

NORDIC TUG NEWS

SPRING 1998

1. ATLANTIC COAST TUG NEWS

Bob Calves reports that the spring Chesapeake Bay rendezvous will be May 16th. If you have not received a mailing from him, he may be contacted at (703) 408-2693 or PO Box 2136, Kilmarnock, VA 22482. Near to the marina are motel accommodations, and Nordic owners are welcome to come by car as well as by boat.

2. MIDWEST NORDIC TUG NEWS

The 2nd Annual Nordic Tugs Midwest Rendezvous July 17, 18, and 19, 1998 at Manitowoc Marina in Manitowoc, Wisconsin. Registration and kick-off pizza party Friday Evening. Saturday, Mini-Seminar and Tug Hop, photo preview of the new 37' Nordic Tug, lots of time to swap tug stories and meet fellow tug owners! Pre-registration would be greatly appreciated. Call (920) 775-4576, Fax (920) 775-4551, e-mail nordickk@dataplustnet.com

3. NORTHWEST RENDEZVOUS

Mark your calendars and plan to attend the Puget Sound Nordic Tug Rendezvous at newly rebuilt Port Orchard Marina June 5-7, 1998. Our plans include a pot-luck dinner Friday night, a buffet dinner Saturday night at Myhre's with roast beef, chicken, fish, potatoes, veggies, salad bar, dessert and coffee for \$12.95 plus tax. We will have coffee rolls and juice available in the mornings, a maintenance review on your boat from the Cummins representative, Coast Guard Auxiliary inspections available and lots of Tug Hopping. Make your reservations with Bill Owel (253) 858-3481 or Vern Downs (360) 692-4916 both for attending and for the buffet no later than May 31st. Send us an e-mail at ldybump@juno.com or vdowns@telebyte.com

4. MAINTENANCE TIPS

Exhaust Hose-Bob Calves sent this in: At my home marina I often see the diesel mechanic remove bad exhaust hoses from trawlers. I have always been amazed at how these hoses look good on the outside while having considerable damage on the inside. Exhaust hose fails (delaminates) from the inside out due to the hot water-gas corrosive environment inside. This got me, with the mechanic, into looking

at my exhaust system last fall when my engine hours passed 3000.

First the mechanic explained that the simplest and most reliable system was exactly what my boat has. The exhaust from the engine's manifold (or in my case turbo) goes directly into a downward angled, water-cooled elbow. The only bend at this point should be the single one of the elbow itself. At the lower end of the elbow the cooling water is injected into the exhaust gas stream itself. A system of hoses and fiberglass tubes (made with special fire retardant resin) then leads to the water-lift muffler (aka a "pot"). The output of the muffler is then looped as high as possible under the cockpit coaming before going overboard. This loop keeps water from getting back up the exhaust system to the engine when the engine is off.

In my case, the first length of hose from the elbow to the horizontal glass tube under the aft cabin was bad. This was evidenced by the hose feeling soft and mushy from the outside, especially at the bottom of the bend where it went from coming down at 45 degrees to the horizontal to connect to the tube. Removal of the hose revealed significant internal damage and delamination. Water had reached the wire reinforcement, and five turns of this wire was wasted away.

In repairing the system we actually improved it. We used the new type of approved exhaust hose that has fabric reinforcement that will not rust away if water gets to it. We used two short pieces instead of one, as we added a new 45 degree bend of the tube at the first turn after the elbow, instead of the hose making this bend. This tube is more robust than hose at this critical point of erosion where the water-gas mixture is hottest and still mixing.

Finally, the mechanic reminded me to regularly check all the system, especially hose clamps, as carbon monoxide poisoning can ruin your whole day.

A little more exhaust-Eric Thoman sent me this article: In the last six months I have learned more about my exhaust system than I ever wanted to. We purchased **FARPOINT**, hull # 32088 in 1996. In negotiating the purchase of the boat, we asked for additional headroom in the salon. At that time Nordic Tugs, Inc was in the process of experimenting with lowering the floor, but we presented them

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with the additional challenge of obtaining 6'6" head-room in the salon. They did and we love it!

Nearly everything below the salon floor was redesigned. Water tanks were modified, floor joists run a different direction, and the exhaust was routed around the starboard side of the salon instead of down the middle. Because the exhaust runs through a long rubber hose, the huge water muffler system (pot) is unnecessary. This has the additional benefit of extra storage room in the aft compartment. It is my understanding that every 32' tug build since mine has this general design.

In order to route the exhaust around the side of the salon, a new exhaust elbow was designed which directs the exhaust at a right angle from the engine, starboard until it makes a 90 degree turn just behind the holding tank at the corner of the engine compartment and then heads aft. The exhaust elbow is a shiny stainless steel exhaust manifold that has an upward shaped bend to it so that any water that washes up your "tailpipe" won't make it up and over the bend and into your engine. The exhaust elbow is double-walled for cooling purposes. The raw water that is circulating through your engine's heat exchanger is flowing through the exhaust elbow, cooling it and then mixing with the exhaust and blowing out with the exhaust. Thus, the exhaust elbow of your exhaust system is performing several important functions: acting as an exhaust manifold; keeping your engine dry, and cooling your exhaust by mixing it with sea water.

I first noticed a problem with my exhaust elbow after only 18 months of operation and approximately 300 engine hours. It was leaking sea water which was dripping on my engine mount. Fortunately, the water was leaking out and not in. Cummins Northwest was happy to remove the part for me, but were quick to advise me that it was not their engine part. A call to the Nordic Tug factory directed me to National Marine Exhaust, Inc in Marysville, WA. Heinrich at National Marine Exhaust was quick to say he would examine it and repair it if possible. The leak was in a weld and it was rewelded and seemed to hold up during a pressure test.

My biggest concern was the amount of metal loss at the exhaust end of the elbow. I asked many questions about how normal that was and how long these things

are expected to last. Heinrich advised me that five to seven years is about the maximum life expectancy. He showed me one that had been on a boat for seven years and it was completely blown apart. Apparently, diesel fumes are highly corrosive to the stainless steel. You eventually end up with what looks like a blown out tailpipe on your car. But remember there is seawater in this thing, so it will leak. As long as the corrosion is on the downward slope of the elbow the leaking seawater will probably just blow out with your exhaust. Your primary concern is lack of cooling. If the leak is on the upward side of the elbow, you will have sea water entering your engine, ..Cha-ching!!! You could be in for serious engine repairs.

Heinrich had an identical part in stock and I purchased it on the spot. I expressed enough concern that he made me what he said was a good deal, \$500. He said it listed for \$700.

The bottom line is that if you have a 32' tug with a hull number later than mine, you may eventually have to replace the exhaust elbow (I do not know enough about the earlier model tugs to know if this applies to them too). The issue is the limited life span of these products, as well as the potential damage to your engine should you allow it to fail. Finally, these are highly customized parts and there is currently only one source for replacement: Heinrich.

Because my tug was over a year old (18 months), the factory would not cover the \$250 that I had to pay Cummins Northwest to remove and replace the exhaust elbow. They also would not pay the \$500 because Heinrich told them that there was still some life in the old one. They did indicate that some dealers may view this differently. I will keep the old one as a spare and probably call Heinrich in three or four years for another one. No one said boating was cheap or easy...

5. MARINE PRODUCTS

AFT DECK COVERING PROJECT Wet clothes, boots and rain gear hanging in the head and elsewhere inside are the curse of the small boaters in rainy climes. At the yearly boat show we talked to local businesses that do excellent work, and always ran into the same problem; we need to have your boat in our shop! Alternatively, we were advised that they could send someone and take the measurements and go

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back and then install the top. Since we keep the **NORTHERN LEMMING II** berthed in Whittier, AK, travel time includes an hour by road and a 20 minute train ride from Anchorage. The "we do it right" attitude is commendable, but the travel time and railroad charges for a vehicle for their shop staff made even boat show prices cost prohibitive!

Two years ago, the "Nordic Tug News" had information on *Tradewinds Yacht Canvas and Upholstery of Anacortes, WA* that included a Bimini top. We called Jon Nato at *Tradewinds* to get some additional information about the costs and whether complete enclosure of the back deck was feasible. It was, so we then took careful measurements and photos of the rail positions on the back deck and aft cabin top, noted where the outboard hung, the standoffs for the dinghy and cleats and most importantly, the height of our salmon and halibut rods in their customary storage position. Framing is stainless, fabric Sunbrella, side curtains with 40 gauge double press polish "glass", and added chafe reinforcement material at stress points. Zippers were #10 on the top and between side curtains with twist fasteners to attach the side curtains to the top and forward part of the enclosure to the aft cabin roof. Snap fasteners attach the bottoms of the curtains to the hull.

Included with the top were extra fasteners, drill bits, cutting oil, allen wrench, sandpaper and a small tube of 5200 sealant; so all Peg and I had to do was gather a hammer, drill and extension cord and arrive in Whittier at 8:30 on a beautiful Sunday morning.

Assembly directions were thorough and easy to follow. The two of us had no difficulty in installing the top and side curtains and the job was completed in time to catch the 6:15 evening train from Whittier. Unless you are working in very warm weather, it takes two people pushing and pulling to get all the zippers fastened for the first time.

Winters in Whittier sometimes have winds in excess of 80 knots; and there is always heavy snow and intermittent ice and rain. It is not ideal to leave the top on. We have now gone through two complete set-up/take-down cycles with no problems.

We love the top and side curtains! Down on a sunny day it is a solarium, on wet days a place to hang wet things and a place to escape for contemplation when

the captain and first mate have differing ideas. Because the back deck is traditionally wet, we added two industrial (with holes) rubber pads. The pads join over the aft hatch, making easy access to dunnage, heater, and autopilot.

Things we would do differently if starting from scratch: (1) Order the top earlier—we waited until the last of April and did not get the top until mid-July. (2) Have about 1/2 inch added to the side curtain length or reduce the height of the framing by 1/2 inch because the snaps along the side curtain are just below the rub rail and are hard to fasten in cool weather. (3) Use either zippers or fasteners from the standoffs to the bottom of the curtain so that the curtain does not have to be unsnapped when dropping or loading the dinghy.

With an enclosed aft deck, you do things differently than you used to in the open. When the back curtains only are up, diesel fumes and grime are sucked throughout the interior if the back doors are open. Also, be careful where and how you use your rail cooker now that it is not in the open, but rather below a fabric top and rolled side curtains. Finally, do not test the accuracy of your CO2 detector by leaving your charcoal smoldering on the back deck with the side curtains down.

Would we do it again?—You betcha! It has extended our options to fish on rainy or windy days, doubled the visual space, significantly increased our dry space, and added a quality "sulking, pouting" area. (From Jules and Peg Tileston, Anchorage, Alaska).

DIESEL ENGINES According to the April issue of *Motor Boating & Sailing*, Caterpillar buys Perkins. U.S. distribution of Perkins engines, parts and service has been bounced around like a football for the past several years. Caterpillar, Perkins' largest customer, decided to buy the company to help extend its own engine line into the lower horsepower range. The purchase is great news for Nordic Tug owners who already have a Perkins engine. The Caterpillar parts and service system is exceptionally good and extends throughout the world.

6. WHAT'S IN A NAME?

NAIL BENDER—I am a retired carpenter, so I have bent my share of nails. Also, the boys and I used to put in a small dock

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every spring to launch our little sail boat and we had to take it out in the fall. I had the boys straighten the nails to use them the next time. **Jim and Nancy Henry.**

IVORY CLOUD-Our sail boat was "Cloud Nine" so we thought that since we chose the Colonial Ivory with Red stripes for our new Nordic Tug, we would call her Ivory Cloud. It must be the one next to Cloud Nine. **Dick and Norma Huss.**

NORDIC HERITAGE-Tom Nelson said he thought the name was appropriate since his grandfather Nelson was born and raised in Bergen, Norway.

PURE H2O-Dick Blinn is the owner of a little company called "Old Indian Spring" in Billerica, Massachusetts. He has been a purveyor of impeccably pure, pristine natural spring water for about 35 years. Hence the name. Dick's home port in the winter is Naples, Florida and summer is Pemaquid Harbor, Maine.

SUNSHINE-represents a large down payment on a 37' tug to be constructed within the next two to two and one-half years. **Mike and Jan Bohart** just hope they can afford her when the time for actual construction begins so they don't have to take their construction deposit back.

CATHEXIS II-J Alan Cook is a psychiatrist and his C&C sailboat was the original Cathexis. Cathexis is a freudian, psycho-analytic term meaning "...intense emotional investment in an object (boat)".

7. ASK THE FLEET

SWAP use of our Nordic Tug for use of Yours?? Peg and Jules Tileston are interested in swapping one to two weeks on their 26' Nordic Tug for similar time on your Nordic. The **NORTHERN LEMMING II**, (hull # 26135, 77hp turbo Yanmar diesel) is berthed in Whittier, Alaska. Whittier is the western gateway to Prince William Sound - a spectacular place for photography, to see sea otters, fantastic scenery, tidewater glaciers, large and small and tall and short waterfalls, and, depending upon the season, whales. Fishing is always good - catching is another subject. Lots of safe anchorages. The Northern Lemming II is fully equipped - autopilot, radar, depth sounders, VHF

radios, GPS with chart plotter as well as paper charts. Also on board is literature on anchorages and natural history throughout Prince William Sound. A CD and tape deck can provide music that fits your mood. Will consider either bareboat swap or we will host two adults for similar use of your Nordic. If interested in a use swap, contact us at 4780 Cambridge Way, Anchorage, AK 99503, phone (907) 561-0540, pegt@alaska.net for e-mail or fax (907) 563-2747.

Gulf of Alaska Cruise-Lucy Harrell of Haines, Alaska would like to have some buddy boats join her and her 32' Nordic, **WHISKER III** in the summer of 1999 for a cruise from the Juneau area to the Gulf of Alaska. Contact Lucy at PO Box 889, Haines, AK 99827, phone (907) 766-2835. Lucy has the greatest recipe for Halibut that I ever tasted.

8. YOUR NEWSLETTER

Well folks, its time to ask for some money to fund this newsletter. If you haven't sent any money during 1997 or 1998, please send in \$10. I'm putting it this way because some folks send money in quite often and some folks have just been placed on the mailing list recently.

Please 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 phones, many places are changing area codes. If you have had a change, send the information to Bill Owel, 8823 Franklin Ave, Gig Harbor, WA 98332-1011. Phone (253) 858-3481, Fax (253) 858-6164, E-mail ldybump@juno.com

9. BUY, SELL, TRADE, LEASE

For Sale: 26' Nordic Tug MKII new style, hull # 26147 **CHARISMA**, 1995 Green Hull, 62hp Yanmar, full electronics, 100 gal fuel, 30 gal water, ready for cruising, \$109,500 call (805) 966-3536 in Calif.

For Sale: 26' Nordic Tug, hull # 26038 **SEA JAY**, one owner, well maintained, Perkins engine, full electronics, radar, GPS, digital depth sounder, plow anchor, kept in covered moorage, \$62,500 call (253) 884-9069.

For Sale: 1994 32' Nordic Tug, hull # 32068, **ENCORE**, Cummins 210hp turbocharged engine w/900 hr. 200 gal fuel tank, 160

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gal water tank, 5KW gen set, full electronics, 2 combination AC/Heat Marine Air Units. Owner has new Nordic Tug in production. Call or fax Helen Jones Proos (941) 697-0785 or e-mail nordic@gls3c.com Address is 11000 Placida Rd, Unit 310, Placida, FL 33946.

For Sale: 32' Nordic Tug, hull # 32073, **GRAND FINALE**, Cummins 210hp equipped for cruising. Brian is not positive on the timing of when he is ready to sell, but call (360) 376-4523.

For Sale: Cockpit umbrella 6'x 6' provides cool comfort even on the hottest days, water repellent, adjustable nylon straps, adjust-able pole \$100 OBO. Magma kettle charcoal barbecue, needs a mount, \$35 OBO call (206) 329-1825.

Wanted: We are looking for a good used 32' Nordic Tug. Andrew Fisher, 97A Union Church Road, Halifax, PA 17032, phone (717) 896-3900 voice/fax.

For Sale: New EZ Loader Trailer for a 26' Nordic. \$4,200.00 Call Ken Schuler, Nordic Tugs Midwest, (920) 775-4576.

10. ODDS AND ENDS

Nordic Tug Owners Newsgroup (e-mail) is formed and operating. Povl Lasbo, WILLEMoes has organized the newsgroup and receives and distributes the news to the subscribers - on behalf of the Nordic Tug Owners Association.

This system lets you can pose questions, comments, and news to a central location and then have it distributed to all "subscribers". For instance, weekly or as often as there is enough news to make it worth while. We currently have over 50 subscribers. This is 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 pllasbo@attmail.com

Hull Numbers. The factory had to insert some additional production to keep up with new Tug demand. To avoid numbering problems with folks that were happy with their delivery dates and had legal documents with their order's hull number on it, the factory is producing hull #'s 32981, 32982 and 32983. You will see these numbers already listed in our fleet list.

11. CRUISING WITH NORDIC TUGS

SOUTH SOUND JUNE 1998 CRUISE. The first two week cruise of 1998 will start from the completion of the Port Orchard rendezvous June 7th. Depending upon the weather we will either remain over Sunday night at Port Orchard or head to Blake Island. Ports of call will include, Gig Harbor, Longbranch, Fair Harbor, Jarrell's Cove, Olympia, Quartermaster Harbor, Des Moines and Poulsbo. Details are being firmed up and we will have itineraries available by May 1st. Let Bill Owel know if you would like to join us for all or part of the trip. Many of these Marinas are requiring firm numbers 1 to 2 weeks in advance.

NORTHWEST WASHINGTON/BRITISH COLUMBIA.

Now, we always have a two week cruise that starts off the weekend of Labor Day. We need someone to plan and take charge of this one. How about a volunteer? Call Bill Owel. There will be a Fall cruise. It's a great time of the season. Most of the places are less crowded with people going back to school or back to whatever. Before El Nino, September was always some of the best weather in our area. Who is ready to step up?

NORTH TO ALASKA. The planning for this trip began in 1996 during one of the two week Nordic Tug trips, or maybe years before that. Anyway, a number of us expressed a desire to take our tugs to Alaska. Tom and Gloria Burke, Walt and Ruth Albach, Brian Rees, Chuck Markland, Larry and Donna Sankey, Bruce Campbell, Bob and Betty Whittington, and myself just to mention a few. As it worked out, Bruce, Chuck, and myself cruised together and spent almost three and one half months in Alaskan and Canadian waters. For most of the trip, the three of us single handled our boats, except when Pat Markland and Marilyn Owel flew up to join us in Juneau and Skagway, respectively for a couple of weeks, and when Ken Kinkade joined me for the Anacortes to Prince Rupert start of the trip and Fran Olsen for the Wrangell to Anacortes end of the trip.

We put together a strawman itinerary and some 300 waypoints. Bruce and I e-mailed things back and forth, we and the Markland's got together over Sunday dinners. Our itinerary planning was based on a 40 to 60 mile day with one lay over day per week, and a stop at a marina

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at least once every two weeks for laundry and someone else's cooking. Another major consideration was the two dogs. Bruce with his Schipperkee (Sailor), and me with my Siberian Husky (Lady). We talked about training the dogs to go on the boat, but nooooooo!

After spending all my spare change with Metzger's Charts and the nice lady telling me that the worst thing that could happen would be to be one chart short, I felt that I was ready in the chart department. The tax season wore down and at last I was free of my last customer and ready to focus on the things I needed to do before starting a four month cruise. Doug Armstrong (206) 713-7766, asked me to road test the forward looking sounder (EchoPilot) that he was marketing. All I had to do was cut a hole in the bottom of the boat and wire in the sounder. Since I was scheduled for a last minute haul out, this worked perfectly and the new toy went in with my bottom painting and new zincs.

On the 29th of April, Marilyn, Lady and I headed for Anacortes. We stopped in Shilshole for some electrical work. The next day, as we were leaving the marina, Chuck Markland (KAT-CHU II), joined us for the trip to Anacortes (Cap Sante Marina). I needed to have some tweaking done on my canvas by Jon Nato of Tradewinds and of course talk with the Skipper Cress folks. We got to visit with Fran and Ann Olsen (TOWHEE) and Bill and Sherry Harphan (DER AUGENBLICK) and give a quick hello/good bye to Walt and Ruth Albach (VAIETUGO) who were leaving with Tom and Gloria Burke (CAROUSEL) on the 2nd of May and do all the last minute provisioning that we hadn't had time to do before. Dennis Kennedy, the new owner of ADAGIO (now renamed TARTAN), wanted to tag along with us as far as we were willing to put up with him and his Montana flatlander friend, Robert Grady. My wife, still worrying about my going alone, was checking the docks for possible crew. She ran into Ken Kinkade (LEGACY) and recruited him into being part of my crew for as long as he could. Ken joined me and stayed with me as far as Prince Rupert before he had to jump ship. Ken was a big help as I got settled into cruising and handling the boat in areas that I had not been before. But he spoiled my dog...Lady manipulates for treats and any time that we ate or snacked, Ken fell right into her trap.

We departed Cap Sante May 3rd for

Galiano Island. Bill and Sherry Harphan came with us until it was time to turn off at their home port at East Sound in the San Juan Islands. We heard from Brian Rees on Grand Finale as he pulled out of Deer Harbor. Later that day we tied up to the mooring buoys at the BC Park in Montague Harbour (established in 1959, this beautiful park was the first marine park in British Columbia) and got in touch with Geoff and Nancy Bonser (GIGI) and had dinner with them that night. Brian was at the park when we arrived. He was having some trouble with his freezer and was worried about the 100 pounds of food turning into potential crab bait if it wasn't fixed, so he didn't join us for dinner. Nancy sent the extra food she had prepared with us and we enjoyed it at the next stop. Our plan had been to cross the Strait of Georgia via the Porlier Pass and meet up with Bruce Campbell on LIME LIGHT VI, however, the weather reports were not good, so we stayed on the inside and went to Nanaimo and spent the night tied up to the government docks at beautiful Newcastle Provincial Park. The next day, May 5th, we crossed the Strait and were able to cut a few corners because the Canadian Forces Maritime Experimental and Test Range, Whiskey Golf, was not active. WG is a firing range for testing ship and aircraft systems and torpedoes. Getting hit by one of these test firings could ruin your whole day. We had scheduled to meet Bruce at Smuggler's Cove on the day before. Since it was my day to lead (we take turns), I stuck my nose into the Cove and found Bruce anchored in the most inner bay. We felt we could go on to Squirrel Cove in Desolation Sound. We started up the Sunshine Coast and were doing quite well until a following sea started to build with 25 knot winds. Bruce normally tows a 14 foot rowing dinghy, called Pea Pod behind him. The following sea caused the Pea Pod to fish-tail, fill with water and the painter to break. Bruce uses a second line as a backup. He got the painter retied and we decided to head for a safe haven in Westview. Chuck and I helped lift the Pea Pod up on the salon deck after Bruce drained it. We rafted up to other boats because there was no other room. A skipper from one of the fishing boats said the moorage would not cost us anything because the Harbour Master was enroute to Alaska and no one was collecting for him.

The next day we purchased fuel at

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Ragged Islands Marine Fuel Station about 4 miles north of Lund. We made a lunch stop at Refuge Cove and passed time until the late afternoon slack at the rapids ahead of us. While we checked out the area (not yet open) Bob and Betty Whittington, **PRAIRIE STAR II**, came into the Cove to spend the night after crossing the Strait. After a short visit, the four tugs in our flotilla headed for the Yuculta, Gillard and Dent Rapids. We wanted to clear all three rapids in one day, so we approached Yuculta Rapids one hour before it turned to ebb. Because of the size of the tidal change, we were a little too early and were fighting some flood before we finished the last rapids. We were hoping to stop for dinner and have a great German meal at the Camp Cordero Fishing Lodge, but they had not yet opened for the season. We continued on to the Blind Channel Resort and had a peaceful night at their docks. Here, the store was open because the owner was doing some paperwork, but the restaurant was not open, too early.

On May 7th, back on schedule, we started off for the next two rapids, Green Point and Whirlpool Rapids. These two were a piece of cake compared to those of the day before. We had planned to anchor in Cutter Cove but didn't like the looks of it when we got in there. We detoured to Potts Lagoon. This is the anchorage where after setting two anchors and rafting the four boats, we decided that Dennis needed to put his anchor out for a little more security. He had Bob get in the dinghy and take the anchor, anchor chain and rode and row it out away from the raft to set. Bob told us later that he was sure that this was one of those tricks that boaters pull on non-boaters. It took us a long time to convince him that this really was a valid way of setting an anchor.

Even though we had gone closer to Johnstone Strait, we still backtracked to stay on our planned route. The reason was the chance to fuel up at Sullivan Bay. The fuel dock at Minstrel Island had a big sign that said **FUEL**, but the place didn't look like you would want to buy fuel there. Our next stop was Tracy Harbour in Napier Bay. We talked with a logging fellow there and he said they weren't allowed to log growing trees, but they were going after trees that were cut before but had not been taken out. Up to this point we had been quite surprised that we were not seeing much wildlife.

On Friday, May 9th we left for the Walker Cove Group. This is Don Douglass' alternative to God's Pocket. It was just a beautiful day, with calm water, and with Cape Caution only 20 miles away. We looked at the anchoring spot and decided that it would be a little crowded with four boats. We took a quick poll, decided to move on and head around Cape Caution. The waters remained calm. The move was the right one!

I took a lap top computer along on the trip to record my log as I went along. It was most useful for sending e-mail. The rest of this article will be from those e-mail letters.

Sunday, June 1 I am in Juneau, Alaska. Arrived on Saturday, May 31 after a little over a month of great cruising. There are three of us that have stuck together from the start. Chuck Markland on **KAT-CHU II**, Bruce Campbell on **LIMELIGHT VI**, and me on **LADY BUMP** and of course the two dogs Lady and Sailor. We took our initial route from the book, "How to cruise to Alaska without rocking the boat". So far only one rough day and then that was our own fault. We left Prince Rupert to head for Dundus Island (still in Canada) and then planned to proceed into Alaska the next day. Everything went smoothly going out the back way through the Venn Passage and on to Dundus Island. When we were at the entrance to Brundige Inlet on Sunday Island and were ready to turn in, Chuck spotted a fishing boat coming from the direction of Alaska. He asked "how's the weather up ahead", the guy answered, "a little rough right now but it calms down not too far up ahead". We took that hook line and sinker. It just got rougher and rougher. My table turned over, but I couldn't go fix anything for fear of broaching. We finally made it to Foggy Bay, Inner Cove, which turned out to be a great place to anchor overnight. The only problem was that we were in US waters and had no way of reporting into Customs. *As it turned out the lady at Customs in Ketchikan was an owner of a 26' Nordic Tug, so all we talked about was Nordic Tugs.*

We have caught crab, shrimp but no fish to date. Lots of big King salmon running and almost every Alaskan city we have gone to was having a derby. We have seen lots of big salmon being checked in. They say that the average rod time per fish is 15 to 25 hours. We have spent far less than that on rod time and I'm

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sure that's why we have not had any luck to date. This too will change.

Once we anchored in Cannery Cove and a Humpback whale came in and went all around the cove. He sounded within 50 feet of our three boats.

We generally raft, and set anchors in different directions. Bruce has his rowing dinghy on top of his boat because of occasional following seas. We share my inflatable to take the dogs ashore. Talk about automatic alarm clocks; because of the long daylight, the dogs wake up between 4:30 and 5:00 and want to go ashore.

We went into Tracy Arm up to the last turn, just before you get to the two active glaciers. I had already hit a piece of ice, completely unseen. Because of the buildup of ice, we chickened out and decided to take a charter boat for \$75 rather than risk \$1,000 plus for one of our props. The forward looking sounder does not work well on bergy bits. The slush that is around the slowly melting ice seems to absorb the sounding. We will save the charter boat trip until Marilyn and Pat are here.

June 8, Juneau We have been sight seeing around landlocked Juneau. We have traveled all 40 miles of roads, north and south. Dennis Kennedy has loaned us his car and Bruce and I have made good use of it. We have been here all this time because Chuck has been having electrical problems with his auxiliary generator. It all seems to have started with the brain or control element of the generator. Chuck had this generator installed after he took delivery on the boat. In other words, not installed at the factory. So far he (and the electrical repair outfit) have put in two 8-D batteries, two inverters and countless switches that have burned up. The 8-D's were over 5 years old and on one a cell had gone dead, so that can't be blamed on the generator. Chuck expects to be stuck here another week while bad parts are shipped to Seattle and good parts are shipped back and decisions are made as to who is going to pay for what.

Dennis Kennedy and I went out to do a little fishing on the week end. There were a lot of boats out fishing for Kings but not many catching. We had a good time fishing but a terrible time catching.

Bruce and I will spend one more day here and then head further north. We will check back with Chuck until he can

catch up. So we will be within 2 or 3 days of Juneau for the next week or so.

June 15, Skagway Bruce Campbell and I are in Skagway, Alaska, the furthest North we intend to go by boat. Chuck Markland is still in Juneau after having an electrical fire on board and thank God he was on board at the time. The brain on the generator seems to have gone on the friz and was sending DC current places where only AC should have gone. After a week of sitting around with Chuck and trying to find out whether things were repairable or not, the insurance people seem to have gotten in line and Bruce and I decided to get back into the cruising mode. We left Juneau and went to Auke Bay, which is just north of Juneau if you go through the Mendenhall Passage. This is where the locals go for entertainment. They like to watch outsiders get hung up and go aground on the shoals. You need a plus 19 foot tide to make it safely. We took the 32 mile route around Douglas Island which we now call the "Chicken Out Inn" passage. We saw Bob and Betty Whittington on **PRAIRIE STAR II** at Auke Bay. They had run into some folk while cruising and these folks said "here, use our slip at Auke Bay, use our car, and what else can we do for you?" Aren't boaters just the best folks in the world?

From Auke Bay we went to Echo Cove, which is at the far end of the highway from Juneau. We had gone there by car and looked at the bay and said, sure, there is an entrance to this place from the sea. But when I got there by water and my forward looking sounder said you have less than 6 and 1/2 feet of water under you and I still could not make out the entrance, we decided to anchor for 3 hours and wait for the tide to come in. Thank you, thank you EchoPilot (thank you Doug).

Our next stop was Letnikof Cove. Enroute, humpback whale breached and we saw a black wolf on the shore at Sullivan Island. We had understood that Letnikof Cove was a State maintained anchorage with public floats. The local community (Haines) supports the Cove and charges the same fee as the Haines Marina. However at Letnikof there isn't water, electric, fuel or garbage dump. We intended to spend one night but the weather was really kicking up, so we stayed two. We hitched-hiked into Haines for some walking around and whatever. Our original "Tug Boat Annie", Lucy

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Harrell (WHISKER III), was out on her boat, but she had told every one we were coming. We hope to see her on the way out of Skagway, when we officially go to Haines.

Finally, today we set out for Skagway. We had a wind out of the south blowing right in our face until we got around Seduction Point (now where do these names come from?), then it was a following sea all the way to Skagway. We discovered that Skagway was a nice walking around town, good shopping, Marilyn will like it a lot.

June 16, Skagway It's almost time to head out for Haines. Lady, Sailor, Bruce and I have had our morning walk and greeted the Galaxy cruise ship that pulled in about 5:00AM. Two cruise ships left here, one last night and one earlier in the afternoon. Also the Alaskan ferry was here and a couple of smaller tour ships. This town lives on tourism. They are really playing up the 1897-98 gold rush that started this town. The Centennial celebration will go on for three years at least. There's lots of nice shops and the park service has really done a great job of turning Skagway into a National Treasure. This is one of the (or maybe the only) gold rush towns that did not suffer a major fire. So, there are many 100 year old buildings that the Park Service purchased and restored. Skagway is one of the highlights of this trip.

June 21, Tenakee Springs I don't know why they make so much fuss over the 21st of June. In Juneau, they have a Fools Parade that starts at midnight. People dress up in crazy outfits. The days have been over 18 hours of daylight for some time. The dogs were getting us up earlier every day. Now that the days are getting shorter, the dogs let us sleep in until 6:00AM once in a while.

The town of Tenakee Springs on Chichagof Island, has about 100 people. The boat harbor is a half mile or so away from the town. The town has two 3/4 ton trucks, one is the fire truck and the other is the fuel truck. There are a lot of ATV's and golf carts. The only road is the 6' wide path that leads to the boat harbor and along the shore line. The boat harbor is a nice facility. Moorage is 15 cents a foot per night. Other places we paid 25 cents a foot.

There is a 26' Nordic Tug here that belongs to Ole Thorgaard. It still has the name **ELEANOR G** on it from the previ-

ous owner. I walked to Ole's house, but he was out on his ATV. We were told by a neighbor what his ATV looked like and we later met him on the path. I told him there were two 32's down in the boat harbor and he said he would like to see that, but we never did see him.

The hot springs here are really great. I think for most of the folks, it's the only baths they have. There are separate times for males and females. I'm sure it was the City Council that had to decide those hours. Men have from 2:00PM to 6:00PM and from 10:00PM to 9:00AM. The women have the rest of the times. An Alaskan artist has a print of women singing "Row, row, row your boat" in the Tenakee Springs Bath House hot springs. They want \$120 for it. There is untreated water available at the fuel dock, but not at the boat harbor. No solid waste or sewer facilities exist at the boat harbor. The town does not have solid waste disposal facilities. We see homeowners burning waste on the beach.

The houses are a combination of luxury and poverty. Stuff is piled every where because nothing gets hauled away. But it grows on you. They have a neat trail that leads through the woods to Indian River. It's about 2 miles to the River, then a hanging bridge over the river, then the trail goes on for another 5 miles. The dogs love it, but people have warned us about the bears. We have seen a lot of bear droppings on the trail. Lady thinks that if she rolls in the bear droppings, the bears won't know that she is a dog. Lady will get tired of the bath that she gets on the cockpit of the boat each time this happens.

We got some crab the other day and had crab louis for dinner.

Before coming to Tenakee Springs, we were at Funter Bay and Boat Harbor. Boat Harbor is a big basin that is very well protected from all weather, but has a very small opening for an entrance. The currents have a lot of velocity through this entrance. We came into Boat Harbor about one hour before high slack, and then the next day we had to wait until one hour before high slack before we went out. We were really surprised at the inbound current at that time. Funter Bay was a big place and we tied up to state maintained floats. Chatham Strait is huge. The weather was kind to us and we had an easy trip.

Scenery is still great, but I don't know where all the boaters are. We see

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very few sail boats and of the few we see, no one is sailing. We met one couple that had a 25' Albin sail boat and they owned the boat for 5 years but had never sailed it. They said they didn't know how to sail. The boat was such a good deal that they had to buy it.

Well, It's almost 2:00PM and time for the hot springs.

Our itinerary from Tenakee Springs was changed to suit our fancies. We planned June 23-Hoonah, June 24-Elfin Cove, June 25 Soapstone Cove, June 26-return to Elfin Cove, June 27 return to Hoonah, June 28 Eight Fathom Bight, June 29-Swanson Harbor, June 30-Echo Cove now that we knew how to get in there, July 1-Haines, July 2 Skagway, meet Marilyn on the 3rd and hopefully, Chuck Markland will have his problems repaired on **KAT-CHU II** and he can join us.

June 26, Pelican We followed our itinerary until we got to Soapstone Cove. This is one of those spots that some fellow boaters told us about. We got there one hour after a minus tide and it was just too narrow to mess around in. So we went on down Althorp Peninsula past Lisianski Strait to Pelican. I hope to be able to send this e-mail off this morning. The Harbor Master is a real nice guy. He kayaks from his home to the office. Pelican is another one of those villages without cars or trucks. Bruce and I were walking the dogs and we passed by the baths where a number of people were waiting outside until it opened. Most of them had a dog and as we passed they would say to their dog, "STAY". After this had happened a number of times, I said out loud I had never seen so many dogs named Stay.

June 30, Echo Cove (e-mailed July 1, Haines) Don't know where last week went, but I did write an additional message from Pelican with the latest change in our travel plans. After finally getting out of Tenakee Springs and the hot baths, we went to Hoonah. This is the largest Tlinglit settlement in Southeast Alaska. The boat harbor is nice, the rest rooms, showers, and laundry are spotless. The Harbor Master has been there for 16 years and he runs it his way. They have a decent trading post and a hardware store. The rest of the town is a little run down and neglected.

From Hoonah we went to Elfin Cove based upon the recommendations of Allen Rosenberg (**FIDDLER'S GREEN**). We enjoyed Elfin Cove so much that I had to call

Allen and tell him about it. Allen had suggested that if we had time, we should go there. He was last there when he worked on a fish tender some 30 years ago. On the way to Elfin Cove we went through South Inian Pass and had a Humpback Whale come completely out of the water three times. It was the greatest water ballet I had ever seen. It was quite overcast so we were not able to see the glaciers as we traveled along Icy Strait. But Wednesday morning when we got up, Brady Glacier was out in all it's glory directly in front of the end of the dock at Elfin Cove. When we called Allen, Bruce asked Allen what he thought of Brady Glacier and Allen said he had never seen it. It's sort of like viewing Mount Rainier from Gig Harbor. It may be a long time before you see it, but when you do, it's very impressive. Elfin Cove has a lot of charm. No vehicles, just a board walk all around the inner cove and the business end of the outer cove. Business consist of a few gift shops, fishing lodges, and a general store. There were showers and a laundry facility available. Not much space for the dogs to run, but a lot of woods to go through. The only people that owned a leash for their dog were Bruce and I. Elfin Cove is a mixture of fishing lodges, summer cabins, and year around people. It's hard to imagine people worrying about winter fire wood in June, but they do.

From Elfin Cove we went to Pelican and saw the sea otters along the way. As I said in my earlier mail, Pelican is another town without cars but it seems to be supporting itself with commercial ventures.

The next day when we went back to Elfin Cove, we had a solid fog bank in the Pacific Ocean for about six miles. Not a big problem except for the opening of commercial fishing in that area. I was ready for a dry martini by the time I got to Elfin Cove. At the dock was Bob and Betty Whittington on **PRAIRIE STAR II**. They had come up from Sitka on the outside, stopped in Pelican the day before and pulled into Elfin Cove as we were enroute to Pelican. We had dinner with them consisting of some great halibut that Lucy Harrell had told Betty how to fix. The next day the Whittington's tagged along with us to Hoonah and I cooked dinner for them and Bruce. Bruce and I normally trade off every other night. We miss Chuck, when the 3 of us

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cook, we each get two nights off.

The last word I had on Chuck, was that as of Friday 6/27, only some of the parts had come. So the planning at this point was that Pat would get off the plane in Juneau and stay with Chuck. They would most likely join up with us when we came back through Juneau.

On Saturday, Bruce and I left Hoonah for Eight Fathom Bight. We followed a whale into the narrows and followed a whale out again the next day. We had Eight Fathom Bight all to ourselves. After we got there, we did not see another boat or person the whole time we were in there. We stayed at a large Fish and Game float which had a ramp to shore. It is used to ferry Fish and Game people in and out by float plane. There was a pickup at the head of the ramp available for the next crew in.

On Sunday we took off across Icy Strait for Swanson Harbor. This is our start to head back to Skagway. Swanson Harbor is formed by a group of islands at the junction of Icy Strait, Chatham Strait, and Lynn Canal. There were two big floats located on the east side of the bay. We tied up to the empty one. By evening, each float had 5 boats on it and room for more. The advantage of the floats is that if the weather should kick up, you are tied to a solid base.

Enroute to Echo Cove today, **PRAIRIE STAR II** called. They had stayed the night at Funter Bay and were on their way to Boat Harbor, which is just across the canal from Echo Cove.

Tomorrow, we go to Haines and on Wednesday to Skagway. We think that Marilyn and Pat will be on the same plane from Seattle to Juneau as Bob Whittington's brother from Wyoming.

That's all for now. Dinner has been cooked, eaten, dishes washed and the dogs taken ashore. The crab pots are out, looking for tomorrow's catch of the day. It's time to read, then hit the sack (I still can't outlast the daylight).

July 5, Skagway Marilyn came in Wednesday, but not on schedule. I went to meet the 11:05 flight from Juneau and she wasn't on it. Through a process of elimination, I found the Airlines she was ticketed on. They told me she was a NO-SHOW in Juneau. I called Alaskan Airlines and for security reasons they would not tell me if she was on the flight from Seattle to Juneau. I said the security considerations were over when the flight

landed. No sale. They did tell me that the flight was 1 1/2 hours late getting into Juneau. That told me everything I needed to know. Her connecting flight to Skagway left almost one hour before she arrived in Juneau. She came in on the next flight but they didn't have her luggage. Only two people on a 12 passenger plane and they missed both passenger's bags. Well, this just about made Marilyn's day complete, she has a real fear of flying anyway. We went to the boat to await the later flight that would have the bags, and got word that a plane with six people on board had just crashed on the north end of Lynn Canal. That's right where we are. Initial word was that two got out, two drowned and two were unaccounted for. What the problem was, no one seemed to know. It turned out that the passengers on the plane that went down were off the cruise ship right here in Skagway Harbor. They were on a sight seeing trip. Marilyn's luggage arrived, we had dinner and called it a day.

The dogs, Lady and Sailor, welcomed in the only cruise ship in town for the 4th of July. The Kiddies Parade on Broadway, the main street, started at 9:30AM followed by the formal parade at 10:00 in the same location. We all sat on the curb (dogs too) and watched the action. This was followed by foot races, drawings, and a dessert auction. At noon there was a Barbecue, again in the middle of the main drag. The BBQ was put on by the Skagway Volunteer Fire Department. The rest of the day was filled with one contest after another, including a Duckie Derby where the duckies go down Pollen Creek to Pollen Pond, and the person that purchased the duck that finished first wins. I think a good time was had by all. In the afternoon we took the train ride up to White Pass. It's on narrow gauge track along shoulders of sheer granite mountains and over chasms of deep gorges. It is truly the scenic railway of the world.

Marilyn spent Saturday shopping, Bruce did some hiking and I walked around town some more. We had dinner at the Stowaway Restaurant and made our plans to head for Haines the next day. The distance to Haines is 12 miles by water and 230 miles by road. Guess which way we are going?

July 12, Juneau We had a nice visit in Haines with Lucy Harrell. She is a very young 73 and singlehands her

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32' Nordic Whiskers III through the waters of Southeast Alaska. She drove us in her car to the high pass north of Haines, have hamburgers at mile 33 Roadhouse (when you have only one road out of town, distance is a neat way to keep track of things), stop at places for the three dogs to be watered and dewatered (Lady, Sailor and her dog Nicky, a large Golden retriever), and show us how to get through customs checkpoints. The RCMP called to her, "Lucy, you old cattle rustler" and I can't tell you what she called him. It's nice to have friends in high places. Any way we were waved on through and Lucy took us to an area above the tree line. It was massive and empty. But a great road. Lady caught the scent of some animal and started up the mountain almost as if she was back in the wild herself. I wasn't sure we were going to see her again. She finally came back when she couldn't go any further without wings.

Lucy also showed us some areas in the Eagle Preserve where instead of building another fish hatchery, they constructed salmon biggs. Biggs are long channels with gravel bottoms off from streams where the fish can spawn. The bears and eagles seem to know that these biggs are great feeding places when the salmon spawn. Near the bigg was a large place littered with small fish bones-like this was the main dining table. Lucy's dog, Nicky, decided to go for a swim. It's so nice to have three dogs in a small station wagon, one that has just been for a swim. Nothing smells worse than a wet dog.

After eating in only four restaurants on the whole trip up to this point and doing three of those with Lucy, it was time to head out of Haines and say goodbye to Lucy before we lost all our cooking skills.

We left Haines with Lucy waving goodbye from the fuel dock at eight o'clock in the morning. Lucy had said she had an early meeting and wouldn't be able to see us off. We had made arrangements with the fuel man to refuel us at 08:00 and he was early. As we were pulling out of the harbor, I heard this lady yelling from the fuel dock, "Goodbye Lady Bump". Well, I'm sure the town of Haines won't forget us nor Lucy for awhile!

TO BE CONTINUED

12. THE PRESIDENT'S CORNER

What's new and exciting in "Nordic Tug Land?" Plenty!! Just for openers, the long awaited and much talked about 37' Nordic Tug is fast becoming a reality. We began construction on the plug last fall, and just about completed the mold for the new hull! Construction is scheduled to begin on the first actual hull during the week of March 23rd. Meanwhile, the plug for the deck and cabins is progressing nicely, and, like the hull plug, promises to be extremely beautiful and fair! We are still anticipating the first completed 37' Nordic Tug in the water about September 1st of this year. There will, of course, be much attention from the national boating media, as well as our local Nordic Tug family. I hope you share our excitement!! Plan to see it at the "In The Water Boat Show" on Lake Union in Seattle during September.

Nordic Tugs has not only survived it's change of ownership and management, but in fact, is happier and healthier than ever before. We completed 27 new Tugs in 1997, and will complete 32' this year. Response from our consumers and dealers tells us that each one is lovelier than before; which means to us that we are succeeding in our quest for ever improving quality!

Speaking of production, based upon our present schedule, we will be producing 48 to 50 Nordic Tugs per year by the end of 1999. In order to facilitate this, we are currently in negotiations to acquire a new 44,000 square foot building, and expect to move in June or July of this year to our new headquarters (less than a mile from our present location). When we get settled, there will be an open house to introduce you to our beautiful new facility. More will be revealed on this in upcoming newsletters. Stayed tuned!

That about all for now. I wish all of you a safe and joy filled cruising season.

Jim Cress.

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1. ATLANTIC COAST TUG NEWS

Nordic Tugs East Coast Rendezvous. This will be held on Captiva Island, FL, February 1999 at Tween Waters. The date will be announced later. The rendezvous is planned to be between the Miami Boat Show in Mid-February and the Florida West Marine Trawler Fest in Early March, but at this date arrangements are not yet confirmed. Indications are that some 15 to 20 Nordic Tugs will join some 10 Nordic Tug owners from other parts of the US who will attend without their boats. Peter Tatro, 717 Oyster Cove Dr, Grasonville, MD 21638 phone (410) 827-9383 will coordinate this festive affair. Peter has all the addresses of owners on the East Coast, but if you don't hear from him, drop him a line. Owner's with 26', 32', 37' and 42' models will join the rendezvous party. Sponsor gifts will be provided by Nordic Tugs/Ed Shelton. This will be the largest gathering of Nordic Tugs ever assembled on the East Coast.

2. MIDWEST NORDIC TUG NEWS

The 2nd Annual Nordic Tugs Midwest Rendezvous was held July 17, 18, and 19, 1998 at Manitowoc Marina in Manitowoc, Wisconsin. We had a great rendezvous with people and tugs attending from Michigan, Illinois, and Wisconsin. All especially enjoyed touring each others boats and the comraderie that only fellow Nordic Tug owners can share. Call (920) 775-4576, Fax (920) 775-4551, e-mail address nordickk@dataplusnet.com

3. NORTHWEST RENDEZVOUS

1999 The Nordic Tug Rendezvous will be held with the Trawler Fest June 3-6 at Poulsbo, WA. A flyer has been included with this newsletter for those with mailing addresses in WA, OR, and BC. If you want a flyer, write to Tom Lichty, PO Box 1228, Boring, OR 97009.

1998 The Puget Sound Nordic Tug Rendezvous was held at the rebuilt Port Orchard Marina June 5-7. 19 Nordic Tugs and 6 more boats were represented by the owners who drove or flew in. Big hits were the potluck dinner Friday night and the buffet dinner Saturday night. Mike Jorgeson, the Cummins representative, did an informative engine maintenance review on each individual's boat that requested

it. Coast Guard Auxiliary safety inspections were done by Bill Trier. And lots of Tug Hopping. My thanks to Vern Downs for helping me set this one up. We had nice raffle prizes from our sponsors, Tradewinds, Skipper Cress, PassageMaker Magazine, Northwest Boating Travel, Port Orchard Marina, and West Marine.

4. MAINTENANCE TIPS

Galley Faucet After seven years of use, my galley water faucet starting dripping. At first, not enough to worry about, but more and more annoying as it went along. I looked in the notebook that came with the boat and discovered that the warranty on the faucet covered free replacement as long as you owned the faucet. I called their 1-800-USBRASS, they said what's your address and had the replacement kit in the mail to me. The instructions were detailed and the installation was easy. Maybe this will hold the drips off for another seven years.

5. BOOK REVIEW

All About Cruising-Walt Gleckler

This book is intended to fill a gap that Walt perceives in the cruising literature. For a long time he has felt the need for a book that would take the prospective cruiser carefully through the steps that they must take to fulfill their cruising dreams. He lays out the time frame and the procedures that can lead the mariner, ultimately to coastal and off shore voyaging. A unique feature of the book is the reference material available to the reader within the body of the text (firm names, addresses, and phone numbers are always given). Additionally, an entire chapter is devoted to extensive reference support and the development of cruising skills for the prospective cruiser. The medical section is the most complete I've found in a reference/how-to book. The book focuses on **Prepare Yourself, Equip Your Boat, Plan Your Escape, and Live Your Dream.**

You can obtain this book from PassageMaker Publications, PO Box 359, Seal Beach, CA 90740. Cost is \$20.00 plus \$3.95 shipping and handling. California residents need to add \$1.70 tax.

6. THE OTHER PERSON'S TUG

Commercial use of Nordic Tugs. In the

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fall of 96, we reported that a Nordic 26' Sports Tug, Coast Guard approved for thirty passengers was operating as Yesterday Boat Cruises for tours on the Harris chain of Lakes and the Dora Canal. I later heard that the boat was sold to a fellow in Rhode Island and was operating as an ocean trolley. I tracked him down and was told he sold the boat to a Capt Margaret Candler in Texas. I had her address but the wrong spelling of her last name. I got the nicest letter back from her. "I am having a wonderful time with the **OCEAN TROLLEY!** Presently, I am operating this Nordic Tug as a sightseeing tour boat on Clear Lake - The "boating capital" of Texas. As you can guess my passengers are extremely impressed with the construction, comfort and seaworthiness of this vessel (Me too). Needless to say just the style of the vessel alone attracts attention. The vessel is certified for 26 passengers but seats about 15/16 comfortably." Capt Candler runs a 45 minute narrated tour that includes Clear Lake, Lazy Bend Channel and Kemah waterfront. You can reach Capt Candler at (281) 461-0859.

Dave & Marilyn Knapp purchased **SKYBIRD** and took the boat from Blaine, WA to their home in Sitka, AK. On August 19 with the onboard help of Jim Fergus, owner of **ARIEL**, they left for Sitka. Jim stayed with them until Port Hardy and returned home by bus. They had some weather early in Queen Charlotte Sound and then smooth going until Prince Rupert, where they waited for two days because of **STORM** warnings. The erratic weather forced them to take short hops from Prince Rupert to Ketchikan taking three more days to cover the 90 miles. The forecast for Clarence Strait was Gale force + for three or four days and they were running out of time. They put Skybird on a barge and took the Alaskan Ferry home from there. Skybird is now safely in Sitka.

Kent Fagerstrom says they have "discovered" a really high quality windlass. Lighthouse is the brand name, all stainless steel, very well made and powerful. He highly recommends it.

7. WHAT'S IN A NAME?

HARRY'S DREAM-My husband "Harry" had always wanted a Tug after watching "Tug-boat Annie" on the TV as a kid. He want-

ed to name it for me, since my middle name is Annie. But our adult sons outvoted him and said it had to "Harry's Dream" since he had always dreamed of owning one. **Harry & Doris Bedenian.**

ICONA-is named after my mother.. and also after a vessel my grandfather built back in the 1930's. He took my grandmother and mother with him on a voyage from New Hampshire headed south. The boat being small and the weather being bad..my mother and grandmother jumped ship at Cape Hatteras and took the train the rest of the way to Florida and gramp continued undaunted. So as a tribute to both, Icona seemed like a very logical name for my tug. **Ren Nichols.**

SHORT CIRCUIT-This boat is owned by an electrician and his wife. **Doug & Kim Simpson.**

EL SHADDAI-In Hebrew this means "Almighty God". **Bill & Donna Saunders.**

8. ASK THE FLEET

Joe and Arvilla Glinski, **OUR VILLA**, asked "Are there any tug owners that are Ham Radio operators?" Their mailing address is 920 Third Street, Plover, WI 54467-2258, e-mail kg9b@juno.com

Gulf of Alaska Cruise-Lucy Harrell of Haines, Alaska would like to have some buddy boats join her and her 32' Nordic, **WHISKER III** in the summer of 1999 for a cruise from the Juneau area to the Gulf of Alaska. Contact Lucy at PO Box 889, Haines, AK 99827, phone (907) 766-2835. Lucy has the greatest recipe for Halibut that I ever tasted.

Blue Horizon. Can anyone help me with the name and address of the owner of this 26' Nordic Tug? The boat is moored at Douglas Island Marina, Juneau, AK.

9. YOUR NEWSLETTER

If you haven't sent any money during 1997 or 1998, please send in \$10. Please let me know about address changes promptly, as well as changes in names of boats, names of ownership, home ports, phone etc. If you have had a change, send the information to **Bill Owel**, 8823 Franklin Ave, Gig Harbor, WA 98332-1011. Phone (253) 858-3481, Fax (253) 858-6164, E-mail ldybump@juno.com

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10. BUY, SELL, TRADE, LEASE

For Sale: 1997 26' hull # 26165 **SCOOTER** fully equipped with Furuno radar, GPS, plotter, sounder and auto pilot, interior blinds, all canvas for the teak, boat has less than 100 hours. Asking \$115,000 call Bill Prescott (360) 579-2519.

For Sale: 1995 26' Nordic Tug MKII new style, hull # 26147 **CHARISMA**, Green Hull, 62hp Yanmar, full electronics, 100 gal fuel, 30 gal water, ready for cruising, \$89,500 call (805) 966-3536 in Calif.

For Sale: 1983 26' Nordic Tug, hull # 26072, **LITTLE DRUMMER**, Perkins engine, lovingly cared for, \$65,000, contact David Dix, (830) 537-4839, PO Box 1227, Boerne, TX 78006-1227. Boat is at Key Allegro Marina, Rockport, TX.

For Sale: 1997 26' Nordic Tug, hull # 26168 **BIG ENOUGH**, red hull, mint condition, 150 hp Cummins, loaded. Replacement cost \$197K, our price \$160,000, available in Nov. Call John Donovan (508) 888-1818. e-mail jdonovan@capecod.net

For Sale: 32' Nordic Tug, hull # 32073, **GRAND FINALE**, Cummins 210hp, Espar, radar, freezer, 400 GPD watermaker, 2 alternators, GPS, windlass, Avon RIB, outboard and more, charts Olympia to Skagway, equipped for cruising. Asking \$180,000, call (360) 376-4523, (408) 423-9651 after November 14th.

For Sale: Alcohol stove, 2 burner and oven, Orico 6000, new in 1994, used very little, Best offer or may be willing to trade for a diesel stove in good shape. Call or write Max King, (360) 437-0378, 111 N Bay Lane #2, Port Ludlow, WA 98365. E-mail maxxking@juno.com

Wanted: We are looking for a good used 32' Nordic Tug. Andrew Fisher, 97A Union Church Road, Halifax, PA 17032, phone (717) 896-3900 voice/fax.

Wanted: 26' Nordic Tug from someplace within middle USA. Want to use it on an inland lake in Texas as training for an upgrade to a 32' upon (5yrs) retirement. Contact Bill Countiss, 3805 Carlton Dr, Amarillo, TX 79109 (806) 355-7866.

For Sale: Cockpit umbrella 6' x 6' provides cool comfort even on the hottest days, water repellent, adjustable nylon

straps, adjustable pole \$100 OBO. Magma kettle charcoal barbecue, needs a mount, \$35 OBO call (206) 329-1825.

11. ODDS AND ENDS

Nordic Tug Owners Newsgroup (e-mail) is formed and operating. Povl Lasbo, owner of **WILLEMOES**, has organized the newsgroup and receives and distributes the news to the subscribers - on behalf of the NTOA.

We currently have over 70 subscribers. It's a great way to exchange information, know-how, anecdotes, buy, sell, etc. Send your E-Mail to Povl at plasbo@attmail.com

Bruce Campbell, **Limelight VI**, has a web site which covers "Hiking Trails in British Columbia for Boaters or where to walk your dog". www.island.net/~bcamp/

Tom Lichty, **Auklet**, has a web site which covers the 1999 Northwest Rendezvous. At <http://members.aol.com/tlichty/nordic>

12. CRUISING WITH NORDIC TUGS

NORTH TO ALASKA. Part II The planning for this trip began in 1996 during one of the two week Nordic Tug trips, or maybe years before that. Anyway, a number of us expressed a desire to take our tugs to Alaska. In the Spring 1998 issue the first part of this trip was reported based mainly on the e-mail letters that were sent as we traveled. At the end of the first installment, we had just left Haines, Alaska after spending a nice time with Lucy Harrell, **Whisker III**.

July 12, **Juneau** We stopped early in the afternoon at Echo Cove and anchored. This cove has a very shallow entrance and a very narrow one. I was leading and as is our custom when Marilyn is with me, she was reading the depth sounder out loud to me. I told her no sweat since this was now the third time that I had taken the boat in there. I had the forward looking sounder and was reading the bottom under me and out at least three boat lengths in front of me when the alarm (which is set at 6.6 feet) went off like the alarm clock on one of those hung over mornings. Well, I still had 5.5 feet under me and ahead more room was coming. The EchoPilot is such a great tool for going into unfamiliar waters. Every boat should have one. I set the crab pot out and Bruce and I walked

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the dogs ashore. Next morning, I got up at 5:00AM and got the inflatable ready to go, gas, air and all that stuff, load Lady in the front, me next, then Bruce and Sailor. There is a protocol we have to observe on the pecking order for going ashore. After de-watering the dogs, I went after the crabs and had six keepers after getting rid of the females and under size males. Came back to the boat, cleaned the crab, cooked the crab, put things away (ship shape), started the engine so we could make a 7:00AM departure, after low tide you know, called to Marilyn, "it's time to get up, dear". She said, "I'm on vacation and you know how to single hand". On to Auke Bay.

We saw whales all over the place on the way down to Auke Bay. Marilyn especially enjoyed the tide water glaciers and the performance of the whales.

We got into Auke Bay and found space at the transient dock. In the summer time the whole Auke Bay Marina is a first-come first-served basis. So you just go find a space and then go to the Harbor Master and pay your money for the moorage-\$0.26 a foot. Not the cheapest, Tenakee Springs was at \$0.15 a foot. Gosh, I could rent out my slip in Gig Harbor for \$200 a month and stay up here forever.

While we were getting ready to have crab louis for dinner, I saw a red 26' Nordic come into Auke Bay and head for the launch ramp. It was Tug now owned by Deborah Marshall of Juneau. I called out to them and they said they were on their way to the fuel dock. I told them they had already passed it since it was located at the first private marina on their port side. Isn't it nice to feel smug, my second trip to Auke Bay, and they had never been there. I told them that I had seen some available space at the head of the dock and I would go and check it out and give them a call when they had finished refueling. I checked out the space and found at least three spots that they could fit into, two with power (a very hard thing to come by in Alaska, each city runs the marina and they don't want anything to do with the electric billing and collection. A slip owner contracts with the electric company for monthly electric bills.)

Looking across the bay, Deborah had finished refueling but was not answering her radio. She was washing the boat. Meanwhile, the two slips with the power available were taken and some of the

other area where I had found space was being filled up. I finally got a hold of Deborah and explained my sense of urgency for her to get off the fuel dock and get tied up to a space while some were still available. We got her into a space and she told us that they washed the boat because she was worried that we might tell Gordon and Evelyn Reid, the former owners of Tug that she, Deborah, wasn't taking proper care of her, Tug.

The next day we left for Juneau. We had received word by radio that our third member of the group, Chuck Markland, was still at Aurora Basin in Juneau. We found out later that Chuck had every thing repaired and was ready to go. He was just waiting for us so he could join back into the cooking rotation. We borrowed a car from Dennis Kennedy, (aren't friends great to have?) and did the shopping that was required. Marilyn and I went out to see the Mendenhall Glacier at 9:15PM and it was as clear as could be. This morning the five of us took a cruise ship to Tracy Arm. We had done this cruise on our boats on the way up and had chickened out at the last turn when the ice floe seemed to build up on us. The charter started at 8:30AM and we got back at 6:30PM. It was the highlight of the trip. 1st, I didn't have to put **Lady Bump** in harm's way with my single \$1,000 prop. 2nd, I could look at the sights and not be worried about the helm. 3rd, I had someone telling me what I was looking at instead of me wondering. Also, he got a lot closer to everything than I would have. It was another high point for Marilyn, who likes geology and glaciers. We ate dinner at Deborah Marshall's restaurant in Juneau, the Fiddlehead, one of Alaska's most celebrated restaurants and bakery. The night was good other than I had to move my boat at the marina-some one was coming home early because of bad weather.

July 22, Ketchikan We stayed in Juneau until July 13. By then Marilyn and Pat were ready to go on to new grounds. We went south to Taku Harbor. We had the whole float to our selves (3 tugs) but then as the day went on more and more boats came in. We have found that we get our best weather early in the day and if we stop by 12 or so, we have a good chance of getting in where we want to go. We saw some people there in a Grand Banks 42' that we have seen almost every place we have gone recently. We have had nice, calm water while Marilyn

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and Pat have been here.

Taku Harbor is the site of an old cannery. The only thing left is some piling and equipment. A few shacks that were used as quarters for cannery workers are being used as houses by folks. One of the locals called on the radio as we were coming into the harbor and wanted to know what the water was like on the outside. He was planning to take the skiff and go to Juneau for some shopping. When Bruce and I went walking the dogs, he hollered out from behind some trees that his dog would be running down to greet us, but he assured us that Ralph was friendly. The man was hooking up some chains on a dead tree to prevent it from falling on his storage shed and on his shed home. He figured the tree would get them both with one swoop if he didn't get it cut down. When we were here before in May, we saw a bear on the far side of the harbor. This time we didn't see any.

On July 14, we went south some more to Entrance Island. There is a public float in this small but well protected shelter. The inlet is only about 300 yards long with a 100 foot float. We could almost throw the dogs ashore. Stephens Passage was very calm and we had a pleasant run. The next day we went to Cannery Cove in Pybus Bay. This is one of our two favorite spots. The Pybus Point Fishing Lodge is right on the point as you enter this huge cove with it's background of snow capped mountains. Admiralty Island has grizzly bears. They tell us that where you have brown bears, you don't have black bears because the grizzly bears eat the black bears. We anchored deep in the cove and Chuck and I took the two dogs ashore. We were walking along the shore line heading toward the stream at the head of the cove. We came around this large pile of rocks and saw a bear coming in our direction. I have always wondered what the dogs and the bear would do in a situation like this but hoped I would never find out. Sailor, Bruce's dog, barked at the bear and ran a few feet forward. Lady just looked at the bear and didn't move. The bear turned around and ran back into the woods. Sailor got an extra bone that night. Later, in the afternoon while we were on the boats, we saw a single bear come across the stream and then a sow with what looked like a yearling cub chased him away. The sow and the cub then ran toward a group of bald eagles that were feeding on something. The

eagles flew away dropping their catch which the mother bear grabbed and ran into the woods to eat. I don't know if baby bear got any. Those three bears entertained us and a few other boats that had come into the cove. Later in the evening, a brown bear came to the shore closer to the lodge than we had seen them before. This one walked along the shore all the way back to the stream. The next morning, that's where we walked the dogs and there was a lot of sniffing going on.

On the 16th, we left Cannery Cove and headed for Petersburg. This is a real working town and the major fish processing center in the Southeast. One of the processing plants is right along side the city marina. We saw the fishing vessel "Becky" from Murphy's Landing Marina, Gig Harbor. Ron and Rosemary Ross were gill netting. Ron always heads up about the 1st of June and Rosemary joins him when school is out. They gave us two steaks of fresh caught Sockeye Salmon. What a meal that made for our lunch the next day. Ron gave us a little insight on the woes of commercial fishing today. It's a tough life and they really work hard and in harm's way.

Marilyn liked the town because every thing was within walking distance. We called on some friends that we had met while cruising. We first met this couple at Cannery Cove the 28th of May. Mark and Gael owned a 25' sailing vessel and they had their son Rudy, 10 months old aboard. Well, we kept running into the three of them as we went on our journeys. We had them over for dinner on Lady Bump at Tenakee Springs and they cooked for us and served the dinner aboard Limelight VI another night. They invited us over for dinner at their house in Petersburg and Marilyn furnished the salad. Rudy just smiles at everyone and makes you miss your grand kids.

We purchased some of the famous Petersburg shrimp. It's the real small kind that comes peeled, cooked and deveined. Five pounds will last me a long time. Makes a great shrimp cocktail.

We left Petersburg, went to the fuel dock and refueled. As I was getting the boat ready for travel, I told Marilyn that Petersburg really smelled like a fish factory, some sort of an odor that I remembered from Viet Nam. She said, it's part of it's charm.

As we were leaving the fuel dock, the Alaskan ferry was coming into Petersburg from the north. I knew that meant

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that the ferry would be on our tail in the Wrangell Narrows as soon as it unloaded and loaded. We weren't too far down the line before I heard their warning over channel 16 that they were heading our way. I called them on VHF and told them which light we were at and they said they would look out for us. The Wrangell Narrows connects the lower and upper portions of Southeast Alaska. It has the highest concentration of navigation aids in the world (67 lights and buoys). In the middle of the narrows the current runs the other way, so you could start from either end on the last two hours of a flood tide and have a favorable current all the way. The ferry was the Malaspina that was, on that same trip south, blockaded at Prince Rupert by the Canadian fishermen. We stayed ahead of the ferry all the way through the narrows and then they went by us at buoy number one, by the southern entrance. The Captain called us on channel 16, and I suggested we go to 13, their working channel, but he asked me to switch to channel six which is a ship to ship safety channel. He thanked me for keeping them informed of what was ahead of them and I told him I was glad we met where we did. He said, it didn't make any difference, that he would have made it easy for us. We had found that if we call tugs, ferries, barges, or big ships and tell them we will stay out of their way, they are very nice about helping us to help them.

As we got close to Wrangell, Bruce call the Wrangell Harbor Master and asked about transient moorage. They told him we could raft up to other boats at the transient dock. On the way north, we had stayed at Shoemaker Boat Harbor, which is three miles south of the city and run by Wrangell Harbor. When asked, the Harbor Master said yes, he had at least two slips available there and maybe more if I would give him time to go back to the office. I asked if my replacement crew, Fran Olsen (owner of **TOWHEE**) had been to the office. They told me he was sitting in the office waiting for us. I had given Fran an ETA of 3:00PM and we were within 10 minutes. We went into Wrangell Harbor, saw the four boat deep raft at the transient dock, picked up Fran and headed for Shoemaker Boat Harbor.

Marilyn and Pat were scheduled to fly out of the Wrangell Airport the next day on Alaskan Airlines. On Saturday, July 19, I called Walt Moorehead, owner of **ENDURANCE**, to say hello. Walt said he

had to come down to the marina and would like to see our boats. He offered to take Marilyn and Pat to the airport in time for their 4:30 PM flight (aren't tuggers nice people). Walt brought along a loaf of freshly made bread that his wife, Carol had baked and I added that to my dinner for four males that night.

On Sunday, we left Wrangell for the quiet little cove of Meyers Chuck. Fran and I settled in on where every thing was and how I liked to do things. He piloted the boat while I made lunch and we shared the duties of cruising. In Meyers Chuck we toured the pathways to both sides of the village, didn't take long, and found out we couldn't walk to the post office because it was high tide. Things really look like they are shutting down for Meyers Chuck. A number of homes had for sale signs on them, the lodge owners said the lodge was for sale, the school has been closed for lack of kids, the art gallery has closed and the lodge had the local artist's wares. The best thing about Meyers Chuck is peace and quiet.

Monday found us heading south for Ketchikan. Boy, it's really starting to sound like the end of the Alaskan adventure. Chuck was feeling a little under the weather, so he asked if Fran could go with **KAT-CHU II** this day so that Chuck could have whatever time he needed to point which ever end he needed at the thundermug. We agreed to that, but later I told Chuck that he asked for my crew after I had fed him breakfast and then returned him in Ketchikan before he fed him lunch. Just didn't seem fair. Well, the water was calm, a little fog, a lot of rain, and here we are in Ketchikan. We intended to go explore the Behm Canal again, however, Chuck was having problems with the repaired generator. His insurance man said, take it back to Juneau for repair, Chuck said I will bring it to Seattle. The insurance man said don't run the generator any more. This impacted our plans and resulted in canceling the further exploration of Behm Canal.

Fran included a note to his family in this e-mail. "It's Tuesday morning and we have a day layover here in Ketchikan. The weather is improving they say only 70% chance of rain...yesterday was 90% I'm slowly getting the hang of crewing for Bill. He hasn't yelled at me yet! So I guess I have a chance of not being dropped off at some isolated beach (of which there are a lot up here). My big test comes tonight...it is my turn to

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cook (and clean up) the evening meal so that means my whole afternoon is going to be busy. I am planning on baking pork chops with mushroom soup, baked potatoes, avocado and grapefruit salad and rolls. We will see...if I disappear from sight, you will know I failed as a cook. I'm having fun and enjoying this trip."

August 6th, Montague Harbour. We left Ketchikan on the 23rd of July and by the time we got past Mary Island, the wind and waves really got bad. A lot of water passed over the top of the boat and we were doing some tacking to keep going in the direction we wanted. Our destination was Foggy Bay and it was sure nice to get into the Inner Cove. It was a big opening for the commercial fishermen, but most of them were fishing around Tree Point further south. We met Vernon and Jane Brown, Punky II, heading north with a following sea while we were heading south head on to the sea. What was impressive was how great the tug looked with water flying all over the place. Vern said the same thing about the three of us. There was one other boat that came into the inner cove later in the day. We kept meeting up with them again and again on our trip south. The next morning on our way out of Foggy Bay, we saw a small black bear that didn't seem to be the least bit concerned about us.

Our trip south from Foggy Bay started out with heavy seas, but calmed down and then we got to the area where the Gill Netters were. Those red floats that they put at each end of their set are hard to find if the water is the least bit rough. But when there is lots of boats, it makes matters worse. You are not sure which boat the float goes with. The white floats on top of the nets are impossible to see until you are on top of them. I was heading right at a red float when someone called on channel 16 that the yacht heading south near Tree Point was heading right at the middle of his net. I put it in neutral, looked around, called him back and said I was headed directly at a red float. He said it must be the angle. I still didn't know where he was and told him so. He said that he was toward the light house. I then knew which way to turn and made a sharp turn, he thanked me and I said "No, Thank You". He was the only fisherman that called to us. We were no more than finished with the US fisherman, crossed Dixon Entrance with smooth water and we ran into the Canadian fishermen. They seem to be more

organized with their sets and it wasn't as hard to get through them. We didn't know what to expect when we got to Prince Rupert in terms of feelings since the ferry blockade. We had gotten a warning on our way to Foggy Bay from Jane Brown to be careful around Prince Rupert. I didn't take time to dig into that more because the seas were too rough at the time to worry about radio traffic. She said there had been some incidents. But we got into Prince Rupert Yacht and Rowing Club on the inside of the marina where the bouncing is not as bad as being on the outside of the breakwater. Then in the afternoon all the fishermen started coming back in, it was a zoo, but real entertaining. We had ring side seats, crews off loading catch, taking on fuel, getting food stores and drinking beer. Later there was an announcement of an additional opening and those that knew where their crews were took off.

The next day, the 26th, we left Prince Rupert after waiting for the fog to lift. We ran into a solid fog bank south of Prince Rupert and of course it was loaded with fishermen. Chuck was leading and I had my radar on a longer range than him. We have found that it works best if the lead boat worries about what is right in front and the second boat looks at what is coming two or four miles away. Well, I was calling out to Chuck, I've got one boat at three o'clock, a mile and a half away, two boats at 12 o'clock at 3/4 mile away, and so on. Suddenly this voice come over the radio, "Can't you guys decide what time it is?" It took me a minute to figure out what he was talking about and I came back on the radio that we were only trying to get through you folks without running over any nets. He came right back, "I was only kidding". And he was the only Canadian fisherman to talk with us on the radio. We spent the night at anchor in Lowe Inlet near the Verney Falls. The falls spreads what looks like soap bubbles all over the inlet and at low tide the height of the falls doubles. When Bruce and I took the dogs ashore we saw a deer, the first one of the trip. But, no bears.

The next day near Bishop Bay and the hot springs, Chuck had overheating problems with his engine in Ursula Channel. I rafted up to him while he tried to find the problem. Twice he felt that he had the problem fixed and we untied, he put it under load and it overheated

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again. The third time I tied up to him, I told him I was taking him into Bishop Bay and if he untied again and had overheating problems, he was going to have to row that tug ashore. After a lot of trouble shooting, the problem was solved by replacing the thermostat. It is hard to get to and it seems that you try every thing else first. Well, the hot springs were enjoyable. We used them in the afternoon and again in the morning.

The next day we had an easy run into Klemtu, refueled and stayed overnight at their government dock. This was a rocking and rolling spot until after dark. But it was easy to walk the dogs. Klemtu has a store, fuel dock, cafe and that's it folks. A BC ferry out of Port Hardy does stop there. This is not high on my list of spots to overnight. We topped off our fuel the next day at Bella Bella because we could get water there that wasn't handy at Klemtu and it's really the last place for fuel until Port Hardy. We anchored in Fancy Cove and after we were settled, in came this Tollycraft that we had been with in two different places. They said they had caught some fish and wanted to know if we would like some salmon. They even wanted to know if we preferred steaks or filets. Aren't boaters nice! We had the salmon steaks for dinner.

The next day, it was time to head in the direction of Cape Caution. We spent the night at Safety Cove in about 90 feet of water. There was no real shore for the dogs, but ashore we went. The next morning we wanted to take off as early as possible, so it was quite dark when we went to this log dump we had picked out as a possibly better place to take the dogs than the spot we tried the night before. Well, Lady went up the hill and into the woods to explore and I didn't know if I would ever get her back. She did come back finally and our departure was not as early as we had hoped. But the seas were calm and we had the smoothest run you could hope for. The marina at Port Hardy was full so we stayed at the government dock which worked out fine. We shopped, walked the town and ate out. When we departed the next morning, Bruce stayed there as he wasn't ready to head back toward home as yet. So Sailor and Lady had their last walk together. They had gotten along very well together. Great boat dogs.

From Port Hardy we went to Blind Channel. This time their restaurant was

open. I always enjoy this marina and the folks that run it. Leaving Blind Channel on August 3rd, we had a little fog, lots of fishermen, and calm seas. We came right down Johnstone Straits, Discovery Passage, and the Seymour Narrows. We had decided to go to Comox. What a nice town and marina. It was a Canadian Holiday, Civic Day. We were surprised that the fuel dock was open. They set us up with moorage and we were well taken care of. There was a carnival going ashore with a band and other entertainment.

Our next stop after Comox was New Castle Island. While we were at Blind Channel, I had heard someone calling Lucky Penny, a boat from my home marina. After leaving Comox we learned that they were anchored off New Castle Island by the Dinghy Dock Pub. We met them there for dinner and there was another couple there from my marina with Dan and Penni McGrew. It was nice to catch up on old news and share cruising stories. We departed early in the morning to catch the beginning of the flood at Dodd Narrows. We were into Montague Harbour before breakfast. Geoff and Nancy Bonser joined us for dinner that night.

Words from Fran: Yes, I did get some pictures of the bear...as well as over an hour and a half viewing during the almost three weeks of travel that I have been on the trip. We sure have seen a lot of rugged, uninhabited country. I only hope the video tape will reflect some of the beauty of that frontier land. It goes without saying that it has been an honor for me to be able to go with Bill, Chuck and Bruce and I sure thank Bill for inviting me. One of the biggest things I've learned is that I have confidence now that even the 26 foot Nordic could make the trip...the main thing is to travel with others...and you can never be in a hurry to go if there is any question about the weather. Generally speaking, we have had quite calm waters most of the last three weeks. In fact, I mentioned that the crossing of Queen Charlotte Strait was smoother than most of my trips across the Straits of Georgia...but I know it doesn't always happen that way! Anyway, it has a great and fun trip and I hope to do it again someday.

August 10th, Gig Harbor. It's all over except for the story telling. We left Montague Harbour and had a nice entrance back into the US. For the first time that I can remember, we went past Active Pass without seeing a BC ferry.

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We always seem to have to do a dance with one of their ferries at this pass. In the San Juans we made up for the lack of ferry traffic. We met up with seven different Washington State Ferries. I told Fran, I'm sure that Bill Harphan has to be on one of those ferries. Bill is an Engineer with the Washington Ferry system. Well, as it turned out, both Bill and Sherri were on the Chelan and were waving to us from the aft deck. Bill went to the pilot house and called Chuck on the VHF. When we got tied up at Cap Sante in Anacortes, there was Bill and Sherri to welcome us back. Fran left the boat here after a last lunch together. Ann and Fran had Chuck and I over to dinner that night. Fran got out of the cooking rotation by fixing a fruit cup and Ann did all the rest of the work.

The next morning I woke up hearing the fog horn sounding. When I went out to walk the dog, it was quite clear and no apparent reason for the fog horn. We left at 6 o'clock and had a real mill pond with the tide pushing us on. We were making such good time that I decided to go on to Gig Harbor and finish the cruise. I pulled into the harbor, refueled and was in my slip by 4 PM. What a great trip! Would I do it again? Yes, but differently. I would spend more time in favorite locations.

Statistics:

Engine hours -	443.3
Gen Set hours-	211.0
Diesel fuel used	985.6 gal
Diesel cost	\$1,270.99
Gal per hour	2.2
Avg cost	\$1.29 gal
Low/high cost	\$0.98/1.67

13. DEALER NEWS

Nordic Tugs Midwest just completed their fall round of shows in Racine, Wisconsin; Michigan City, Indiana; and Detroit, Michigan. They took hull # 32118 to these in the water shows. 32118 has a green hull with the new B layout featuring the side by side refrigerator and freezer. People really liked the added counter and refrigerator space and continue to be impressed with all the teak inside! Nordic Tugs Midwest is looking forward to getting the second 37' the end of October. They will feature 37002 in the Chicago Boat Show at the McCormick Place January 20-24, 1999. It has a blue hull and will surely be the hit of the

show, as our tugs usually are! So often they hear the comment, "This is the best boat in the show!" Ken & Karen Schuler.

Nordic Tugs/Ed Shelton. Ed had five Nordic Tugs at the Solomons Island Trawler Fest October 1-4 (1-42' and 4-32's) He also showed a 42' and a 32' at the Annapolis Powerboat Show October 15-18th.

Bill Allen and Ivan Wolf (Cobb, Allen and Wolf Yacht Brokers) have joined Nordic Tugs/Ed Shelton as representatives on Florida's west coast. Allen and Wolf have 75 years experience selling yachts. Ed is very pleased with this association. Nordic Tugs/Ed Shelton will feature the new 37' Nordic Tug at the Miami International Boat Show February 11-17, 1999. Ed Shelton

Nordic Tugs Alaska advises you to call soon if you want a charter reservation for the 99 season. It looks like they will have about 8 tugs in their fleet next season, depending on used boat sales. (907) 586-2844 Kent Fagerstrom.

14. THE PRESIDENT'S CORNER

What's new in "Nordic Tug Land?"

There has been a change in the management structure. Jim Cress is now the CEO, Tom Nelson is the President, Doug Recker is the Vice President.

The production facilities have been expanded by 45,000 sq ft of building on a five acre setting. A new stand alone 42' finishing building is also under way. This will allow for 5-42's to be in production at any given time. The new plant is about a mile from the original plant on Peterson Road. This 17,000 sq ft building is being transformed into an all fiberglass production. The new address is 11367 Higgins Airport Way, Burlington, WA 98233.

The sale of new and used tugs is still running high with dealers filling all 32'-37'-42' production slots through the balance of 1998 and all of 1999.

My continued goal for Nordic Tugs since my joining the company in 1995 is quality. If there is a better way or a better product we can build into the tug, lets do it!

I look forward to seeing you all at the Spring Tug-in. thats it for now, so safe cruising till next time. Tom Nelson P.S. The first 37' runs and looks great in the water.