the animal they knew that was red was the fox: Kayugtug. My top hair has slipped to my chin and is now half white.

**MISSION**-This word has many meanings, all are relevant, however the particular meaning that applies to our naming of this vessel is: "a safe strong supportive retreat, where nature and peace are foremost influences". John Green drew up a sketch for the name, wherein the last part of the letters are under the roof of a structure that resembles one of the California Missions, and the last letter "n" is in the alcove of the entrance of the mission. The Greene's have enlisted the services of Mortenson Signs to do the artwork. Bob Mortenson really got excited about the assignment and they think he will do a good job for them. Look for **MISSION** in the water this spring.

### 8. THE OTHER PERSON'S TUG

**EDMONDS MARINA CATASTROPHE**. Jack Morton, skipper of **SALTY** sent me this note: Three up and one down, that's the good

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and the bad news for the Nordic Tugs after the once-in-a hundred year storm that collapsed the roofs and piers on December 29th.

First the bad news. The Stryker's **BETHANY II** was sunk due to a roof beam falling onto the stern. The cockpit flooded through the scuppers then into the salon and engine room and down she went, slowly (three days). Dan was in Spokane, helpless, since the mountain passes were closed. After raising the sunken boat two weeks later, it was transported to Cap Sante in Anacortes for rebuilding.

Morton's **SALTY** sustained only minor damage (when compared to a sinking). **SALTY**'s new cockpit canopy was destroyed, the bronze rails were bent, the stack and stove chimney were flattened and some superstructure and hull gouges were made. Fortunately their new acrylic sun shade was not even scratched. Now the good news. Clara Phillips' **NORDIC ANGEL** suffered no damage since it was in an open berth. The Van Calcar's **SAND PIPER** escaped entirely since they were luckily foresighted and moved their boat to Everett before the roof fell in.

It is expected to be six to eight months before the marina is at full service again. The parking lots are filled with derelicts from having sunk or from falling roofs. Its a jungle over there:

EDITOR'S NOTE: I have heard of a Nordic Tug that was trapped at Canoe Cove Marina, but I have no further information. The Port Orchard City Marina also had major covered moorage problems. There are three Nordic Tugs there, but I haven't received any information.

**WHAT HAPPEN TO NIPPER?** I got this letter from the new owners of **NIPPER**: This letter is let you know that the **NIPPER** hull number 26018 is back in the Northwest. My husband, Bob Gillette and I (Molly Gillette) have been Nordic Tug fans since we saw **THAT GIRL** many years ago at Jarrell's Cove. Chuck and Josie Bogue graciously invited us aboard for a peek and we were hooked. Since then we have put a daughter through the University of Washington and kept on the water with sailboats including a two week trip to the San Juans last summer. It was three days up and two long days back sitting outside in the cockpit all day (UGH). We went North the weekend that one of your tug trips ended so we saw lots of Nordic Tugs.

Last fall we stopped in the Seattle Skipper Cress office. They told us that the new 26 Nordic Tugs would be going up about \$7000. It looked like we would never have enough to buy a new tug. The next weekend we were in Boston Harbor where we kept our sailboat we noticed that one of the two Nordic Tugs moored there was for sale - the **GENTLE GIANT**. We called the Skipper Cress Anacortes office and talked to Jeff Gleckler. He said there were two other 26' Nordic tugs at their dock. So a trip was planned for a weekend in Anacortes. The day before we left, Jeff called to say a boat had just arrived cross country by trailer so there were three boats to see. When we arrived in Anacortes it was a gorgeous day, as we were driving over to the office we saw a red Tug on a trailer in the parking lot. We drove over for a closer look. It looked pretty good, but it had a lot of teak outside (? too much work). We connected with Jeff and toured all 3 boats. They all had good points but we were drawn back to the red tug **NIPPER**. What was it?? Who can say. Was it the fact that Phil Jones had kept it up so well (just coming to Anacortes from a six month cruise on Eastern Waterways) -- YES!! That it was registered in Oregon and we are native Oregonians - YES! Was it all the Toys - bow thruster, radar, autopilot, GPS - YES! Was it the red parrot on the door to the head - YES! Was it that Phil and Pat took pride in their boat - YES! So we made the deal - sea trials, survey, insurance, financing - all proceeded without a hitch (speaking of hitch we didn't buy the trailer, it's still available). Jeff Gleckler was a great source of information. He even told us an old sailor's trick for starting cold diesel engines. Blow warm air from a hair dryer into the air intake on the engine. It really works!

Now we had to find a weekend in December to bring **NIPPER** home to Olympia. Uh oh, forget the weekend - two nice days in the middle of the week, we are out of here. We ran daylight hours only, stopping overnight at Blake Island. There were no other boats and/or people around. It was eerie. I know its not like that in the summer!!!! The next day we arrived in Olympia, our home port. If you are in Olympia, you will see the **NIPPER** just down from the Budd Bay Cafe in downtown Olympia.

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### 9. ASK THE FLEET

Steve McCormick has purchased the 26' **BONNIE G.** This tug was used by a California Power Company to transport crews out to off shore platforms. The boat was never completed as a cruising vessel and has no interior cooking or sleeping accommodations. Steve is looking for anyone who has interior mechanical drawings of electrical or plumbing or equipment rough in locations so he can determine the best location to fit in all the systems that he needs for a complete galley and bath setup. He is starting from scratch and needs advice. When Steve wrote in mid-December he said the boat was on a trailer under 3 feet of snow. Steve's address is P.O. Box 471, Coeur D'Alene, ID 83816-1011.

### 10. CRUISING WITH NORDIC TUGS

**THE INSIDE PASSAGE TO ALASKA.** I bought my 26' Nordic Tug **KAYUGTUG** through Kent Fagerstrom and it was completed in the spring of '96. Kent was returning to Juneau then with his 2 Nordic Tugs and graciously invited me to join his procession as far as Juneau. It was a great comfort to have a long time Nordic Tug dealer and his nephew, Brent, along on the first half of our trip to patiently answer all of our dumb questions. We not only represented the whole Nordic Tug line, but were very patriotic in doing so; blue 42' **EIGHT STARS**, white 32' **MAIN EVENT**, and red 26' **KAYUGTUG**. With an all star crew of 4 "old" friends from my Colorado days, we tagged along with Kent and Brent to Juneau and then struck out on our own for Seldovia. Despite the fact that some of us had not seen each other in over 30 years, and that there were 5 of us on a boat meant to sleep 4, we were still speaking to one another at the end. It was a great trip. The weather bordered on fantastic. thanks for your efforts in making and sending the newsletter. Sincerely, Oz Hatch.

**FLORIDA TO WISCONSIN - PART II.** We last heard from Ken & Karen Schuler on Sanibel Island in Florida after the first section of their trip. We pick up the story.....

"This is the story of a journey by water from Florida to Wisconsin taken by Ken and I in our 32' Nordic Tug named **A SUMMERPLACE**. The first part, published in the Fall 1996 newsletter, covered the trip from the St. John's River to Sanibel

Island, Florida. This part tells of our experiences from Sanibel Island to Mobile, Alabama, and the third part will be the final chapter from Mobile to Manitowoc, Wisconsin. Some thirty years ago, Ken and I read an article in a boating magazine about a couple that took a boat around the "Great Circle Waterway". We saved that article for many years, re-reading it often. It became a goal of ours to one day travel the Great Circle. It is a pleasure to share with you the first half of "that dream come true"!!

Ending the first leg of the trip at Sanibel Island, we left the boat tied up at the private dock of Tom and Marge Keller for two weeks. We flew home to catch up on business, get re-organized, and head back for the next leg. Bob Niquette, another friend from Wisconsin, wintering on Sanibel Island, picked us up at the airport and took us to the boat. Marge reported no problems with the boat and said she saw a lot of smiles as people passed by and noticed the "cute little red tugboat" tied up at their dock. Some even got out their cameras.

We got right to work unpacking and stowing more supplies and "goodies" brought from home. Ken installed a new VHF radio to temporarily replace the other one to be repaired. We believe in back-up, too. Reviewed the tide table again: February 10th - 2:31 AM Low; 8:40 AM Hi. If we leave at the brink of dawn, should be no problem getting under the bridge that only gave us 3" of clearance on the way in to Keller's dock on this "water" street.

The tide was low all right!! We woke at 6 AM to a listing boat...we were sitting on the bottom! Might as well make a pot of coffee and "bide the tide". At 6:50 we could push the bow away from the dock and pull ahead. You know how anxious those "captains" are to get going! Waved "good-bye" to Marge and headed for the bridge. No big deal...we had more than 10" of clearance now. It was a beautiful sunny day welcoming us back from the snow and cold of Wisconsin. The temperature was 54 degrees and rising, but warmed to 72 before long. We had both breakfast and lunch underway. Bob Niquette joined us for the day's cruise and will take a bus back home tomorrow. Leaving Sanibel Island, we crossed the San Carlos Bay and then joined the West Intercostal Waterway (WICW) at Mile 3. We spotted more porpoises playing in our path as we crossed Pine Island Sound,

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passed Charlotte Harbor, and cruised Gasparilla Sound. Along the way we had a pleasant surprise as we realized the boat coming toward us was a Nordic Tug!! It turned out to be Ken and Mary Horton with their 26' green Nordic Tug, **FOOTPRINTS**. It was the first green tug we had seen and it is a very nice looking boat. We chatted with Ken for a while. Sure is fun to see "one of our own" as we travel about. Heading down Lemon Bay and past Sarasota, we come to Long Boat Key. More friends from Wisconsin, Ted and Mary Fordney, are renting a house here and we've made arrangements to get together. Friendly folks at the Buccaneer Yacht Club make us feel welcome. Ted and Mary join us for a cocktail and a "tour" of our boat. We reverse roles and head to their place on the Ocean to relax amongst friends and enjoy a beautiful sunset from their screened-in porch. We're going through "culture shock" again, having made the quick transition from Wisconsin to Florida. Follow this with a nice dinner at the Beach House Restaurant and then good-byes and thank-you's to Bob, Ted, and Mary.

Next morning it's time for a good bike ride and then a stop at a little strip-mall cafe for breakfast. We get underway by 8:30 crossing Maria Sound and Tampa Bay. The charts demand a lot of attention to detail and patience through the Tampa Bay area. The waters are a lot bigger than they look on the charts and missing one marker number could lead you far astray from your intended course. We run along the Sunshine Skyway to Boca Ciega Bay taking the east shortcut through St. Petersburg. There's a fixed bridge with 13' clearance, no problem for a Nordic Tug. We marvel at all the beautiful homes and elaborate condos as we continue through the Narrows, past Clearwater and St. Joseph's Sound to the Anclote River and our evening's destination, Tarpon Springs. There are a lot more people that live on the water than we ever imagined. Time to re-fuel so we pick Port Harpon Marina where diesel is \$1.55/gallon. We've been cruising at 1800 rpm's and averaging less than 3 gallons per hour. Pretty economical way to go!! We dock at the Sail Harbor Marina in pretty tight corners with some help from friendly fellow boaters. Inquiring about a Catholic Church, we even get an offer to take us there. We're feeling the need for some exercise so we bike to St. Ignatius Catholic Church about 3

miles away. Stopped at Eddy's for a sandwich on the way back. Must get a good night's sleep to tackle the Gulf tomorrow!!

Left the dock early and ate breakfast on the way out of Tarpon Springs. We plotted our course from Anacloche Key to Cedar Key and entered the coordinates into the Loran. The legs are 12.2 miles, 29.6 miles, and 10.2 miles. That's a long way to go with only 3 markers to reassure you that you are on the right track. Thank goodness for the compass and the loran, and oh, yes... autopilot!! The wave forecast was for 2-3' inland and 4-5' outside. The trick was that were coming at us from the side. I'm getting real good at knowing what has to be secured. Funny though, something's really surprise you. We had this cute little white Valentine's teddy bear perched in front of the middle window on the chart table and it never moved from it's spot. Just sat there saying "I love you!" all the way home. How could we go wrong?!?

We found each marker just about where they were supposed to be, so our confidence level is building. Found Cedar Key, no problem, but where are the transient docks?? Tried numerous times to raise somebody on the radio to no avail. Starting heading in to one area where we could see some docks and boats but soon found ourselves in less than 3' of water. Backed out of there real quick! Finally a guy motions us from a pier and points to the docks we went past coming in, which we thought were too out in the open for overnight use. Wrong. This is the Municipal Dock meant for boaters like us. After securing the boat, we took the bikes for a ride around town. It was just like Walter Cronkite's Waterway Guide said; "The charm of the village more than compensates for the limited services." Saw signs for an airport so headed out there since we are both private pilots and seem to be magnetically drawn to them. It was pretty neat to see one in such a remote area, but not much activity there today. As we were getting back into town, I thought my bike was pedaling harder than usual. Oh no, another flat tire! No more patching, Ken, I want a new tube!! In his defense, the patch he put on last time was doing fine; I had a new hole!! Nice long walk back to the boat dragging a bike alongside. Hey, look...the wind's changed direction and coming right in on us. A **SUMERPLACE** is bobbing and weaving like a

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cork. We secured more lines and went off to enjoy a good evening's meal at the Captain's Table where we could see the boat from a distance. All I could say was, "and we're going to sleep in there tonight??"

Actually the first few minutes were the worst and then one seems to get used to the movement and the sounds of the lines creaking. We had also learned by now to put a wrap around the burgee flag on the bow whenever there's a lot of wind because it'll make some kind of music of its own all night long! The winds settled down a little during the night, but we had one pretty frayed line that did it's share of rubbing to get like that. We were up before dawn to prepare for departure with the first glimpse of light. It was going to be a long haul and we knew we would be battling higher seas today. There was no storm predicted but increasing west wind. Charted our course to Carrabelle with legs between markers of 10.6 miles, 76 miles, 9.8 miles, 6.7 miles, and approximately 16 more miles up river to the town. It sure was a funny feeling to pass that first marker and then know that you will not see another for 76 miles!! The loran gave us a time of over 6 hours for that leg. We again had a beam sea today and the waves built up to 8 footers. We ran at 2300 rpm's doing about 13.5 to 14 knots. We stay on course better with the increased speed. Nice to be able to do that with the Nordic Tug! We're really putting this "little" tugboat to the test and ourselves, too!! We all managed just fine, but we were sure surprised not to see any other boats along the way. Spotted one barge a long way off and just an occasional sea gull. Where is every body?? Is someone trying to tell us something??

Some stretches we would pass through made you feel like you were on some sort of obstacle course dodging all those crab pots. We sure didn't want to get one of those lines tangled in our prop out in these rough conditions. Once, after going for miles not seeing any at all, we spotted a neat red and white crab bobber. We thought it must be broken loose and would make a nice souvenir so we circled around it and I grabbed it with our boat hook. But wait a minute, it's still attached. We decided to pull it up and check it out anyway. The water was 42' deep at this point and it came up with a little pulling and Ken's

handling the boat to keep the tension off. There were about a dozen little black fish in the box along with a couple crabs so we just said "hi" to the fishes and let them back down again. Now at least we know what it looks like on the other end of those "bobbers". What some people won't do for a little excitement to break up the routine. The only other eventful thing we had happen was finding a large clump of purple, white, and black balloons which we tied to our stern giving us a real festive flair.

I guess neither of us admitted to the other how concerned we were about finding that 2nd marker at the end of the 76 mile leg, but we got pretty excited when we spotted it with the binoculars just a little more off to the right than we were anticipating. I was so glad to see it, I took a picture of it as we passed by. The rest of the markers were far less dramatic and we arrived at the Moorings in Carabelle around 6:30 having traveled 125 miles across heavy seas. A bit tired were we!!

The Moorings was a friendly, clean place to visit. There was a grocery store right across the street so we restocked our supplies. Ken found the two charts we needed to get to Mobile. The Gulf was exciting and challenging, but it feels good to be back "running the ditches". The first 24 miles from Carabelle was across the Appalachicola Bay which had a 3 foot chop...piece of cake after the last two days. We followed the Appalachicola River, Jackson River, Wimico Lake, Searcy Creek, Wetappo Creek, and East Bay to Panama City on St. Andrew's Bay. Sounds like we're in Indian country! We pulled into the Municipal docks at dusk and took a slip. No one was around. A nice man from another boat came over and filled us in on the local facilities and nearest restaurants. He gave us good advice. We biked to Hawk's Nest and had a good dinner. Enjoyed chatting with our waitress who was currently living aboard a 30' sailboat. Truly, it's the people that make a trip like this so great. Everyone has a story to tell and it's even better when you have time to listen.

We woke up to thunder, lightning, and pouring rain. Waited out the thunder storm, but left while still raining. It cleared up a couple hours later. We are now on the Gulf Intercoastal Waterway (GIWW) as we travel from St. Andrew's Bay to West Bay. Here you have to really

watch and BELIEVE the charts as the red and green markers switch sides at St. Andrew's Bay and switch back again on West Bay. We had a good method of helping us remember this. Before we left home, my Uncle Vic Lensmeyer gave me 2 large ceramic mugs with a ship's wheel on the front, one in red and one in green. We had these standing on the chart table and placed them accordingly as a quick reference of where the channel was. Don't ever want to find yourself on the wrong side of a marker...it can ruin a good day in a hurry. Sections of the West Bay Creek are dug canals with the ground piled high on each side. The Choctawhatchee Bay is 28 miles long (like it's name) and quite choppy. At least there is other boat traffic here. The Narrows take us to Santa Rosa Sound and finally to Pensacola Bay where we will spend the night. Another long day, covering 111 miles. Ken and I always take turns at the wheel and navigating so we each get a chance to kick back and relax in between or work on a project to break up the day. Sometimes, if there's a lot to be watching for, we both stay in the pilot house. Other times, one stays at the wheel and the other is free to roam ... as far as you can on a 32' boat!

Another place called the Moorings is very accommodating. We fuel up and make phone calls back home. We touch base with our son every other day since we're never sure exactly where we'll be from day to day. Ate on the board tonight. We enjoy the peace and quite of the boat in the evening, too. It's a warm evening and I want to see the beach, so off we go on the bikes. From the street we could hear the waves splashing in, so we rode until we found an entrance to the beach. But we couldn't ride far on the sand because our bikes sunk in too much. It was a beautiful star-studded night with a warm breeze off the water. The pounding of the waves are mesmerizing. Oh, how romantic!!

Woke up to another thunderstorm so delayed take-off until it passed over. Traveled in the rain across Pensacola Bay and the Big Lagoon. Met four different barges loaded with logs. These are the longest ones we've seen and just the start of many more to come. A thunder storm is moving in so we tie up at the Oyster Bar Restaurant and Marina at Perdido Key to wait it out. A couple of cribbage games help pass the time. An hour and a half delay and we are on our

way to Mobile Bay. Sun was shining again as we started north on Mobile Bay, but we are surprised at all the logs and floating debris we are having to dodge. Headed for the Grand Mariner Marina on the Dog River knowing we could get there before dusk. Folks at the marina said they had lots of rain the last two weeks and the rivers north of here are flooded. The current between Mobile and Demopolis, our next destination, is flowing as fast as 10 knots at times. To cruise at 13 knots or less does not sound like a good idea. Looks like we may have to change our plans.

Of course, we had bought one way tickets to Fort Myers and had not purchased any for the way home not knowing where we would end up. We had allotted ourselves 3 or 4 more days for this trip and thought we could get somewhere north of Demopolis near Columbus, Mississippi, so as to fly home from there. But no sense in battling this strong a current. The "locals" say conditions will probably be a lot better in a few weeks. We might as well stop here and just arrange more time for the last trip to get all the way home. We could get a flight out of Mobile on the day after next.

The Grand Mariner Marina is a family-run marina and they couldn't have been nicer to us. First, they said they would only charge us \$150.00 to leave the boat for a month and it would be at a slip under cover. Next, they let us use their car to go into town and do laundry. They even took us to the airport and wouldn't take any money for it. Like I said, really nice people!

So we have an extra day to give the boat a thorough cleaning and, yes, go for a nice long bike ride. Other than perishable food, we can pretty much leave everything on board for the next trip. This has really been a great adventure so far and we feel funny going home and leaving our boat behind. I guess you could say "it's grown on us"! But the nice thing is we know we're coming back before long to continue this exciting journey. Watch for part 3 in the Fall 1997 Newsletter.

**Editor's Note:** If you haven't travelled this way by boat before, it fun to track the trip by Road Atlas.

#### 11. YOUR NEWSLETTER

**FUNDS.** I have made and will continue to make an effort to contact owners of new



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tugs and new owners of used tugs. To do this I need your help, the help of the 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 320 on the mailing list. I have collected over \$4,000 and prior to this newsletter, spent over \$3,000. Funds are adequate for now, however I expect in a year or so, my hand will be out again. If you have a red X right about here            it means you have not contributed anything to help defray the postage and printing cost since you have been receiving the newsletter and it's time you did!

### 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. Last issue I had a wrong phone area code for someone who wanted to sell their tug. With so many new phone lines required for cell phones, modems and faxes, many areas are changing area codes. In fact, my area code will change April 30, 1997 to (253), the current 206 will continue to work until November 16, 1997 and then you will get a "no such number" message. If you have had a change, send me the information, I'm not a mind reader. Send information to Bill Owel, 8823 Franklin Ave, Gig Harbor, WA 98332. Phone (206) 858-3481, Fax (206) 851-2885.

### 12. BUY, SELL, TRADE, LEASE

**For Sale:** 3 axle, "EZ Loader" galvanized trailer for a 26' Nordic Tug. This trailer has lots of extra rollers. It has hauled NIPPER all over the USA. The price is \$4,000.00. Contact Jeff at Skipper Cress Yacht Sales in Anacortes, WA (800) 996-9991.

**For Sale:** 32' Nordic Tug, hull # 32060, **SPRING SONG**, Yanmar-175hp engine, 3500 hours, in Alaskan charter fleet, owner maintained at Ketchikan, contact Geoff Simmons, P.O. Box 8378, Ketchikan, AK 99901. Phone (907) 225-7302.

**For Sale:** 32' Nordic Tug, hull # 32043, **MARTY JOHN**, Cummins 210hp engine, white with blue stripe, 7 years old, generator, fully outfitted for cruising, in Alaskan

charter fleet, \$125,900.00, contact Mike Phelps, 15912 Far View Place, Anchorage, AK 99516. Phone (907) 345-9557. Boat is located in Juneau.

**For Sale:** 26' Nordic Tug, hull # 26093, **LAZY ROVER**, 75hp Perkins diesel engine, \$69,000 contact Chuck Stark. Phone (847) 395-1558.

**For Sale:** 26' Nordic tug, hull # 26009, **BLUE TIDE**, with 50hp 3 cylinder diesel engine, stove with oven, head, sleeps 4 adults plus 2 children (2 extra child size bunks in pilot house) depth sounder, 80 gal fuel capacity, burns 1 gal per hour, VHF radio, 6' dingy w/oars, handrails front and back deck. \$49,900.00, contact Alice Cottrell, PO Box 947, Petersburg, AK 99833. Phone (907) 772-4615.

**For Sale:** 8' Gig Harbor Boat Works fiberglass dinghy, **MS BUMP**. Hull is white with blue stripe, wood trim. Comes with mounting hardware for swim step of Nordic Tug, oars, and can be adapted for sailing. \$950.00, Contact Bill Owel, this newsletter, (206) 858-3481.

**Help Wanted:** Folks to organize a 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 ASAP.

### 13. WHY DID YOU CHOOSE A NORDIC TUG

John and Sally Greene have their order in for hull #42005, **MISSION**. He wrote me this note on why they decided on a Nordic Tug. "One of the basic complaints I have with 90%+ of the boats out there is: That huge wasted space forward of the wind shield, the bow. Once in a while someone will use it for sunning themselves, at least that's what the ads show! You can hoist your dingy up there and stow it, along with your bad back for doing so. I don't get it! I want to use as much of the boat as is practical, and not waste a lot of forward usable space. Trawlers in general fit the bill. But most Trawlers are so layered that you have to go down stairs only to go back up stairs, now that you have what you were after, repeat the process backwards. Nordic Tug has built their vessels with simplicity, and convenience in mind. When we came on

## NORDIC TUG NEWS

board at the Seattle Boat Show, I was really impressed with the quality of the craftsmanship. Again, not elaborate, but very practical. When I saw how they built these vessels, I felt secure that the construction and architecture will last a lifetime.

I can remember the first ad I saw of a Nordic Tug. I thought it resembled a tug boat, with a cabin rather than a working deck. I thought - useable, but probably slow and clumsy. At that time I owned a 28' Chris Craft Aft Cabin. That was when I lived in the fast lane, so to speak, and now I want no part of that life anymore. Been there, done that... hope I never have to again! Now it is time to "stop and smell the roses", for - it is not the destination that matters, but the journey. And I look forward to many happy journeys in our Nordic Tug." John has given me a call twice when he stops by Fox Island after he has been to visit the factory and I have been off somewhere each time. John - I'm not trying to avoid you!! Your Editor.

Ron and Marlo Smith have been boaters for 42 years. They have four married children and nine grandchildren. After Ron retired as a State Farm agent they relocated in the New Castle, CA area. They enjoyed a 40' Marine Trader for almost 15 years including cruising the Sea of Cortez. They decided to downsize after seeing the Nordic tug. they felt it would be perfect for local waters, the Delta. Also they would have less boat to care for. In October, Ron sent me the rest of the story. "Six months ago we looked at a Nordic tug in Southern CA. It had been repowered. All the electronics had been replaced. However, the hull was a badly faded red, there was no fridge, and the stove was a rusty mess. So we continued our search. In the meantime we sold our Marine Trader. Our search took us to Anacortes and we were in contact with Skipper Cress. Just about the time we finalized the sale of the 40 footer, we talked to someone who had seen this really clean Tug over on San Francisco Bay in Alameda. We called and some of the information was so similar to the one we had seen six months before, we wondered if it was the same boat. Lo and behold, the seller had taken the boat to Ensenada, Mexico and had her repainted Royal Blue with a new stove and fridge. He then brought her up here to sell. Then we came on the scene."

## SPRING 1997

They renamed their tug LI'L MARLO ANN.

### 14. TUGBLICITY

The November 1996 issue of **Pacific Yachting** printed an article on the summer 96 Nordic Tug trip to Princess Louisa Inlet. They included Geoff Bonser's great photo of 9 tugs rafted together in Smuggler's Cove. **Pacific Yachting** is a "Power & Sail in British Columbia" magazine with great coverage of places Northwesterners like to go. It's published 12 times a year and you can subscribe for \$75 Canadian for 3 years plus \$10 a year for subscriptions mailed outside Canada. Phone them at (604) 606-4644 and have your credit card ready, MC or Visa.

The Spring 1997 issue of **Passage Maker** has an article on Creating a LiveAboard, by Bill Parlator, the Editor of the magazine. It includes great photos of Bob Calves' 32' Nordic Tug **DIAMOND SEA**. This issue also covers the East Coast Fall Rendezvous and a short item about the Nordic Tug Owners Association. **Passage Maker** is published 4 times a year. US \$17 one year, \$32 two years, Canada \$22 one year, Foreign \$25 one year, all in US funds. All credit cards accepted, phone 1-888-4-TRAWLER.

### 15. TUGGIN FOR DISABILITIES

This event is a fund raiser for the American Red Cross of King County, which supports disabled individuals. It is a marathon swim, the length of Lake Washington (Kenmore to Renton). Teams of swimmers raise money through pledges, corporate sponsorships, or otherwise, and take turns swimming. The teams are carried by boaters who generously volunteer their time to help the swimmers.

Last year, the Valley Medical Center Team was aboard the **FARPOINT**, a new black hulled 32' Nordic Tug owned by Eric Thoman. She also carried the communications center for the entire event.

This year, the event is scheduled for August 9, and the participation of other Nordic Tuggers would be extremely well received. Given 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

## NORDIC TUG NEWS

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deduction of their fuel. Please call Eric Thoman at (206) 656-4034.

### 16. MINI NORTHWEST RENDEZVOUS

Jack Morton is organizing a Nordic Tug rendezvous at Shilshole Marina in Seattle on Saturday, March 8th, one evening only. It will be held in Charlie's Restaurant in the marina office building at the south end on the main floor starting at 6 PM. Berthing is available on both sides of the fuel pier and on J dock on a first come, first served basis. Electrical power is available with 30 Amp outlets. Jack is trying to get Dan Stryker to talk with us after dinner about the sinking and the in progress restoration of his BETHANY II. Call Jack at (206) 771-3561 if you are interested. Let him know if you are driving or coming by boat.

### 17. MAXI NORTHWEST RENDEZVOUS

The rendezvous we had planned for the Port Orchard Marina in Port Orchard, Washington on June 26-28, 1997 has been canceled because of the storm damage to that marina. Port Orchard is using all available temporary moorage space for their full time customers until their repairs are completed (estimated November 97). I want to thank Vern and Pat Downs for offering to host us at Port Orchard and are sorry that the 100 year storm won't let the rendezvous take place there.

The folks at Skipper Cress Yacht Sales in Anacortes have agreed to sponsor a rendezvous on the Quimper Peninsula at Hadlock in the Old Alcohol Plant Marina. The dates are June 19-21, 1997. Contact Vic Wilson, Jeff Gleckler, or Bob Olson at Skipper Cress Yacht Sales (800) 996-9991 for more details.

### 18. NORDIC TUG SHIRTS AND MUGS

Santiago Styles are no longer selling the Nordic Tug shirts and mugs and other Nordic stuff. The factory will pick up this function in the near future.

### 19. ODDS AND ENDS

The Tugboat Enthusiasts Society of the Americas will hold meetings in Seattle, Olympia, and Portland at the end of August 1997. For more information contact Joe De Muccio, 308 Quince Street, Mt. Pleasant, SC 29464, phone (803) 881-1173.

Membership in the Society is open to people who share interest in tugboats and work boats. Membership is by calendar year, dues are \$30 US.

### 20. DEALER/SALES REPRESENTATIVE INFO

Nordic Tugs, Inc., made the following announcement: Nordic Tugs is proud to announce that Jim Cress is back by Popular Demand; this time as President. Jim has a long history and love affair with Nordic. He started working for the factory as a salesman in 1989 and became National Sales Manager in '90. Jim started Skipper Cress Yacht Sales in '93 to promote Nordic Tugs. Jerry Husted is Secretary/Treasurer of Nordic Tugs, Inc. Skipper Cress Yacht Sales will remain the Washington dealer, Kent Fagerstrom of Nordic Tugs Juneau, the Alaskan dealer, K & A Yachts Sales the Florida dealer, Ken & Karen Schuler of Nordic Tugs Midwest, the Wisconsin dealer, and Ed Shelton the Virginia dealer.

Nordic Tugs Midwest, Inc. Attention all you folks in the midwest, Ken and Karen Schuler are getting hull # 42004, scheduled to be shipped to Manitowoc in April!! There is a lot of interest in the 42' and they are pleased to have one coming to the Great Lakes area and are excited to offer their Nordic Tug customers an opportunity to see a 42' without having to travel to Washington. Call them at (414) 775-4576 for details.

### 21. PRESIDENT'S CORNER

Where should Nordic Tugs focus??? Stockholders, dealers, and the crews at Nordic have been asking this question for over a year. I think it is no surprise to some of us that last years experiment with the 37' Pacific Trawler was a disaster for Nordic. What we need to focus on is the 37' NORDIC TUG. As a dealer myself, I am well aware that the 32 may not be large enough for some clients and the 42 may be too large. Lynn Senour, Nordic's Naval Architect has had a 37' Tug drawing waiting for Nordic to build. All of us are excited!!! Planning for this project will be at least a year away, but well worth waiting for.

Sincerely, Jim Cress.

## NORDIC TUG NEWS

2ND SPRING 1997

### THE OOPS EDITION

In my rush to get the Spring issue out I made a few mistakes and some folks that wanted to put things in were late and I got tired of waiting.

Larry Sankey's name has a "Y" at the end.

### MAINTENANCE TIPS

**Zincs-Bob Calves** sent this in: As a liveaboard I spend lots of time plugged in at marinas. Although my rudder and skeg zincs would last the full two years between haul-outs for bottom painting, my shaft zincs were only lasting about six months. As I am not much of a swimmer, this required the costly services of a diver to frequently check and change zincs.

I now have installed a "zinc saver" (West Marine under \$80). This device electrically connects in series with the AC shore power (green wire) before this is connected to the boat's 12 volt DC ground/bonding system. It serves to block any galvanic action DC current while allowing the passage of AC current; thus maintaining the full safety features of having the shore power AC ground connected to the boat's DC ground and major metal parts.

Once installed, the zinc saver allows use of a standard multimeter, on the milliamps scale, to measure the actual DC current that would be flowing without the device. I have measured as much as 5 milliamps, enough to deplete a lot of zinc when plugged in over a long time. It all depends, of course, on the quality of the marina's wiring and that of near by boats. (Editor: Bob wasn't late).

**De-humidifier.** Last fall we purchased a Sears dehumidifier to place on **LADY BUMP** during our rainy season. We had been fighting a battle with mildew each winter with the feeling that we were losing more ground each year. We used the boat often, had air dryers, tried to keep the air moving in the boat, but the mildew just kept marching on. The difference between outside and inside temperature caused condensation to form on the inside of the boat. The foam backing on the fabric that was used on many of past tug models just seemed to act like a sponge

for the moisture. From the moisture, the mildew would form.

We were looking at one of the ozone generators when we decided to try a home dehumidifier. It is about the size of an orange crate set on one of it's ends. It works great, the boat has never been as dry. If we go on a short trip we set the dehumidifier in the shower stall in the bracing that came with the unit. If we are on a longer trip, we move it to the boat box on our finger pier. Cost of the one we have, about \$200.

### WHAT'S IN A NAME?

**ANA ROSE**-It's the name of our first grandchild, who arrived in our life in November 1995 at the same time as our Nordic Tug. Both are beautiful!

### ASK THE FLEET

**Jimmie Clemmons**, owner of **LITTLE VIXEN**, has install a fuel decontamination unit on his 32' Nordic. He was so impressed with the results that he has become an Authorized Distributor. The unit is called **ALGAE-X** and is described in more detail in the attached flyer. Jimmie said the cost depends upon the size of your diesel, but for the engines that are in use in the Nordic Tugs, it would run from \$125 to \$235 plus shipping. Contact **JC Enterprises** at **PO Box 22144, Juneau, AK 99802, phone/fax (907) 790-4018.**

### YOUR NEWSLETTER

I generally include a paragraph about keeping me posted on changes. Since the February mailing of the last newsletter, I have remailed some 14 (at 55 cents a copy worth of postage) newsletters because of out of date addresses. This comes out of funds for the twice a year newsletter mailings. (The extra mailings, Christmas and 2nd Spring, are funded by the folks who want to get a message to you.)

So let me know about address changes promptly, as well as changes in names of boats, names of ownership, home ports, etc. Also, with so many new phone lines required for cell phones, modems and faxes, many areas are changing area codes. In fact, my area code will change April 30, 1997 to (253), the current 206

## NORDIC TUG NEWS

2ND SPRING 1997

will continue to work until November 16, 1997 and then you will get a "no such number" message. If you have had a change, send the information to **Bill Owe**, 8823 Franklin Ave, Gig Harbor, WA 98332. Phone (206) 858-3481, Fax (206) 851-2885, E-mail [ldybump@juno.com](mailto:ldybump@juno.com)

### BUY, SELL, TRADE, LEASE

**For Sale:** 26' Nordic Tug, hull # 26151, **COURAGEOUS**, bow thruster, swim step, inverter, radar, GPS, corrosion system, shower, 100 gal fuel, 100hp Yanmar Turbo diesel engine with 70 hours, hot water system with shower, TV and stereo system. \$94,500 contact **Tony Thompson**. Phone/Fax (541) 385-7664.

### MAXI NORTHWEST RENDEZVOUS

The rendezvous we had planned for the Port Orchard Marina in Port Orchard, Washington on June 26-28, 1997 has been canceled because of the storm damage to that marina. Port Orchard is using all available temporary moorage space for their full time customers until their repairs are completed (estimated November 97). I want to thank **Vern and Pat Downs** for offering to host us at Port Orchard and are sorry that the 100 year storm won't let the rendezvous take place there.

The folks at **Skipper Cress Yacht Sales** in Anacortes have agreed to sponsor a rendezvous on the Quimper Peninsula at Hadlock in the Old Alcohol Plant Marina. The dates are **June 20-22, 1997**. Contact **Vic Wilson, Jeff Gleckler, or Bob Olson** at **Skipper Cress Yacht Sales** (800) 996-9991 for more details. (I had the wrong date in the last newsletter).

### NORDIC TUG SHIRTS AND MUGS

The factory has made arrangements with **Tradewinds** of Anacortes to handle Logo items. This will include Tug Mugs, Tug shirts and pullovers and other items that have the Nordic Logo on them. In addition to all the Nordic custom canvas and upholstery work that they do, they will work with individual owners to make your tug more user friendly.

**Jon Natto** of **Tradewinds** has made me a chart case that holds all my charts (covering all the way from Olympia to Alaska) folded in quarters and it hangs from the

overhead in the forward stateroom. The chart case matches my bow bags and my shoe bags that **Jon** made for me. Also, **Jon** made me some teak blocks that hold the bottom of the venetian blinds down and looks very elegant.

**Steve and Judy Kennedy**, **RED ROVER**, had a screen made for their aft hatch so that the hatch could be open, air could flow through, the doors could be closed and the bugs would stay out. Call or send for the **Tradewinds** brochure, (360) 299-9508 or (360) 293-0491, 1019 "Q" Ave, Anacortes, WA 98221.

### ODDS AND ENDS

**Fumi and Rich Cormack** finally bit the bullet and replaced the BMW engine in their 26' tug, **Y-KNOT**, with a Yanmar engine. Their BMW was running great and is in good shape, they just can't find parts when they need them. **Fumi** said they were more than willing to share their experiences in switching engines. Also, if some one needs a spare engine for parts they are willing to part with (sell) their BMW engine. **Rich & Fumi Cormack**, P.O. Box 34736, Juneau, AK 99803. Phone (907) 789-0625.

**Nordic Tug Owners Newsgroup** (e-mail) is going to be formed if we can generate enough interest to make it worth while. **Povl Lasbo**, **WILLEMOES** has offered to organize the newsgroup and receive and distribute the news to the subscribers - on behalf of the Nordic Tug Owners Association.

This would be the kind of a system where you can pose questions, comments, and news to a central location and then have it distributed to all "subscribers", for instance, weekly. This would be a nice addition to the twice a year newsletter and a great way to exchange information, know-how, anecdotes, buy/sell, etc. Send your E-Mail to [plasbo@attmail.com](mailto:plasbo@attmail.com) and [ldybump@juno.com](mailto:ldybump@juno.com)

If you have a modem and would like to use the Juno E-Mail service for free, let me know and I will e-mail your name and address to the Company and they will send a copy of Juno so you can set up a free account of your own. Juno's logo is "E-Mail should be free".

## 1. MARINE PRODUCTS

**FORWARD LOOKING SOUNDER** On the 19th of April, I installed an EchoPilot, Compact Model with the two inch diameter transducer in **LADY BUMP**. The EchoPilot is a collision avoidance system that helps you by displaying what's ahead of you. The transducer looks straight down below your boat and in an arc out to a point directly in front of your boat. The system electronically swings this arc four times a second. The distance it sounds in front of you depends upon the setting you make on the display at the helm station. The maximum is 450 feet and the minimum, 60 feet. Typically, if your depth is 200 feet, you can see 450 feet forward and if your depth is 30 feet or less, you would be looking 60 feet forward. Installation was straight forward and was completed following the manufacturer's instructions. When I put my boat back in the water on April 21, I was able to test the EchoPilot on the short trip back to my slip. It seemed to work all right, but I was in home waters and I wasn't really relying on the display return.

On the 3rd of May, three Nordic Tugs, headed for Canada and the inside passage to Alaska. As I gained more experience with the EchoPilot, I became increasingly more impressed with the system and felt much more comfortable in strange waters. Before this trip, I had only been as far north as Discovery Passage, so everything beyond Blind Channel was new to me. I used the EchoPilot in rapids, passages, coves, near reefs and shoals, and to check out what was in the path of my swing before setting the anchor.

As we were going through Pender Channel and Shark's Cove between North and South Pender Islands (Sherry Harphan renamed this as "suck air pass"), I realized this tool could save people a lot of grief. The Canadian Sailing Directions, British Columbia Coast, Vol. I describes "suck air pass": "it has a least depth of 7 feet, and is fringed on both sides by drying ledges. In the south entrance a drying rock and a rock awash are marked by starboard buoy U54 and port hand buoy U53". The Echo-Pilot takes all the worry out of this passage. Two days later I went into Smuggler's Cove Marine Park. The warnings on this popular stop over are "a narrow entrance with reefs on both

sides. On the south side of the first bay, there is an uncharted rock about 50 feet from the house on the shore. This rock covers about 5 feet at high tide. When entering the inner bay, the reef in the passage, marked by a wooden pointer, extends farther into the passage than one might expect". The EchoPilot made this easy.

The EchoPilot works best if it has reference to bottom. When the bottom, directly below the boat, is 225 feet or less, it gives a clear indication of any obstacle out to 450 feet in front of the boat. The width of the beam covers another nine degrees on each side of the centerline.

I am a convert. This is a necessary piece of equipment on any boat that wants to do serious cruising.

Doug Armstrong is the West Coast Sales Representative for the EchoPilot system. Phone Doug at 1-800-491-5132.

**SEACLEAR** Industries manufactures heated glass for pilothouse windows. They sent the following note. "Take control of window condensation by heating your pilothouse windows. Seaview's laminated heated glass eliminates the need for any fans or blowers by heating glass electrically. Unlike an automobile's rear window defogger, there are no visible lines or wires. The heat is produced by a clear, conductive coating that is laminated between two or more pieces of glass. Each window is custom made to order and is available in a variety of tints, thickness and voltage.

Seaclear is a division of Seaclear Industries, Inc., which has been manufacturing it's patented marine window defoggers for the past six years. Available in five standard sizes, this clear conductive polyester is applied to the inside of an existing window. The film is hard coated to prevent scratching and will not yellow or fade with age.

For more information, contact Seaclear Industries at (800) 779-3811 or fax (425) 402-9508."

## 2. ATLANTIC COAST NORDIC TUG NEWS

The spring rendezvous at Long Cove drew five boats, the crews from a couple of others by car, and Dealer Ed Shelton. Once again they lucked out on the weather and the usual good time was had by all.

## NORDIC TUG NEWS

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The fall raft-up was held on Saturday, September 27, in Granary Cove on the Wye East River. This location was chosen by popular demand at the spring rendezvous.

### 3. MIDWEST NORDIC TUG NEWS

The first annual Nordic Tug Midwest rendezvous was a great success. It was held August 1-3, 1997 at the Manitowoc Marina. Registration took place on a new 32' Nordic tug. One 32 traveled from Holland, Michigan, coming across the Lake. Another couple who own a 26' drove from Minnesota. They also had people attending from Illinois and Pennsylvania. A pizza party was held on Friday evening. Saturday morning everyone was treated to a cruise on the new 42' Midwest has in stock. The afternoon featured a seminar entitled "Boat Maintenance Made Easy With Products That Work" given by Wallace Brown, President of Higley Chemical Products. He also gave generous samples of his product to all attending. Door prizes included a Nordic Tug monogrammed hat and jacket by Star Enterprises and year subscriptions to Passagemaker. Everyone said they had a great time and look forward to coming again next year.

### 4. NORTHWEST TUG NEWS

**Nordic Rendezvous Revisited.** The gathering at Port Hadlock on June 20-22 was a real treat! The event was sponsored by Skipper Cress Yacht Sales with Jeff Gleckler from the Anacortes office directing the show. We enjoyed a respectable turn out with 16 boats on the dock. Five other boats were represented by the crews that drove to the rendezvous. Weather was generally cooperative with most of the scheduled events narrowly missing the occasional rain squalls.

An educational theme was adopted for Saturday. A brief seminar for the new teak finish, Cetol, helped familiarize the group with this outstanding product and it's ease of application. Next, we enjoyed a live action man overboard demonstration using the Life Sling recovery method. This reminded us all of the serious consequences of a person in the water. Experiences related by some of the participants provided sobering commentary. Finally, we reviewed close quarters handling techniques in the gusty afternoon winds. No sparks, splinters, or gouges! Everyone picked up some new ideas to apply on the next cruise.

Saturday evening we enjoyed the awards banquet. Some 40 people, shared a very good meal. As an appeti-teaser, drawings of the new Nordic 37' were unveiled! This new beauty was critiqued and orders were taken. Later, awards were presented for many categories, including; Best Gadgets and gizmos, Best Bright Work and Cool Cats. Everyone came away with something. To end the evening, we raffled off donated merchandise from TradeWinds Yacht Canvas, West Marine Products, and Skipper Cress.

This Tugfest was held at the site of the Old Alcohol Plant Resort. Yes, it really was an Old Alcohol Plant! It was used to produce ethyl alcohol from 1911 to 1913, after which it sat derelict 65 years! The old industrial facility has undergone a complete renovation to become a classy resort. The marina has brand new sea walls and floats after major storm damage in the early 90's. With a fine restaurant, lounge, 24 guest rooms, and beautiful scenery, this is an excellent spot for future get-togethers! The hot tub and pool table provided a diversion for the younger ones. Hats off to the management of the facility! They gave us excellent service.

These gatherings are lots of fun. Nordic Tuggers bring their ideas and enthusiasm to create lots of positive energy. Next season's rendezvous will be in Port Orchard. Prepare to cast off for another adventure.

**Fall Nordic Tug Cruise.** Fourteen boats participated in the Fall two week cruise, though not all at the same time. The route took us from Anacortes to Port Sidney, Montague Harbour (a Bonser Lamb Bar-B-Que), Nanaimo, Schooner Cove, Telegraph Harbour (Carl Jones won the horse-shoe tournament), Ganges, Otter Bay (steak fry), and back to Anacortes. Hats off to Ann and Fran Olsen, **TOWHEE**, with helpers Gloria and Tom Burke, **CAROUSEL**, for a great cruise.

**Mini-Rendezvous in Edmonds, 1998.** Jack Morton, **SALTY**, has put together a mini-rendezvous in Edmonds for the weekend of April 4th at the newly rebuilt Edmonds Marina. The new steel structure with steeper roofs will be interesting to look over. The feature attraction, though, will be the dinner speaker, Dan Stryker, **BETHANY II**, who will discuss the rebuilding of his sunken 32 footer. He'll hold it open for inspection where we can veri-

fy his contention "it's better than new".

Boats may arrive Friday or Saturday at the marina for moorage at the guest piers. 30 amp power will be available.

Dinner is scheduled for 7PM at Richard's Restaurant at the north end of the marina. A choice of three entries will be available. Prior selection of beef, fish or fowl at \$14.95-18.95 plus a gratuity of 18% is requested. The restaurant requires one week's notice.

People coming by auto may find motel accommodations at Harbor Inn one block away. Phone (425) 771-5021.

Call Jack at (425) 771-3561 by March 25 if planning to attend, for entrance choices or further questions.

**Weekend Nordic Tug Rendezvous, 1998.** We have the weekend of June 5-7, 1998 reserved at the Port Orchard Marina in South Puget Sound. We have asked for dock space for 25-30 boats and the party float at the end of the pier. We will plan a South Sound Cruise that will piggy back off the rendezvous and continue on from June 8th to about the 20th. Let Bill Owel know of interest in the rendezvous/cruise. (253) 858-3481.

### 5. MAINTENANCE TIPS

**A Propelling Experience** Bob Calves aboard **DIAMOND SEA** sent this article:

In 1992 I purchased a used Nordic Tug (32027) that was built in 1988. During my pre-purchase sea trials she cruised at a comfortable 7.5 "hull speed", and reached a maximum of 14 knots at the "red line" of 2600 RPM. The engine is a Cummins 6BT5.9M rated at 210 HP at 2600 and 152 HP at 2500 RPM. The transmission is a Borg-Warner with 2 to 1 reduction.

As a liveaboard I have added considerable weight over the years. Major items include larger water tanks and batteries, a DC generator, an air compressor and tank, additional joinery work, a mast, all the "stuff" that a liveaboard accumulates, and even pet rocks! A recent travel lift weighing indicated that she weighs about 17,000 pounds; a vast increase from the 13 to 14,000 pound design weight. The "hull speed" was still easily achieved at 1450 RPM, but sustained higher speeds would result in the engine overheating.

An investigation of papers supplied by Nordic to the original owner indicated that the original propeller was a four

blade wheel of 24 inch diameter and an eighteen inch pitch. At factory sea trials the prop had been repitched to 19 inches. I myself had the prop worked on only once and that was to "fix" some bad dings on the blade tips.

For some time it has been obvious that I was over propped, and that the engine was lugging. After all, the throttle on a diesel really just sets a governor to set engine RPM speed, and the fuel system will supply enough diesel oil to maintain that speed. This can result in excess exhaust gas temperature and overheating.

At Trawler Fest (East) this past fall I got to talking to the folks from Black Dog Propellers of Solomons, Maryland. They indicated that they could not only repitch my prop, but that they could "remanufacture" it to higher standards than usual. It seems that they are one of the few places in the Mid-Atlantic area that has computer equipment to accurately profile the contours of prop blades. This is potentially more accurate than the pitch blocks used by most prop shops. They indicated that there were no US standards for propellers, but that they worked to the International Standards Organization (ISO) tolerances.

This past December I visited Black Dog with my prop. The propeller was in tolerance for ISO 484 Class 3, which is the worse class; that is, the class for props with the most variations of their parameters. Improved classes are Class 2, Class 1, and Class S (special). The outer parts of the blades do most of the work, and the computer profiled each blade at 0.5, 0.7, 0.8, and 0.9 of the radius. At each radius, blade number 3 had less pitch than the others. At the 0.5 radius there was almost one-half inch variance, and at the 0.9 radius there was almost a full inch variation between blades one and three! Not only that but the average pitch went from 18.503 inches inboard to 19.930 at the edge! The average for the four blades varied from 18.780 to 19.214 inches. I was assured that this was all typical of uncalibrated propellers. Measurements also indicated that the actual diameter was 23.25 inches. Apparently the earlier repair of some dings in the blade tips had been mostly to simply grind off the tips instead of proper filling, bending, and fairing. I had lost three eights of an inch off each blade for a diameter reduction of three quarters of an inch.



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Based on my present maximum engine speed of 2450 RPM, the computer calculated a new desired pitch of 17.9 inches. Black Dog's actual remanufacturing process is similar to the operation in any prop shop - lots of hammering, noise and sweat. The difference is that the wheel can be put back on the computer measuring machine for constant checking. The redone propeller is now well within ISO 484 Class 1 tolerances. There is now excellent pitch uniformity between each of the blades and between the four radius points on each blade. Inconsistencies are now measured in just hundredths of an inch. Black Dog supplied several pages of computer data and graphs of the before and after measurements. Class 1 is excellent for normal cruising boats, but Black Dog would go to Class S for high speed sport fishermen and motor yachts.

Since installing the redone prop, I have run the boat at least 600 miles. My "hull speed" cruise is now reached at 1600 RPM instead of 1450. The engine is working easier; that is, it does not seem to lug any. I can run at higher speeds without overheating. Although I have not yet taken any data, I think I may be seeing a slight reduction in fuel use.

Have I harmed the engine by thousands of miles of running with the boat over propped? I doubt it. In fact some folks believe in over propping and blocking the throttle to keep RPMs low. I do feel better though now that I am running the engine slightly faster and easier.

**Raw Water Intake Strainer** I was helping a new owner of a used 26' change his engine oil for the first time and he wanted some one to look over his shoulder. While the engine compartment was open, I noticed that you could not see through the glass on the raw water intake strainer. When we got the cap off and the drain out, nothing would come out. It was clogged at the bottom of the strainer. It was a wonder that any water was getting to the heat exchanger at all. We took the strainer out and scrubbed it with a brush until you could see the stainless steel again, and got the stuff out of the glass and was ready to put it back together when the owner saw a little more crud on the base of the strainer. He took it in one hand and hit against the other hand and the base and about 1/4 inch of the strainer came off the rest of the strainer like it had been cut with a hacksaw. I'm sure the bottom of that

strainer was without oxygen and just corroded away. The maintenance tip is that this unit needs to be looked at and cleaned as needed. Allen Rosenberg's Dad, Robert had the routine, which Allen and his brother Mike continue, of opening the cap and taking out the basket to check it before each day's run. I shine a light into the side of the strainer to see what the strainer's condition is before each day's run. Either method, if it's dirty, it gets cleaned.

**Espar Furnace** About three years ago, a fix was made in the fuel delivery system for the Espar. If you had the heater installed at the factory before this fix came out, the setup on your boat could be described like this. Espar fuel comes from a fuel line connection after the fuel tank shut off valve. the fuel goes to a small Racor filter, then to a boost pump, then to a small day tank, then to a metering pump, and then to the furnace. The problem with the system described was the day tank. The day tank held about 4 ounces of fuel and was controlled by a float and a needle valve. If the needle valve stuck in the open position, or if the float became saturated with fuel, more fuel than needed would come to the day tank, and the excess would go out the overflow and into the bilge unless you had some system of catching it or sending it back to the fuel tank. The fix that was put in place about three years ago is to replace the day tank with a pressure regulator. The regulators cost about \$200. The cost of the regulator includes a mounting bracket and the hose adapters to install it. The regulators are available from Boat Electric in Seattle. Phone (206) 281-7570 or 1-800-458-5680.

**Changing Fuel and Oil Filters** If you have a filter in an awkward place and never seem to be able to remove it without spilling some fluid, try using a zip lock bag over the filter after you have loosened the filter. With a little skill, just zip the bag up and you have contained the waste. Check to be sure that the old gasket has been removed.

### 6. A HARROWING JOURNEY SOUTH

Tom Lichty purchased hull # 26049 and moved the tug during a four day period from Anacortes to Olympia. From the log of AUKLET, evening of March 2, 1997, Coupeville, WA.

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My own ignorance and oblivion sometimes confound me. The concluding leg of today's cruise measured 9.2 nautical miles - an hour and a half without even a minute course deviation. Thus, a ten mile fetch funnels into Coupeville, its focal point pointing precisely where Auklet is berthed, stupidly, on the outside of the Coupeville float.

I have dishwater steaming on the stove when I note the sound of wavelets lapping against the hull. By the time I slip on my raincoat and venture outside, the wavelets measure 18 inches. By 9:30 a healthy blow has developed, and waves are crashing over the dock, spraying Auklet and her skipper like a set on a pirate movie. I deploy all six fenders and double up all lines, but the waves are now well over four feet and the boat threatens to beat herself to death against the dock.

I'm alone. I'm surrounded by the blackness known in small towns on Sunday nights, and through it flies aquatic shrapnel; sprays of ice water from the whitecaps that surround me. Dinner dishes clatter on the floor as I stand outside, fending the boat off the dock; 180 pounds versus 10,000.

It's a futile effort. I have to get the boat away from shore.

In inky blackness, I start Auklet's engine and release her shorelines gingerly, fearing she might blow away in the night, leaving me to stand on the shore in futility.

My plan is to take her to the middle of Penn Cove and anchor her there and ride it out. Anchoring, however, involves deckwork, and deckwork means I must leave the helm - in the teeth of what is now a raging storm.

Twice I try to find a reliable purchase for the anchor, and twice I fail. The bottom must be covered in seaweed. Each time I fail, the boat drifts perilously near shore and I must retrieve 200 feet of anchor rode, hand over hand, on the deck of a boat with no one at the helm, lurching in heavy seas in darkness as black as deep space.

All the while, I contemplate the folly of single handling.

Eventually, I use the engine to keep the boat headed into the wind, and resign myself to a long, monotonous night at the helm. I learn to appreciate the clockwork sounds of the diesel, faithfully thumping at an idle beneath my feet. My life and the boat's survival depend

upon it, and it accepts the responsibility willingly.

The storm abates shortly after midnight and I'm able to return to the dock. By 12:30 Penn Cove is as calm as candlelight. Miraculously, the dishwater still boils atop the stove, unperturbed by the antics of the evening.

I extinguish the flame and fall into bed fully clothed. The dishes can wait until morning.

**Editor's Note:** Tom is a writer by trade and has twelve published books. It's a great vocation if you want to cruise.

### 7. WHAT'S IN A NAME?

**SANKATY LIGHT**-The boat was named after the Sankaty Head Lighthouse, which is located on the eastern shore of Nantucket Island. The light itself is a short red and white structure. The light's color schemes match the color of our tug, red and white. Additionally, my wife's family had a summer home on Nantucket, about a quarter of a mile from the lighthouse. We took our honeymoon on Nantucket. We know the light well.

**LOCA**-The name means crazy lady in Spanish. It's our tenth Loca. The first boat we purchased was the craziest thing we ever did - so the name.

**DOMITOR II**-A Latin word which means "the tamer, Conqueror". Name given our Bristol 32 sailboat about 15 years ago by my late wife Rebecca who believed that boats (like music in other ways) have the capability of taming those who venture aboard. She's been proven correct in many ways, many times! The Nordic Tug seemed befitting of continuing the name.

**OSITO**-The name means little bear in Spanish. You will see Jay and Gale Lynch on Osito around Lopez Island.

**SCHLEPPER**-The word is German and means tugboat. Dan and Aggie Stitzel have hull # 32100 and keep their tug at Oak Harbor.

**NUDIBRANCH**-The name means beautiful sea slug. Gretchen and Gordie Gruenke keep their boat in Hughes Bay at Lopez Island.

**GAMMEL DANSK**-The name means Old Dane and Shirley Aabjerg says "you met him, ha!" meaning her husband Bent Aabjerg. They are the new owners of hull # 26050 which they will keep at Brentwood Bay, BC.

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**CODA**-A musical term for the last part of a song or the grand finale. Blair Rieckman and his wife, Elizabeth Brandt are the new owners of hull # 32025 which they will keep in Holland, Michigan.

**GLADYS ALLEN**-Named after Mark Green's maternal grandmother, who lived to be 100 years old. Mrs Allen was a warm hearted, fun loving person who loved to travel, enjoyed life to its fullest and had exceptional good fortune. They felt there could be no better legacy. The boat will have a less prominent "second name" that also comes from his grandmother. His father affectionately referred to Gladys as "**HAPPY BOTTOM**" which he derived from Gladys or Glad-Ass. The boat will be sporting a likeness of a smiling Jack Ass (Glad-Ass) on its stack.

**STERLING**-The name may have something to do with **MOSHER'S Jewelers, Inc.**, The store with the street clock in Port Huron, Michigan. George and Camilla Mosher will home port Sterling in Wilmington, Delaware, but will spend much time in Port Gratiot, Michigan, the Great Lakes and the InterCostal Waterways.

### 8. THE OTHER PERSON'S TUG

**FLYING BRIDGE:** Rod Nash on his 26' **FOREVERGREEN** turned his stack deck into a flying bridge. "I put stainless steel railing around the deck, attaching them to the pilot house roof. I put a walk-up ladder to the right of the aft deck. It has a gentle angle and wide steps so you can walk up like stairs with a tray or drink in your hand. There is a railing to grab too. This makes this space ideal for setting up a folding chair or two, and you would be astonished at the improved view compared to the aft deck. I have also put in an autohelm and I have the control on a long phone type cord that I can take up to the fly bridge. Any serious navigating would still be down in the pilot house, but this is great for long, warm passages. You can alter course to avoid a crab pot, etc. easily. Oh, a cooler will fit behind on the aft deck.

**MY BOAT:** George Rodgers, owner of **PUFFIN** sent me this note. "About eighteen months ago we took delivery of our 26' Nordic tug hull # 26158 from the dealer in Ft Lauderdale, Florida. We ordered our boat in dark green with a Westerbeke

generator and air conditioning for this Florida weather. It is nicely equipped and always attracts attention, even from larger boat owners. It is a great little boat for cruising the Inland Water Way and I often operate it alone. As a former sail boat guy, I never thought I would enjoy a power boat. But Puffin reminds one of a classic "wooden working boat" and I am delighted with her. The all weather closed cabin is great for sun protection and the quick down pours we have to contend with in Florida. Even if I don't take it out, seldom a day goes by when I don't spend some time aboard just enjoying the privilege of having my own very special boat."

I got a copy of a letter Gene Kelsay, **LIL' BOAT**, sent to the factory:

"I want to commend your company and personnel for building a very tough boat.

This August I was leaving Tracy Arm south of Juneau, AK doing 10 knots with the bow in the air and hit a solid rock two feet under the water, dead center.

The boat jumped about four feet into the air, but with no sign of taking on water or shaft vibration, we continued our trip toward Petersburg. When I noted the bilge pump running more frequently than normal and had time to make a slow inspection, I found a crack in the aft section of the reinforcing around the rudder post. I crammed it with Marine-tex and slowed it down to a trickle, but also found that the cement packing around the shaft tunnel had been jarred up and evidently settled back so that the shaft was not vibrating.

Thinking the bottom of the boat could drop out, we crossed our fingers and turned back 65 miles to Juneau. On haul out and inspection, found a gouge in the bottom of the keel and bent rudder skag, but no indication that the hull wouldn't hold to return to La Conner, WA. We made it back for good repairs and will haul the boat this winter to try and drain all moisture in the keel that was soaked up by the long trip back.

Considering the four people in that boat and a five month old baby probably wouldn't have survived a sudden sinking in icy waters, your workmanship and quality is greatly appreciated.

This was also the first time in over twenty years of cruising and owning three different boats, that I made a two month trip and only had to change the oil to keep the boat running smoothly.

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Thanks Again, Gene Kelsay"  
Editor's Note: Gene, read page 1.

### 9. ASK THE FLEET

Jack & Teasley Denison, the owners of **WATERMARK** want to ask those that have experience moving a 26' overland. Jack would like to bring the boat, next June, to Michigan and would like advice on hauling commercially, on a flatbed truck, or other. He doubts the economy of buying a trailer for the boat because he would then need more than his Taurus station wagon to pull it. He probably would not move the boat overland again, at the most back to Florida. They have made the circle trip before in a 36' Manatee. Contact Jack at 700 John Ringling Blvd. Apt 1401, Sarasota, FL 34236-1504 or call (941) 361-7352.

### 10. CRUISING WITH NORDIC TUGS

**FLORIDA TO WISCONSIN - PART III.** This is the continuing story of a journey taken by Ken and Karen Schuler in their 32' Nordic Tug called **A SUMMERPLACE**. The first part, published in the fall 1996 Nordic Tug News, covered the trip from the St. John's River near Deland to Sanibel Island, Florida. The second part, published in Spring 1997, told of their experiences from Sanibel to Mobile, Alabama. This final chapter takes them from Mobile to Manitowoc, Wisconsin. In Karen's words: We had left our Nordic Tug at the Grand Mariner Marina on the Dog River for six weeks. We flew in to Mobile and the folks at the marina kindly picked us up at the airport. The tug had been secured in a water slip under a roof. Thought we were pretty smart to have found that kind of storage. What we didn't know is that the spiders loved it under that roof, too. I was stunned to see our beautiful boat covered with you know what!! Well, no time for cleaning now. We loaded all our gear onto the boat and enjoyed a relaxing dinner at the Mariner Marina Restaurant. Had a good night's sleep on our "home away from home".

Daybreak came at 5:30 am and we gently backed out of our slip to start our personally unprecedented journey from southern USA to northern USA. We are about to encounter a very unique passage made by many before us. I hope in some small way I can describe the true wonder of it all!!

There was a small chop on Mobile Bay, but soon we entered the Mobile River and passed by the Alabama State Docks. Up to 34 ocean-going vessels can use the docks simultaneously along with the barges, trucks, and railroad cars that load and unload them daily. It is quite a sight to see.

Before long we passed the official beginning of the 450 mile waterway to the Tennessee River by way of the Mobile River (0-45 miles), Lower Tombigbee River (45-217 miles), and the Tenn-Tom Waterway, opened in 1985 (217-450 miles). It is located on the Bankhead Tunnel under the downtown riverfront built in 1941 .. just a bit of history. Making the journey more interesting is that the entire waterway is marked with mile-markers, so you always know just how far you are on the journey.

No auto-pilot for us today. We must be diligent at the helm to avoid the many logs and debris floating toward us. The design of the Nordic Tug with it's protected prop is an assuring feature!! We calculated the current at 5-8 knots. This is easy to do by recording the time between mile markers. We ran this 90 mile leg at 2200 rpm's running about 12-13 knots, taking 10.6 hours and burning about 5 gallons per hour.

We passed or met numerous barges before we reached our destination for this first day and the first possible stop, Lady's Landing at mile marker 79.9. Expecting much more, we only encountered a floating dock and a sign on shore telling us we were there. The attendant used a rowboat tied to a line to pull himself to the floating dock. The fuel lines were underwater. We could see only one of 35 steps...that's how high the water was!! Needless to say, we spent the evening on the boat.

Next stopping point is Demopolis at 213.2 mile marker. An early start is a must. The first bend in the river was the spot where recently a tow had difficulty navigating the corner pushing it's five barge load and had gotten too close to shore. As it gunned its engines to turn, it created so much turbulence that it actually washed out the shore and the foundation under a home built on a bluff high above the water's edge. Understand the litigation is still in progress over that one.

Since the water level was 30-35 feet above normal, we ran closer to shore to dodge the worst current and debris.

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Actually saw whole trees, roots and all, floating down the river. Even encountered a bloated, dead animal which looked like a sheep. It was a challenge to know which path to take and sometimes we actually took it out of gear to let some big log get by. Continued to calculate 5-7 knots current. At mile marker 173.5 we came to the Meridian Bigbee Railroad Bridge and found a tow had become jammed sideways against the bridge. The bridge is located on a curve of the river and apparently the barge got in trouble navigation the sharp corner. Luckily, we could still get under the span of the bridge off to the side and were able to continue our journey. Nonetheless, it looked pretty scary.

The next adventure was the Coffeeville Lock and Dam. We were in the lock with a tow and it's two barges. This was the first time we experienced the floating bollards. You just throw a midships line around one and it floats up with you. Your lines stay clean, but I can't say the same about the fenders as they drag up along the brown slimy wall. The weather was a real treat, getting up to 84 degrees in the afternoon. We arrived at the Demopolis Lock and Dam at dusk but had about an hour to wait. It got dark on us and we had to motor the last three miles by spotlight. Because of all the debris in the water, I sat on the front deck with a flashlight too, and motioned Ken right or left to dodge the big pieces. Just glad we didn't have to go any further that way. We were greeted by a huge log next to the fuel dock. Tired and hungry, having navigated over 136 miles today, we were quite relieved to see a restaurant at the marina.

Nice clean showers and a hearty breakfast got us off to a good start. Fueled up at \$1.25 a gallon; also added some oil. Wanted to keep that engine purring. Still on the Tombigbee River, at just .8 of a mile we passed the inlet to the Black Warrior River. At mile marker 217 we were officially on the Tenn-Tom Waterway. We immediately noticed less current and less debris. What a pleasant relief. We could now turn over some of the work to "Bob", the nickname for our trusty Robertson auto-pilot. It remained overcast but no rain and still 75 degrees. About 2 pm, we had a smooth lock-through at Gainesville Lock and arrived at the Tom Bevill Lock at dusk. It is the deepest so far bringing us up 35 feet. Just beyond the lock is

Marina Cove and we were glad to get in before dark. Had a nice visit with the owner there. He was familiar with Manitowoc, having worked on building the Point Creek Nuclear Plant. There is a large Maco Shark mounted on the wall in the marina with a baby alongside. It was caught by his son in Miami, Florida. The shark was pregnant at the time and the mounting was really an eye-catcher. I always remember this stop because I came the closest to falling in the brink. We were tied up at the dock in glass calm water, so that's no excuse. I was washing down and working on the side when I lost my footing and started falling. I made one grab for the handle on our starboard door and got it. That was my only chance to stop my direction toward the water. Let me tell you...my heart was pounding for awhile after that.

After three days of navigating over 300 miles (more than that if you count zigzagging around logs), we were ready for a shorter day. We went for an early morning "hilly" bike ride...guess we've left the flat lands of the south. Stopped at the Tom Bevill Visitors Center, a beautiful replica of a plantation home of the 1850's with it's big white pillars and copula look-out. One room had a relief scale model of the entire waterway, locks and all. Leaving there, we biked the other direction to a small convenience store for essentials..milk, juice, and bread. We left at 10:30 am under cloudy skies and did experience rain off and on all day, sometimes heavy. It's just not a big deal in our Nordic Tug. No stubborn snaps or sticky zippers on canvas to battle, just close the door when it can come in. Windshield wipers as needed keep us on track. Our timing through two locks, Columbus (46 feet up) and Aberdeen (25 feet up) went smooth with no waiting. We radioed ahead to the next lock and he said he had two tows waiting and we would have to do two locks before the next marina. Easy decision-stay at Aberdeen Marina. Good choice because it is a well cared for marina, the nicest so far. They let us use their courtesy car to get supplies at Wal-Mart and dine at the Shelaine Restaurant, our first taste of civilization in four days. I'm still having trouble getting all the spider remains off, having tried several different cleaning solutions. The man back at the Mariner Marina had suggested Tilex and this was the first place I could get some.

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A little trivia on the Tenn-Tom Waterway. It is divided into three sections: The River Section, the Canal Section, and the Divide Cut. The River Section starts at mile 217 at the junction of the Tombigbee River and the Black Warrior River. It's channel was dug 9' deep and 300' wide with 30 cut-offs and four locks and dams; Demopolis, Gainsville, Tom-Bevill and Aberdeen. The Canal Section is 46 miles long and bypasses the river, separated by a levee. It has five locks; A B C D and E. The Divide Cut is 39 miles long and takes you from Bay Springs Lake to Pickwick Lake. It has two locks; Bay Springs and Pickwick. Got an early start today hoping to get through as many "alphabet" locks as possible. Had ourselves a warm sunny day. Breezed through Locks A and B, one hour wait at C as a tow came through from the other side, and only 15 minute wait at D. We were joined by Egstacy, a 45' powerboat. At E, a tow went in ahead of us and the wait stretched to an hour and fifteen minutes. We anchored and I got out the Tilex to tackle the brown spots and Yes! it worked. Just a word about tows..we were warned that they can be hard to deal with. We found just the opposite. Very often, the captain or crew would step out of their pilot house to give us a thumb's up wave. We know they like our "tug look"!!! Ken was always good about getting on the radio to let them know where we were and what our intentions were or asking them which side we should pass on. They were always helpful and obliging.

Upon reaching Bay Springs Lock, we could see two tows ahead of us. We rafted with Egstacy, toured each others boat, shared a beer, and told our stories. Jason, a young captain and broker, was delivering the boat to its new owner in Philadelphia. Two other fellows were along for the trip, an ex-lawyer getting captain's hours and a retired businessman who is the cook. they are making the trip in 10 days to two weeks, putting in some long days, no doubt. When the lock finally opens, we are in for a sight-84' walls!! It made us feel like ants. I was busy with the video camera, then the still camera, and lets not forget - I'm the first mate. Get that line on the bollard! You have to be there to really appreciate the beauty and wonder of this all. When this lock was built, 150 million yards of dirt were removed. Wonder where they put it all??

Bay Springs Marina is just about a mile from the lock. It was started from scratch 13 years ago by a father and his three sons and there was not even water there at the time. Divide Cut just opened 10 years ago, They have their original "work hats" on display in the office. This is a beautiful facility and it was a pleasure to stay here.

Everyday is a new adventure on the canal and you just never knew what would be ahead. We saw something swimming across the canal. As we got closer we could see it was a cute little hound dog on his way to meet his friend on the other side. Soon we passed the Holcut Memorial Overlook, a tribute to a small town that was lost due to the building of the Waterway. One can't help but have mixed feelings. We were enjoying the use of the Waterway, but it's sad to think some people gave us their family homes and history to achieve this.

Next an important stop at the Aqua Yacht Harbor Marina to buy a Tennessee River Chart which we had not been able to find. A highway map just didn't cut it. At the end of the Divide Cut, we crossed 31 mile long Pickwick Lake and were at the end of the 450 mile Tenn-Tom Waterway. Two hours of waiting and locking through the Pickwick Lock and Dam, put us at mile marker 206 now on the Tennessee River. We enjoyed the beautiful scenery including high rock cliffs, wooded hills, and elegant homes. We passed two car ferries in operation; one at Clifton and another at Saltillo. Arriving at the Perryville Marina near dusk, we found the folks very friendly and helpful. They called for a pick-up car from the Scenic Restaurant and we enjoyed a relaxing meal off the boat. The marina experienced high wind damage a few weeks ago and repairs to a large roof section was in progress. All the docks here and the marina itself are floating structures.

Woke at 6 am to thunder, lightning, and heavy rain. Waited out the storm. It stopped raining about 8 but stayed hazy and overcast. Cruised another 68 miles on the Tennessee River past more cliffs and beautiful homes. Saw lots of Mussel boats, also called brail boats, which are open boats with a small outboard motor and an overhead structure on which the brails hang. These are two wheeled frames with short chains and hooks attached. The brails are dragged along the bottom. Mussels spend their life with their shells open, but when

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they feel the chain or hook, they close their shell on it. Mussels are sold to restaurants and to Japan to be made into tiny seed pearls. Other mussel harvesters use diving equipment with an air compressor. Able to use the auto-pilot much of the day but still have to watch diligently for those "wooden alligators"! We entered Kentucky Lake at mile marker 67 and took it 42 miles to the 4-mile cutoff to Green Turtle Marina in Grand Rivers, Kentucky. Kentucky Lake is actually 450 miles long but we only use a short piece of it. Arrived at the marina about dusk and had a nice dinner at the Docker's Restaurant.

Next morning it is time to get caught up on laundry at these pleasant facilities. Biked to a newly remodeled IGA grocery store with large oval pictures showing the town's historical sites. Aisle markers have street names on them..a nice touch. we are impressed with this neat little town and could easily spend another day here, but decided to move on. We cruised out on the Cumberland River and experienced a 45 minute wait at the Cumberland Lock which drops us down 45 feet. The river ran downstream here, so we make good time. We encountered numerous mussel boats, occasional beef cattle, and barges that kept our day interesting. It was a beautiful sunny day warming to 73 degrees. After 32 miles on the Cumberland, we joined the Ohio at mile marker 923 and followed it to mile 982 where it joined the Mississippi. We were told about a fuel stop at Cairo, just before we got to the Mississippi River. You need to bring your boat up to a long slanted concrete slab on the shoreline and radio for a truck to bring fuel. The river is quite wide here and heavy with barge traffic. The turbulence they cause along with the wave action was more than we cared to deal with while trying to hold our boat on a concrete slab. No thank you!!

We had been warned that we may have difficulty getting fuel because the next most logical stop for fuel was Cape Girardeau and it's fuel dock had been wiped out in the '93 flood. Knowing this, we had conserved fuel today by running at 1900 rpm's since we were going downstream and would make good time. We would burn just a little over 3 gallons per hour. Still on the Ohio, just before you get to the Mississippi, there is a connecting waterway called the Angelo Towhead which runs kitty-corner from the

Ohio to the Mississippi. It is a narrow inlet and we decided to anchor here for the night. The current and debris coming through here was unbelievable. We put 200' of anchor line and marked our spot on the shoreline so we could check if the anchor was holding. After we shut every thing down we could still here something running. Ken traced the noise to the stuffing box, opened it, and could see the shaft turning. He tried to stop it with his hand and couldn't hold it. The force of the current was spinning our prop that much! We were duly impressed. We fixed a cocktail and sat out on the front deck to watch a beautiful pink and orange sunset. The contrast of the soothing sunset and the tumultuous waters was an experience beyond words. Pieces of logs and whole trees would come rushing toward us, hit the side of the boat, slide along the side or go right underneath, making an awful sound, and then come out the back end on their journey to the Gulf. We dined on pork chops by candlelight - romantic and also saving our batteries for a sure start in the morning. Sleep came intermittently as the noise of the logs hitting the boat continued all night. At 4 am there was a loud tapping on the side of the boat. It sounded like someone was pounding on the boat wanting to board. With flashlight in hand, Ken went out to investigate. It was a tree longer than the boat whose top branches had hooked our anchor line. We both donned our life jackets and I manned the flashlight while Ken worked with the boathook to try and free the crooked branch. We actually had to get a line around part of it to simultaneously lift and pull it off. There were several missed attempts and the loss of the end of our boathook before it finally departed. Now, was our anchor still holding or not? We checked the shore to see if the stump we had picked as a marker was still lined up. No, it was at least a hundred feet or more further up, but as we watched, it appeared the anchor had re-set itself. Will we ever be proponents of the Bruce anchor??.heck yes! I was too wide awake to sleep, so I read and sipped coffee. Ken got a few more ZZZ's.

Dawn came at 5:45 am so we tackled the "mighty Mississippi" entering at mile marker 1. The current was really strong and our main concern was fuel. We did the first 3 hours at 2300 rpm's at 13 knots or 15 mph and recorded the time and

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mile marker where we started. Also measured the fuel with a stick to be sure (never totally trust the gauges). After 3 hours we had traveled 31 miles. That meant that our progress forward was 9.1 mph and the current was 6.5 mph. We used 22 gallons of fuel and at this rate we would need the full 65 gallons left to get to the next known fuel stop, St. Genevieve. That's cutting too close. We slowed down to 2100 rpm's and will recalculate again in three hours. It was a little unnerving and we re-did the numbers again trying to gain confidence in our decision. This was not a place where one would want to run out of fuel. We identified Cape Girardeau and confirmed there was no fuel to be had here. We now knew we could not make St. Genevieve before dark and would have to find another place to anchor. Our every three hour fuel calculations confirmed we should continue at 2100 rpm's. The day remained overcast and 50 degrees. Guess we've left the warm south. The charts showed a boat harbor insignia at Chester, but the '93 flood changed that. There was nothing there but an empty barge ties to some pilings. At worst, we could raft ourselves to it. We could also see an inlet across the way from here so we decided to try that. It's a little river that forms the state line between Missouri and Illinois. We went in several hundred yards and eased up to a large fallen tree. We tied our stern to the tree and anchored the bow. The current was much less here and it seemed like a safe haven for the night, which was quickly upon us. Our final calculation told us we were on target with 15.5 gallons left and 12 miles to go. Do you know how little 15 gallons looks like on the stick?? It's downright scary!!

After pushing all the logs and debris away that had piled against our boat during the night, we got underway. We weren't taking any chances and decided to motor along at 1800 rpm's knowing we will burn less than 3 gallons an hour. Even with the current, we should make it in 2 hours and we did! St. Genevieve was a beautiful site to us. We tied up at the dock with a little shelter on it. No one was around and the dock to the shore was flooded. A boat tied to a line from the dock to the shore, so Ken got in and took us to shore. There was a mini-mart at the top of the hill and fuel tanks!! But this place was locked up, too. It was 8:15 on a Sunday morning and they

don't open until 9. We don't even mind, we're just glad to be here!! We talked with a fellow from the town and he said the river is up 25' here. Explained how they were sandbagging to keep the town from flooding and so far it was holding. Always interesting to talk to the "locals". We took on 102.6 gallons of fuel in our 115 gallon tank, which meant we had 12.4 gallons left. We congratulated ourselves on having met the challenge and won, but don't think we weren't a bit nervous about it all!!

Today was to be an eventful day. We had been planning for months to have Ken's sister, Joan, and her husband, Eddie, join us for a few days on this trip. They were driving from Wisconsin to Kimmswick, Missouri, and would leave their car there. When we get to Peoria, their nephew who lives there will drive them back to pick up their car. We had been given their hotel name and number before we left, so we called them from St. Genevieve and left a message that we would be arriving at Hoppies Marina around 3 pm. Having a full fuel tank, we "barrelled" it to Hoppies anxious to see some family and not really caring if we wasted a little fuel. Joan and Eddie greeted us at the dock along with Fern, the lady in charge and a self-appointed Mississippi "queen". She told us how to dock and then sat us down to explain how to get north from here and what signs to watch for..it was pretty cute. Hoppies is an old barge converted to a marina, with fuel tanks, electricity, water, and even a private bathroom or rather a toilet with wood walls around it. We refueled (we want as much as we can get) and moved to the inside of the barge for the night. Using Joan and Eddie's car, we drove to Kimmswick, for a real authentic 1800's river town. Many homes have been restored and converted to arts and crafts shops. We headed for the grocery store to get resupplied. We went out to eat at The Old House, a restored log house with waitresses wearing long dresses, took us back in time. Chatted with a group next to us also going north with a boat called "Home James", owner Rick James of Chicago.

Woke up to thunder and lightning. Had a leisurely breakfast as we shared the details of our trip so far. Storm has passed through, but conditions remain overcast and drizzly as we get underway. Before long we pass the Arch of St. Louis. What a beautiful sight with a dif-



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ferent perspective seeing from the river!! Can also see the new stadium being built and marvel at the size of several casino yachts in the area. We had a two and a half hour wait at Lock 27 due to a lot of barge traffic. At the Melvin Price Lock we breezed right through with Home James because they have two locks; one for pleasure craft and the other for the tows. When this lock opened there was a solid covering of logs and debris across the opening. We hesitated going through it, but Home James proceeded forward so we followed in their wake. There continued to be a current of 7.5 knots with many logs to dodge. Palisades was our resting spot that night. Dale, the friendly manager of the marina, said they had gotten word that in five more days they will have four more feet of water. We can still get fuel now but he said they will be pulling the tanks day after tomorrow. The restaurant there was already closed and they have started sandbagging around it. We had a nice docking slip under cover. Ken and I went for a bike ride in the rain; Joan and Eddie stayed on the boat and enjoyed a game of 500 Rummy. Had dinner on board and relaxed with an evening of sheephead (a Wisconsin card game) and fellowship.

Leaving Palisades at mile 212, we passed the town of Grafton which was totally flooded in 1993. Some places next to the shore have been left to ruin. You could see the rows of white trailer homes that the government provided for those who lost everything. At mile 218, the end of our Mississippi journey, we entered the Illinois River. Definite difference in current, but still calculated about 3-4 mph current. Still lots of logs and debris to dodge. About mid-afternoon a heavy wind and rainstorm moved through. We slowed way down but kept moving. Visibility was at a minimum. We found out later that tornados had actually touched down about 50 miles north of here. Came upon the LaGrange Lock and Dam and discovered it was wide open because of the flooding. The lockmaster radioed back to us to pass to the right of it. Having navigated 104 miles, we came to the River Edge Boat Club. It was not quite what we had in mind. A rusty barge with a sign for fuel greeted us. The attendant came by boat since it was flooded from here to the restaurant. He filled us up with fuel while smoking a cigarette. It kind of humored us that there was a large NO SMOKING sign on the

barge. Oh well, just for looks I guess and glad we're getting diesel. We ate on board and for entertainment watched a tow come around the bend and past us using their floodlights for navigation.

We're up at dawn...Ken was anxious to leave this fuel barge. We had breakfast and lunch on board. That made eight meals in a row for four people since the last grocery store. It's nice to know we could store that much food on board. Another heavy shower just as we came to Peoria Lock and Dam. The wicket dam is lowered to river bottom when there is more than nine foot depths, so again we passed right over. We have a son, Rick living in Peoria with his wife Molly, and twins, Connor and Katie. Rick has researched the marinas in Peoria and advised us to head for Wharf Harbor Marina. It's the next marina after the orange bridge. We got settled in and Joan and Eddie's nephew picked them up. Farewell to two enjoyable "temporary crew". That evening our son and his family meet us at the boat. First time they saw the Nordic Tug and they were impressed. We ate out at Donnelly's with them.

Spent the next morning doing some boat cleaning and playing with the grandkids. Rick got off work early so he and his family joined us for lunch on the boat and a cruise in the Peoria area. Close friends of Rick and Molly's brought sub sandwiches and a bottle of champagne to celebrate the evening on the boat. Enjoyed by all!!

We planned to make 108 miles today. Current was still running 3.5 mph. Two hour wait at the Marseilles Lock and then no wait at Starved Rock Lock. Sometimes we radio ahead and let them know we're coming. Often, they will wait for you. At Dresdan Lock we waited for about 10 minutes for another pleasure craft. Just so things didn't get dull, a little bird flew right in our pilot house startling both of us. It found it's way back out before we had to do anything drastic. Just beyond the lock is the Harborside Marina. What a nice place..flowers along the walks, clean bathrooms, a fountain, and a beautiful restaurant. Quite a contrast to the places we treated Joan and Eddie to!!

Up early, we got a bike ride in with a light drizzle falling. We rode through a neat covered bridge over Dresdan Electrical Plant and Cooling Pools. Back at the boat, we refueled, but a strong wind and hard rains had come

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up. Decided to stay at Harborside for another day and celebrates Ken's 54th birthday here! Visited with Ron Setina who is in the three way partnership that owns Harborside. He was a former dealer in Nordic Tugs about seven years ago. There is a neat model of a Nordic Tug in the restaurant, but Ron did not want to part with it because we would have gladly taken it off his hands.

Also walked to a neighboring marina called Bay Hill, owned by Jim Vitek. Had a long talk with him. He had throat cancer surgery and has had a permanent tracheotomy and talks by holding a little microphone next to his throat. He is restoring an old Choy Lee trawler and he showed us around it. Bought an Illinois River chart which we did not have. Had dinner at the Harborside, then watched a couple, John and Marta, on their maiden voyage with a new Gibson Houseboat. After docking, they invited us in for a tour and cocktails. They have a two year old blonde curly haired daughter who was constantly putting their patience to a test. Mat is from Poland and was a dentist there. She has to redo her schooling in order to practice here.

Sunday morning we got a ride to church with one of Ron's partners, Don, in his town car. Back at the boat, we gave John, from the Gibson, a tour of our boat as promised, so we had a little later start than expected. We radioed ahead and the lockmaster at the Brandon Road Lock (mile 256) said he will wait for us because it would be a three hour wait after this. We put the pedal to the metal and got there in time; way to go Nordic Tug fast trawler!! Two other pleasure boats were waiting. One was "Willie Winkle", a 45' Carver, captained by Jeff, the owner, and his friend, Bob. We had talked with them at the marina the day before. They had pulled out from the marina when we left for church and were still waiting at the lock. We thought we were pretty smart having gotten to church during that time and still made it for the lock-through. God provides!! The other boat was a 30' Carver with two fellows on board taking it to Grand Rapids, Michigan.

We have followed the Illinois River from mile 1-273 and now will follow the Des Plaines River to 290 where we will pick up the Chicago Sanitary Canal. Entering the Lockport Lock at mile 291, we encounter lots of wind and swirling waters. We got our lines secured OK, but

the smaller Carver had much difficulty. They'd catch the bow and the stern would swing out, or visa versa. One guy almost fell in, but there was nothing we could do to help. Coaching from the lockmaster finally got them secured. It's not as easy as it looks sometimes. The Chicago Sanitary Canal is much narrower than the river and there is still barge activity. We followed "Willie Winkle" and chatted on the radio ever so often. At one point he told me to come out on the front deck and he threw us each an apple. Once we heard two other boaters talking about how one of them had been shot at and he still had the souvenir in his boat. In another area we saw a rescue team lifting a body out of the water with one of those large nets. This is Chicago!! We continued through the city of Chicago, passing under all 56 bridges. It was such a beautiful sight winding around the tall buildings. I sat out on the front deck with both a still camera and our video. This was too breathtaking to worry about gunshots. We decided to follow Willie Winkle out of Chicago to Waukegan even though we will get in after dark. He promised he would lead the way and even radioed ahead for them to give us a spot for the night near his boat. What a nice guy!! We have one more lock, The Chicago Harbor Lock. That makes 28 locks since we left Deland, Florida. And what a welcome sight when we leave the Chicago Lock and enter Lake Michigan. The water is beautiful blue-green color. Quite a contrast to the muddy, debris-ridden waters we have been navigating most of this trip. No problem getting into Waukegan. We toured each others boats and were thankful for the nice day of cruising we shared.

From Waukegan, we made the 71 mile trip to Port Washington. Waves are 2-4' and "Bob" navigated all the way. On the charts, we identified the border between Illinois and Wisconsin as we crossed over. It's been 16 days since we left and a lot of great experiences to show for it. After docking at the Port Washington Marina, we check out a steel hulled trawler tied up across from us. Turned out it is owned by a fellow from our area. He restored and finished the inside and it is beautiful. It has a round bottom though and we're impressed how much it rolls even sitting in a quiet slip. Another nice long bike ride through hilly Port Washington and a great meal of peel and eat shrimp at the Shanty

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Restaurant capped off the day.

Next morning we enjoyed a three hour trip to Sheboygan where Joan and Eddie joined us in a victory lunch at the Dockside Restaurant. We celebrated the chance to have had the opportunity for this great trip we have just experienced and the safety and success of having met a challenge we had not experienced ever before. Another three hours to Manitowoc in 5-6' waves and proud of how our Nordic Tug can handle anything we give it, we're convinced we have bought the right boat for us and our desires to cruise the Great Circle Waterway. We have had the dream for over 30 years and now half of the dream was about to be completed. As Manitowoc harbor came into view, we were both struck with a slight feeling of sadness to think this great journey was soon to be over. But, we were glad to be home!!!

Statistics: Total miles - 2650  
Total fuel - \$1450  
Total dockage - \$667  
Total food - \$1277 (groceries \$609; eating out \$668)

**North to Alaska by Bruce Campbell.** This is an article Bruce wrote for the False Creek Yacht Club newsletter.

I was fortunate this past summer to join two other 32' Nordic Tugs, the same as mine, to do a trip to Southeast Alaska. The plan was to go for three to four months, going as far north as Skagway. All three of us were single-handling, but their wives would join them at Skagway for two weeks on the trip south.

I left FCYC on May 4th, with a strong southeast wind, planning to meet the other boats at Smugglers Cove. I was the only boat there. They arrived at noon the next day, and decided to keep going. The southeast wind kept increasing and soon was 25 knots. I have trouble towing my peapod in a strong following wind. It fishtails and tips over on the waves scalloping water. It was soon full, fortunately it is unsinkable. I headed into Westview, bailed it out, we put it on the roof where it stayed for the next three months.

We had a fast trip to Alaska, arriving at Ketchikan on May 17th. Were at Juneau by June 1st, where we stayed for 10 days when one of our boats developed electrical problems. When it appeared he'd be another month, the two of us took off to do some cruising.

The weather was great for May and

June, but when we turned around July 9th at Skagway to head south, it rained every day till we got to Prince Rupert on July 24th. Some of our favorite places were:

1. **Tracy Arm.** It was fun motoring amongst icebergs (bergie bits). We didn't make it up to the two glaciers at the end because of pack ice. In July, we took a tour boat from Juneau which spent 1 1/2 hours at the glaciers. Tracy Arm is not to be missed. It has no regulations like Glacier Bay.

2. **Skagway.** Spent six days there. Could have spent another week. They are celebrating the 100th anniversary of the goldrush. Lots of things to do. Climbed the first 50 feet of the Chilcoot Trail. Took the White Pass narrow gauge to the summit and back.

3. **Elfin Cove.** Just south of Cape Spencer, which is where most insurance policies tell you not to go west of. This place has a terrific boardwalk. Elfin Cove and Pelican, a few miles away are both named after fish boats.

4. **Tenakee Springs.** Dock fee was 15 cents a foot. Besides the hot springs, has a wonderful nature walk through the Tongass Forest. In a mile and a half, identified over 30 wild flowers. The Alaskans have a saying about fireweed, "when the flowers at the top of the stalk open, summer is over". Then we came to a suspension bridge across a river. The beach at Tenakee Springs has about a dozen wrecked boats of all descriptions. Saw eight hummingbirds at one feeder.

5. **Cannery Cove, Pybus Bay, Admiralty Island.** A beautiful anchorage where you are surrounded on three sides by snow capped mountains. It was like being anchored in a bowl. A humpback whale circled the cove and surfaced right by our boats. Saw several grizzly bears here, one with a cub that chased another one, saw two chasing eagles which dropped the salmon they were eating, then the bears had a feast. And Sailor, my 25 lb dog, when on the beach barked a grizzly into the forest. There is a fishing lodge there, which we visited. The owner told me hummingbird was a delicacy on their menu. He said female hummingbirds tasted better than males.

6. **The Wrangell Narrows.** A 20 mile

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channel with over 70 navigation markers. When we were heading south through it, we left Petersburg a half hour before the Alaskan ferry, Malaspinaso. We were telling her where we were so we could pass at a wider stretch of water. She caught up to us at the south entrance and the Captain thanked us for communicating with them and wished us a safe trip. A day later she was surrounded by fish boats at Prince Rupert.

At Petersburg, visited a couple who we had crossed paths with several times. They took me to the bog above the town and I finally got to see some sundew. It is a carnivorous plant that I've looked for several times on Bowen Island. It is quite small, so just eats tiny flies.

I did 3008 nautical miles on the trip and spent over \$1600.00 (CDN) on fuel, traveling an average of 7.5 to 8 knots. I was impressed at the 25 foot tidal ranges and the current in some of the channels. Saw no logs, driftwood or junk in the water the whole 69 days in Alaska. There was lots in B.C. waters. Didn't catch any salmon, but got lots of crab. Once we had crab for dinner six days in a row. We shared making dinners, so every third day I had to make dinner for three - a new experience for me. The person making dinner also did the dishes. It worked very well. The most expensive docking fees were at the two yacht clubs we stayed at. In Canada, it was The Prince Rupert Rowing and Yacht Club at \$26.68 (CDN) per night with out power, and in the U.S. The Ketchikan Yacht Club at \$12.00 (US) per night. I was impressed that the kids (and teenagers) in Alaska always said hello to you. Saw lots of glaciers and mountains that were 1,600 and 1,700 feet high. Had no engine troubles. A book I highly recommend is "Charlies Charts to Alaska."

It was a good summer.

**Editor's Note:** There is a second article on this trip. Because of it's length, it will be in the Spring 1998 issue.

### 11. YOUR NEWSLETTER

#### 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. With so many new phone lines required for cell phones, modems and faxes, many areas are changing area codes. In fact, my area code changed April 30, 1997 to 253. If you have had a change, send the infor-

mation to **Bill Owel**, 8823 Franklin Ave, Gig Harbor, WA 98332. Phone (253) 858-3481, Fax (253) 851-2885, E-Mail ldybump@juno.com

**CYBERTUGGIN**-An informal, unedited, on-demand e-mail exchange for Nordic Tug Owners. To subscribe or to submit contributions (articles) send e-mail to SYSTUG: plasbo@attmail.com

This e-mail was started last spring by the efforts of Povl Lasbo, **WILLEMOES**. So far there has been 7 issues of the e-mail exchanges. Here is an item from Issue number 5.

I don't think I have ever seen the issue of Nordic Tug boat insurance addressed in the newsletter or elsewhere.

I would like to share my experience, and would be interested in that of others. When we bought our 26' tug two years ago, we went to our usual insurance company, USAA (we have home and car insurance with it, as well as insurance on our previous boat), we were dinged with a yearly cost of \$1,456! Which included loss insurance for a boat for which we had paid \$62,000. I mentioned to the representative that the premium seemed high, something she agreed with, and stated that "they were not familiar with insuring this kind of boat".

This gave me the clue that others might be more familiar, and I went to an agent who specializes in boat insurance, for a quote. It came in at \$542 for the same coverage (with Old United Casualty Company), so I took it, cancelled with USAA and felt good about the all money I saved. Next year I renewed for \$466.

In the meantime I joined Boat US and took them up on an offer for a quote. It came in at \$182, and when my old insurance lapsed I switched to Boat US.

In short, the cost of an insurance premium for the same boat for basically the same coverage, and most importantly including loss insurance, has ranged from \$182 to \$1,456. It sure pays to shop around, and although this has not founded on any experience, I have a suspicion that I am going to get more service for my \$182 than for any of the more expensive premiums. I already get a newsletter about how to prevent boating loss and accidents, and I understand that Boat US plays an active, on-the-scene role when disaster strikes, such as in Edmonds, WA.

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### 12. BUY, SELL, TRADE, LEASE

**For Sale:** 1985 26' Nordic Tug **Siboney**, hull # 26100, in excellent condition, all electronics, 9' hard bottom inflatable dinghy with new 8hp Tiahatsu motor, \$65,000.00. Tug is in Shelter Bay, La Connor, WA slip C-14. Can be seen by calling John Fleming (360) 466-0151.

**For Sale:** 1981 26' Nordic Tug **SKY BIRD**, hull # 26030 with trailer. Perkins 85hp engine \$65,000.00. Please phone John de Valois (604) 535-1675 or 9604 Jackman Road Lynden, WA 98264 for Fact Sheet.

**For Sale:** 1987 32' Nordic **TUG BOAT AN-NIE**, hull # 32010, V-berth, Cummins 210 hp engine, 150 gal fuel tank, Fly bridge steering station and bench, 3kw generator, bow beard, 500 hours on the engine. Contact Joan Sprandel, (330) 455-4602 1412 Cleveland Avenue, Canton, OH 44703.

**For Sale:** New EZ Load Trailer for a 26' Nordic. \$5,800.00 Call Ken Schuler, Nordic Tugs Midwest, (920) 775-4576.

**For Sale:** Like new tri-axle trailer custom-built for a Nordic 26' tug by Quality Trailers of Bellingham, WA; 6 electric brakes, full keel support plus 8 screw jack pads. It's only road time was two 50 mile round trips and has been mostly stored inside since new. Call Mike Falter (208) 882-3676 or 885-7123.

**For Hire:** On or about the first of May Kent Fagerstrom plans to head out of Anacortes for the inside passage to Juneau, Alaska with a new 42' Nordic Tug named "Journeyman". He will have room for 3 couples or 6 persons. Contact Kent at (907) 586-2844.

### 13. TUGBLICITY

The July 1997 issue of **Power & Motoryacht** has a picture of hull # 42003 on the cover and printed a great article on their test of the boat.

The April issue of **Sea** magazine had a several page write up about the Nordic 26 and concluded The good:Rugged, high quality construction. Salty sea going looks. Surprisingly roomy accommodations for a 26-footer. The bad:Pricey, whether new or used.

### 14. DEALER/SALES REPRESENTATIVE INFO

**Nordic Tugs Midwest, Inc.** Ken and Karen Schuler have shown the 42' Nordic Tug at boat shows in Racine WI, Michigan City IN, and Mt. Clemens MI. Call them at (920) 775-4576 for your private showing.

**Traditional Yachts** located at 1046 Route 12, Westmoreland, NH 03467 represents **Nordic Tugs/Ed Shelton** in New England and the East Coast of Florida.

**Nordic Tugs, Inc.** This fall, Nordic Tugs, Inc. has hired a National Sales Manager. His name is Joe Dilworth. His role is to promote the Nordic Tug, work with the dealers to make ordering and delivery of the new products easier and to become the best Public Relations person Nordic Tugs has ever had. Joe was born and raised in the Pacific Northwest and has cruised from Olympia to Alaska. Until his son went to work for Nordic Tugs, Inc. his boating passion was sailing, having sailed and raced on both coasts, Hawaii and some in Texas (Texas, do they have water?). Now he is a die hard motor boater (he claims he is getting too old to work getting from one place to another). If you would like to know more about Nordic Tugs or need information to help promote Nordic Tugs, give Joe a call (360) 757-8921. Fax him at (360) 757-8831 or e-mail ntugs@cnw.com

### 15. PRESIDENT'S CORNER

The wait is over' we've begun the mold for a new 37' **NORDIC TUG** and expect to start the first hull 37-01 in March 1998 with delivery in late August. The interest in this project is overwhelming with eight advance orders already received. The addition of the 37' Nordic Tug necessitated the relocating of our corporate offices to an existing building located at 1190 Westar Lane. Our mailing address and phone numbers have remained the same. We are all very excited about this project and the increased interest in both the 32' and 42' **NORDIC TUGS** from summer and fall boat shows across the country. To date, we have started construction of Hull #'s 32115 and 42009 and have delivered through 32109 and 42006. I encourage all of you if you are in the area to drop by for a factory tour. Sincerely, **Jim Cress** and the factory crew.