

NORDIC TUG NEWS

SPRING 1999

1. ATLANTIC COAST TUG NEWS

Nordic Tugs East Coast Rendezvous. This was held on Captiva Island, FL, March 13-14, 1999 at Tween Waters. The rendezvous attracted 23 Nordic Tugs, some 10 Nordic Tug owners from other parts of the US who attended without their boats. This was the largest gathering of Nordic Tugs ever assembled on the East Coast. Approximately 80 persons attended the workshop on Saturday morning, 62 had breakfast, and 50 joined us for dinner. We were supplied and/or furnished over 40 door prizes. Cummins Marine, Southeastern; Cummins Marine, Northwest; Clean Seas Company; World Marine Yacht Movers; Ocean Marine Air Conditioning; ZF Transmissions; Sterling Financial; and Fuel Mag Company joined Nordic Tugs/Ed Shelton as sponsors of this event. Most of these sponsors provided guest speakers for our seminar where Peter Tatro was MC. Special guest Kirt Dilworth from the Nordic Tug Factory was a hit with all the owners and provided answers to questions they had concerning their boats. In attendance were owners from Canada, Pennsylvania, Ohio, Massachusetts, Maryland, Virginia, South Carolina, Georgia, Florida, Connecticut, Kentucky, and Tennessee. Letters from those that attended thanked us for putting the rendezvous together and look forward to next years event on the east coast of Florida. The local Captiva Island paper did a 2 page article on the rendezvous and the management at Tween Waters did a super job of serving our needs.

2. MIDWEST NORDIC TUG NEWS

The 3rd Annual Nordic Tugs Midwest Rendezvous will be held June 25, 26, and 27, 1999 at Manitowoc Marina in Manitowoc, Wisconsin. Having now sold 18 Nordic Tugs in the Midwest, we are looking for a great turnout. Call (920) 894-2632, Fax (920) 894-7151, or use our e-mail address nordickk@dataplusnet.com

3. NORTHWEST RENDEZVOUS

As of May 1, registration for the June 3-6 1999 Puget Sound Rendezvous exceeds 40 boats and nearly a hundred people. Many of these boats will be anchoring out in Liberty Bay. With any luck, Liberty Bay will look like Nordic Bay for three days. Although all of our slips are spoken for,

there is plenty of room for people who are willing to anchor out during the event. There's no charge for the Rendezvous, lots of events are planned, and Nordic Tug owners may register by contacting Tom Lichty at: PO Box 1228, Borning, OR 97009, (503) 658-7224, e-mail tlichty@aol.com

4. MAINTENANCE TIPS

Preseason Checklist-This was taken from an article written by Rick Barbarossa and published in Dockside NW, April 98 issue. "The winter rains are subsiding and spring is in the air. If your vessel has come through this particularly rainy winter unscathed, consider your self one of the lucky ones. Others were not so fortunate.

Batteries. It's rubber glove time. Put on your old work clothes and give all of the boat's batteries some attention. Check the electrolyte level in every battery's cell and top off the fluid level to the base of the filler hole. Use distilled water, if available.

Remove all battery terminal connections, clean the cable terminal fittings and battery post with a wire brush to remove all corrosion and re-fit the battery cables to their appropriate battery posts. Make absolutely certain to observe correct polarity! After firmly resecuring the cables to their respective batteries, coat the battery posts and terminals with a light coating of grease to inhibit corrosion.

If you have an automatic battery charger aboard, check its output with a voltmeter at each battery bank. Your readings should be about 13.5 volts. Check your engine's alternator output too' by performing a similar test. Readings from your alternator output may be a bit higher(14.5 volts).

Thru-Hull Fittings and Valves. Take the time to check every thru-hull fitting on your boat. Use this quick list:

- Check all bonding wires(usually green insulation)for tightness and a clean, non-corroded connection.
- Inspect each thru-hull fitting and related plumbing for integrity. Look for signs of metal deterioration.
- Rotate all ball valves to "on" and "off" about six times to work off any growth and keep them easy to operate in case of

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emergency.

-All hose connections below the waterline that are clamped to a thru-hull fitting must be "double clamped" for added safety. Hoses should be in good shape and clamps should not be rusted.

-Sea strainers should be cleaned and cap gaskets should be in good shape.

Bilge Pumps. The failure of bilge pumps, float switches and related devices have caused problems this winter for some boat owners. The "out of sight, out of mind" attitude can be costly.

-Check the manual and automatic (float switches) operation of all bilge pumps.

-Inspect the pump impeller area for debris or obstructions.

-Examine wiring terminals for corrosion and poor connections.

-Wire tie all pump wiring so that connections (butt splices) are not immersed in bilge water.

-Verify that the pumps do pump water.

-Keep all bilge limber holes clean and free of debris.

-Keep your bilges clean.

-Don't forget to check shower sumps, their pumps and float switches.

Zinc Anodes. You say your neighbor in that slip next to yours has a habit of letting his shore-power cord dangle in the water? He should be buying your zincs. Electrical "leaks" can be the result of this bad habit and surrounding vessels can pay the price. Keep AC electrical out of the water and:

-Check all of your engine and generator zincs. Your engine manuals will have an illustrated page showing the locations of all zinc anodes. They are cheap insurance. Check them on a regular basis, at least once a month.

-Your prop shaft, rudder and skeg are also fitted with zincs. Have a diver check them out monthly.

"The Head". You're shivering, aren't you? The mere thought of facing that nemesis of all boaters is enough to make you cringe. Suit up, gloves, mask and snorkel and have at it. Check the following items:

-General operation check. Put the head through its paces and see how it operates. If it flushes and evacuates everything in a satisfactory manner, break out the champagne and perform your best victory dance.

-If your head is a manually operated unit

and it seems to be sluggish or fails the operational test, check the intake and discharge hoses first. Make sure supply water flows freely to the head. Next check the discharge hose (the fun one) and make sure there are no obstructions. Heavy scaling that restricts the inside hose diameter may be blocking discharge flow. It could be time for a new discharge hose.

-If the hoses check out, there is one more item to examine prior to installing that head re-build kit. Make absolutely certain that the "vent hose" from your holding tank to the vent fitting on the side of the hull is clear and unobstructed. If the vent hose is clogged, the head will not operate properly. A clogged vent hose will turn your holding tank into a "pressure tank" and make flushing difficult.

-If none of the above helps, pick up a rebuild kit, suit up and face the music. Look on the bright side. You get to choose your time and place for the battle. If you rebuild the head now, you won't be cursing and swearing underway with the head backed up and four passengers with their legs crossed giving you the evil eye.

Interior. Got mildew? You are not alone. Chances are that if your boat was buttoned up tight for the winter with little ventilation, mildew is alive and well below. Use a mild to medium solution of chlorine bleach and water to remove the existing mildew and help rid the boat of mildew's associated musty odor. If you want to avoid the mildew the next time, try the following:

-V-E-N-T-I-L-A-T-E. Keep the air moving through the vessel. If you can't keep portlights cracked, install Dorade vents, small saucer vents, or solar vents in the deck or hatches. Mildew loves moist still air.

-If AC power is available, purchase any of the electric dryers that are available and put one at each end of the boat. Be sure to place the dryers on the cabin floor, as low as possible because moist air is dense and settles to the floor (I always see them on the tables and higher shelves). The whole purpose of the dryers is to heat and dry the moist air and cause it to rise and circulate the rest of the air inside the boat. Keep them low!

-Even something as simple as a 60 watt lamp, as low as possible, will help.

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-If AC power is available, "Golden Rods" work well for the inside of hanging lockers and other storage area where mildew is a problem. I have also used "heat tape" (meant to wrapped around pipes to prevent them from freezing) to inhibit mildew in various areas around my boat. The heat tape trick works really well under mattresses and between the mattress and the hull in the v-berth area.

-An electric dehumidifier works great if the temperature inside the boat is above 40 degrees.

Water Tanks & Fresh Water System.

Can you say sediment? It's time to give some attention to your fresh water system also. Begin by:

-If your tanks have inspection plates, remove them and scrub out the tanks. If there is no access, fill and drain the tanks several times and treat them with chlorine bleach. Run the bleach water through all of your sink faucets and let it stand in the feed hoses overnight. Let the bleach sit in the tanks overnight too and flush well the next day.

-Change any taste or water filters after flushing tanks.

Engine Room. Even if the boat has not been used very much this past winter, some checks and maintenance in the engine room is necessary.

- Change engine oil and oil filters.
- Change fuel filters, primary/secondary.
- Check gear box oil and change the oil if necessary.
- Check all hoses, clamps, and engine mounts.
- Check drive belts for condition and adjustment.
- Check engine zincs.
- Carefully inspect fuel system. There should be no signs of leakage.
- Inspect the engine's raw water pump for leaks and function. Fire up the engine and check the water discharge from the exhaust for good cooling water flow.
- Check the exhaust system components for possible fume or water leaks. Give your special attention to exhaust "elbows" at the engine's exhaust manifold.
- Operate the engine's throttle and shift controls and check for easy, positive operation.
- Check steering system components for proper function.
- Inventory emergency spare parts and stow them in a dry place.

Safety Equipment. Be prepared for that emergency situation and be sure that the following gear is in order:

- All life jackets are found in good and serviceable condition.
- First aid kit medications and bandages are replenished.
- Flares and signaling equipment are all up to date. Discard old, out of date flares.
- ~~-Life craft should be serviced each year.~~
- All fire extinguishers should be checked and serviced annually.
- Change batteries in overboard lights, flashlights and emergency communication radios.
- If you have an emergency "grab bag", review the contents and replace dated items.
- Make sure all navigation lights are working properly.

Get Ready For Fun! Taking the time and expending the energy to thoroughly check out your vessel before the boating season is in full swing is a very good idea. Scheduling any needed repairs will be easier and precious vacation time won't be lost due to break downs. Every boat is a little different and every skipper should configure his pre-season checklist to his or her own vessel. The main point is to follow through and check your vessel out as if your life depended on it. The few days it takes to really look over your boat's systems can add many days of carefree boating to your calendar. Enjoy yourself out there and remember: It's much easier if you do it dockside."

Rick Barbarossa is the proprietor of Redbeard Yacht Systems. He can be reached at his e-mail captzen@pacbell.net

The following two articles sent in by Bob Calves, Mid-Atlantic/Northeast Reporter.

Painting Exterior Teak. My vintage 1988 Nordic 32 has lots of exterior teak--many hand rails as well as the doors and frames. Although a full time live aboard, I got tired of keeping up with brightwork either oiled or varnished.

When push comes to shove, the durability of any finish on teak trim boils down to only one basic fact: The pigment to block the light from getting through the finish, the longer it lasts. Treatment like Sikens Cetol uses some pigment to get extended life compared to oil or varnish, but I personally do not like

their orange color. Paint is the ultimate answer as it contains lots of pigment to totally block the light.

Many folks choose some kind of brown paint hoping for a miracle to make the finished wood to look like natural or varnished teak. To my eye this approach looks terrible. My hull is painted (Awlgrip) a dark green, and I selected a dark maroon/burgundy paint color. I get many compliments on the boat's appearance.

Some people say paint will not stick to teak because of the oil in the wood. Not true, here's the process: Completely sand the wood to remove all old finish. Using an old-fashioned oil based varnish (I use Z-Spar Captains) apply two coats of varnish. Thin the first coat a little. Forget exotic expensive marine paints. At your local paint store select an extra high gloss oil based house trim paint. Put three coats of this over your varnish job. The first coat should go on when the second coat of varnish is slightly tacky.

My wood trim was painted a year ago (97); it looks like it was done last week. I think it will need only a rub-down with a Scotch Brite pad when it is a year and a half old, and a single re-coat. Such treatment every year or so should be all that is necessary for many, many years.

Transmission Replacement. During the 1980's many trawler builders utilized a Borg-Warner "Velvet Drive" drop-center transmission. This particular transmission was popular because the output shaft was parallel to the input but offset down one and a half inches; giving the builder flexibility in engine installation while maintaining a low shaft angle. Like all Velvet Drives the tranny is constructed in two parts - the front being the complex part with fluid pump, clutches, shift control, and reverse gear. The rear part is the actual reduction gear and final drive. The offset final drive turned out to be "weak", and the transmission, I have been told, typically failed in 3 or 4 thousand hours.

On my 1988 32' the tranny went at 3,900 hours. One day I suddenly had no reverse gear - no warning, no clunk, no grinding - it just wasn't there. After removal it was found that the final offset drive had been extensively chewed up and metal particles had messed up the clutches for reverse. I was able to use the boat for several days and hours in

forward gear until convenient to replace the transmission.

An investigation found the following: Nordic Tugs has long since switched to a different transmission. My model Velvet Drive has been taken out of production and not supported with parts availability due to its weak design. Many folks said not to put a rebuilt one in if one could be found as it would soon fail. Like many cars the rear engine mounts are actually on the transmission. There was no direct replacement having the same dimensions so modifications would be required.

After much investigation I decided to use a Model 72 straight through Velvet Drive as the replacement. These are now made by the Velvet Drive Division of Regal Beloit Corp., 200 Theodore Rice Blvd. Industrial Park, New Bedford, MA 02745-1290, Tel (508) 979-4800, Fax (508) 998-1579. They are widely used, a proven robust design, can handle the torque of the Cummins 210, and are available from most marine transmission distributors. Gear ratio of my old tranny was 2.0 to 1. A ratio of 2.1 to 1 is available in the new; close enough, less than 100 engine RPM difference at my cruise speed.

Here are the basic steps involved in changing the transmission.

- Disconnect transmission shaft coupling.
- Block and wedge up the rear of engine.
- Disconnect rear engine mounts and brackets. Disconnect tranny from engine.
- Using a board to make a 45 degree angle ramp, a chain around the transmission, and two very strong people, the old unit was slid up through the opening under the sink into the aft cabin for removal (It later fetched \$300 for parts).
- The engine bell housing adapter and the flywheel damper plate (drive plate) were removed. The damper plate was worn out; some springs were actually broken.
- A newly obtained damper plate appeared to be an improved, more robust design and, because it was thicker, it came with a thicker transmission adapter plate for the bell housing.

The new tranny was a couple of inches shorter, but I did not want the engine any farther aft as the turbo was already against the bulkhead. I decided to have a "Drive Saver" installed at the shaft coupling. Between the extra thick bell housing adapter plate and the thickness of the driver saver I would not need to move the engine aft any, just move the shaft a fraction of an inch.

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The boat remained in the water. My pilot house roof air conditioner was removed to open up a hole over the engine (If you don't have an overhead hatch in the pilot house, you will install one at this time). A crane lifted the engine off its rear blocks and front mounts, it was rotated 90 degrees and raised into the pilot house.

The metal engine beds were removed from the stringers. The entire bilge area was cleaned and regelcoated like a new boat. The metal beds were cleaned, painted and reinstalled one and a half inches lower. The engine was reinstalled on the front mounts with the rear blocked.

The new transmission was attached to the engine, the rear engine mounting brackets attached to the tranny, and the engine beds drilled for the new location of the rear mounts.

The shaft was aligned and the drive saver installed. After a test run the alignment was rechecked.

The entire job including labor and the cost of the new transmission and other parts ran about \$7,500. Much labor was expended disconnecting and reconnecting all the hoses and wires to lift the engine.

One warning: Most of the transmissions in this series of Model 72 straight through Velvet Drives come with one part number for either rotation, with the installer indexing the pump on the front of the tranny for the direction of input rotation. For the 2.1 to 1, and only for this ratio, the planetary gears are cut differently for each rotation and the pump should not be indexed. Proper cut (angle of the gear teeth) is vital for long term durability in the most used rotation of forward gear. When ordering you must specify rotation direction. The confusion comes in that we marine folks tend to think of rotation when viewing the rear of the engine but the transmission makers think of rotation when viewing the front of the engine. My "B" series Cummins swings a left hand prop and is left hand rotation when viewed from the rear. To the transmission supplier this is a right hand engine as viewed from the front, the correct part number for this transmission is 10-18-000-008.

5. WAYPOINTS

Ed Conry, **CHEOKEE** passed away March 21 in Seattle. He was 82 years young, a Pearl

Harbor survivor. He's taken many trips with his tug and enjoyed family and friends aboard her. He loved cruising over to Port Madison in the summer for barbecues. He did a lot of fishing with his good buddy, Dutch Schleitweller. We wish him calm sea's, fair winds, and as he always said, "the sun is over the yardarm somewhere".

6. THE OTHER PERSON'S TUG

From time to time, I have used interesting accounts from Ken and Mary Horton, owners of **FOOTPRINTS**. They live in Punta Gorda, FL in the winter time and in Brockville, Ont in the summertime. Ken has been up and down the Intercoastal Waterway many times and down the Great Lakes and the river systems on one of his returns to Florida. He has a 7'X 7' canopy over the cockpit of his tug and had this experience during his 600 hours of tugging last year.

"Probably the most exciting thing that happened, I had forecast would happen after an incident during our trip south in 1993. That time we were trying to dock in Titusville as a line squall hit with winds of about 50 knots, and one heavy gust got under the canopy on the aft deck and lifted the stern up out of the water. We got tied up with the canopy still intact, but I told Mary that about 55 knots would be the maximum for the canopy. On August 10, 1998 we were proceeding down Long Reach, a large open body of water between Belleville and Picton, Ontario, when we could see the storm approaching. There was only open water with no shelter for five miles, so we watched it visually and on radar and had everything secured. There was a forty foot plus sailboat about a half mile off our starboard side and as the storm hit we headed into the wind. As the wind and rain hit, it swung around and caught us broad on the starboard side and heeled us over to where the inclinometer pegged out at 45 degrees and the water was at the port door. As I was trying to steer the boat into the wind, Mary said "There it goes" and the canopy with stainless steel supports and all went over the side and the boat snapped back upright and the rest was uneventful. The wind drove the waves flat and visibility was zero for about 15 minutes and then it lightened up with less rain. The last I had seen of the sailboat was it heeled over about 45 degrees under bare

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poles. We went over to them and stood by until they said they had every thing under control, except they had a solid 10' dinghy that was sunk, held by the painter that they were trying to get up. Checking with Trenton Air Force Base later, confirmed my thoughts. It was a line squall with winds gusting above 60 knots. The storm was widespread and did several millions of damage. After repairing and fiberglassing the holes left where the fittings (bolted) were pulled out, I am trying to come up with something new that can be removed quickly. The canopy with sufficient wind can, and will overpower the boat. The Nordic 26 that was certified by the Coast Guard for passengers has a big canopy and was restricted to calm inland waters only because of this danger."

7. WHAT'S IN A NAME?

DOBRO-My mother's parents came to the US as young adults from Croatia, and naturally spoke Croatian. I have fond memories of the people and great quantities of food and wine at the grandfolks place. My mother tried to teach me a few words as well, but the only one I remember is "dobro" which means good. The appropriate answer to the Croatian words "how are you?" is "dobro" or good. So the name carries on the family tradition if only in a very small way. **Dan & Dian Potts.**

BYE BYE SHOO FLY-My brother Don and I are partners in this boat and this is going to be a long winter waiting for the delivery of "Bye Bye Shoo Fly". A word about that. Don's boat, a 31' Tiara was Bye Bye Birdie", he's a golfer. My boat a Nonsuch 30', was Shoo Fly. I've always had sailboats, hence the dopey name. **Don & Mary Wood, Bob & Marilyn Wood.**

TUGBOAT POCONO-This was the ship that Loren was on during his 4 years in the Navy. **Loren & Joann Mick.**

TUGALOO-Cherokee name for a river and town in our area. **Jerry & Chris Barton.**

JUBILATION-For us, a name must have a good meaning and yet be transferable because we know we will sell the boat some time. The name means "rejoicing". It comes from the old testament where God told his people to have a year of jubilee every 50 years. Celebrate for a whole year! All debts were forgiven. Slaves

were freed and farms that were sold are returned to the original owners. And besides all that Donna and I will celebrate our 50th anniversary this year. By the way, Donna is not going to set me free, nor will she get free! We are still in love! **Kent & Donna Fagerstrom.**

HO'OLEHUA-That is Hawaiian meaning "swift and strong". The boat has been under ~~going major interior renovations~~ and is due for completion this summer. **Steve McCormick.**

RED GRIFFON-As a bit of history, the original Griffon/Griffin has the distinction of being both the first European ship and the first ship with sails to penetrate the inland waters of North America. The 70 foot galliot was built above Niagara Falls in 1679 by La Salle to inaugurate navigation on the upper Great Lakes. It was a fur trading vessel, which was lost off of Washington Island, Wisconsin on it's return maiden voyage in September of 1679, leaving no clues to explain its disappearance. La Salle chose to name his ship after the mythical beastie, the half eagle/half lion "griffon" on the coat of arms of his sponsor. Our addition of "Red" refers to the hull color of NT 32-104. To avoid La Salle's problem, we have added several state of the art gadgets, including a radar with GPS electronic map capabilities and a forward looking sonar. In case anything really big is lurking in these inland seas, we also installed an electronic fishfinder. By the way, La Salle did not go down with the Griffon. In a last minute decision, he stayed in Wisconsin to explore more westerly regions. Luc the Dane is at the bottom as the replacement skipper. For those historical buffs, the Mt Clemens, Michigan detachment of the US Naval Sea Cadets have begun a multi-year search for him and his most famous vessel. Their progress is being followed by the editor of the Great Lakes Cruiser, Ltd. **Douglas Foster & Terri Murtland.**

TUGLET-I opted for "Leap of Faith" but Chris overrode my suggestion. Tuglet it is. **Chris Thomas & Mary Liquori.**

KHOTSO-An African Zula-Sesotho word meaning 'Peace'. **S.L. and Arline Abbott** are the owners of this new 42'. He retired as a U.S. Ambassador and they returned from Africa in 1991.

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LADY JANE-Named after my Mother. Paul Goddard.

8. ASK THE FLEET

Intercoastal Waterway- We will bring our new 32' up the ICW from the Dayton, FL area in late April or early May in 1999. If there are any other Nordic Tugs interested in going together we are going as far as the Middle River area in the Chesapeake Bay. Andrew Fisher, (717) 896-3900 voice or fax or e-mail address afisher@epix.net.

ESI-Clean Fuel System-As listed in PassageMaker Magazine (Fall 1996) which is centered around a "DE-BUG fuel microbial decontamination unit". I would like to know if any other Nordic tug owners have installed this unit and what the results, etc., have been. Andrew Fisher, (717) 896-3900 voice/fax.

Cruz'n Cards. The fellow here in the NW who used to do these cards went out of business and the lady who took over the business doesn't want to do the cards anymore. Anyone know of a vendor who will do color calling cards? Contact Bob Ranck, Jackson, WY 83001. (307) 733-2574.

9. YOUR NEWSLETTER

If you haven't sent any money during 1998 or 1999, 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

10. BUY, SELL, TRADE, LEASE

For Sale: 1981 26' Nordic Tug, Extended-Cabin Sport Style, hull # 26014 **GUSTO**, Green Hull, 60hp Peugeot diesel 2700 hours, autopilot, Furuno radar, new chart-GPS & sounder, hydraulic davit. Older but well cared for boat with ample aft deck and storage hold. Pkg includes inflatable & kicker, 4 survival suits, Magma grill, shrimp gear, trailer. Asking \$41,500. Call Dennis Mayer (907) 345-8759, Anchorage, AK.

For Sale: 1981 26' Nordic Tug, hull # 26009, **BLUE TIDE**, inside completely re-

finished, exterior teak refinished, needs exterior paint and it will look new. Asking \$70,000, Contact David Poulsen at work (907) 772-2187, home (907) 772-2557, or e-mail dcp@alaska.net

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

For Sale: 1996 26" Nordic Tug hull # 26158 **PUFFIN**, Yanmar engine w/536 hrs, Westerbeke 5kw generator w/239 hrs, GPS, autohelm, bimini top, complete covers for hatches, windshield and pilot house windows, green hull and much more. Well maintained in "Bristol" condition. \$125,000. Contact George Rodgers tel/fax (561) 775-9941.

For Sale: 1987 32' Nordic Tug hull # 32008 **MARCY GRACE**, 175hp Yanmar 6cyl diesel (1260 hrs); heat/AC; 2 VHF; Radar; Auto-pilot; Loran; Navigator; Depth finder; Hailer; Refrig, oven, range, microwave, stereo w/6 speakers; TV 12V or 110V; new upholstery 1996; tender davit; new pumps 1998, cruise 9-11 kn, top 15-16 kn; well maintained, correctly serviced. Equipment list available, call (309) 663-7472, Cy & Marcia Ling. e-mail at miling@farmcredit.com

For Sale: 1993 32' Nordic Tug hull # 32066 **MORNING MIST**, Yanmar 170hp, Northern Lights 5 kw GenSet, Espar heater, new large refrigerator, new carpet and cushions/upholstery. Furno radar and depth sounder, GPS chart plotter. San X MSD. Extra insulation and four bunks in forward cabin. 9' inflatable w/2hp Mercury outboard. 3350 hrs on main engine. Professionally maintained in the Juneau charter fleet. \$165,000 Call (907) 457-3303, Ralph & Cindy Wells.

For Sale: 1996 32' Nordic Tug hull # 32083 **LITTLE TOOT TWO**. Fully equipped for cruising and carefully maintained. 210hp Cummins, generator, AC and heat, radar, auto pilot, Tridata speed distance and depth, GPS, fish finder, TV, VCR, inverter, stereo sound system for AM-FM Cassette CD, anchor winch, 4 man dinghy with 8hp electric start engine, and much more. Boat has made an eight month big circle trip from Florida to Canada and return. \$165,000. Call (850) 894-4121 Mitchell Cash.

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For Sale: 1990 32' Nordic Tug, hull #32042 **FRESH AIRE**, white w/blue inset, 210 hp Cummins, Espar furnace, 200 gal fuel, 165 gal water, mast w/worklights, complete electronics, weaver davits and much more. Excellent condition. Priced for immediate sale \$135,000
Call Dennis Swiderski (907) 224-5846 or write to PO Box 1815, Seward, Ak 99664.

For Sale: -1996-32' Nordic Tug, hull #32088 **FARPOINT**, black hull, Cummins 210 hp, mast, open array radar and full electronics, extra head room in salon (6'6"), meticulously maintained, \$179,900, reason for selling-Bigger Boat Syndrome! Contact Kim or Eric at (206) 361-7098.

11. ODDS AND ENDS

Southwest Reporter. Shirley L Abbott (male name) has taken on the task of gathering information from the Nordic Tug owners in the Southwest region which includes Texas, Arizona, New Mexico, Southern California and Colorado. Here is his first report: May 7, 1999

"I took on this fun job and true to myself the first thing I did was make a "goof". I wrote a letter to John and Joan Miller in Ventura, California, to see how they were coming along with their 26' Nordic Tug. Well, I get a call on the phone today and John tells me he is not John..he is Richard. He said Joan is still with him, but the Nordic Tug has left him. I asked him if I had his address correct. He said yes. I asked him if he wouldn't consider changing his name from Richard to John so I wouldn't have to change the name on my mailing list. He said that he had the name Richard for 80 years and he wasn't in the mood for a change right now. I could hear Joan in the background on the speaker phone. So I consider the report from Richard and Joan Miller to be a joint report.

Since he had already told me that he didn't have the Tug anymore, I wanted to find out why he sold it. So he launched into a story that was interesting. He said he and Joan had a lot of fun with the Nordic Tug. They took the boat on a cruise to Catalina Island, had a great trip, and a great time while there. They anchored in Avalon Bay and enjoyed the whole visit there. I had to ask him again why he sold the 26 and he said he just wanted to go a little faster. And I thought at that moment..isn't that the way with kids these days? They

all want to go faster. And when we had finished gossiping, I was sorry I didn't get to talk to Joan. And I was wondering..I was wondering if maybe Joan had a "John" stashed away somewhere and "Richard" didn't know about him (just kidding Joan). Since I am 74 and Richard is 80 I wanted to ask him when I could expect my wild oats to turn to prunes and All-Bran but I didn't do that. I could tell they were nice people and that they had enjoyed their 26' Nordic Tug."

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 83 subscribers. It's a great way to exchange information, know-how, anecdotes, buy, sell, etc. E-mail to Povl at plasbo@attmail.com

Bruce Campbell, Limelight VI, has continued to expand his web site which covers "Hiking Trails in British Columbia for Boaters or where to walk your dog". It's now up to 11 pages.
At 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

Northwest Summer Cruise. We are going to use a cruise that we enjoyed three years ago when Gordon and Cheryl McWatters led us down the Hood Canal, then to Victoria and then on to the San Juans. We will leave Poulsbo on Monday, June 7th, after the Nordic Tug Rendezvous. We will end up at Anacortes around the 18-19 of June. Contact Bill Owel for more information. (253) 858-3481.

Northwest Fall Cruise. For the fall cruise, we plan to head for Desolation Sound right after Labor Day. We will be anchoring and mooring depending upon the location. We plan to leave from Anacortes on 9/6 and return on 9/18. Now would be a good time to get your 1999 CANPASS if you haven't already. If you are planning to go with us, please let us know so we can have a count of boats. Contact Walt & Ruth Albach, 177 107th Ave NE #2105, Bellevue, WA 98004, phone (425) 454-2032, e-mail walbach@aol.com

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From the M/V TIS HERSELF Bill & Karen Reardon are mid-way through a two year cruise that will skirt the perimeter of the US (including the inland passageway of Alaska), parts of both east and west coasts of Canada, the St Lawrence Seaway, the Great Lakes and the Caribbean. Our range has included such diversities as: water too deep to anchor in to water too shallow, tides up 20 feet variation, locks, bar crossings and more bridge varieties (bascule, swing, lift, pontoon, and fixed) than we ever imagined. To date we have completed in excess of 8500 nautical miles, running a total of 1250 engine hours. All this in just under one year. Even the weather has cooperated with less than 10 days of rain in as many months!

Our 32 foot cruising home has been made even more comfortable by some additions that our fellow Nordic Tuggers might consider incorporating. In the salon, we added a wood burning stove to rid the air of those occasional wet chills, a comfortable chair for reading/relaxing, a built in TV stand mounted to the ceiling (have to save that valuable galley counter space), a microwave, a breadmaker/over/toaster combo, an extra door under the settee for easier storage access and two way blinds that add privacy and keep out the sun when not wanted. In the pilot house, we added a four rod fishing pole holder that is mounted to the overhead, teak CD wall mounted racks, two magazine racks between the footrests, an overhead hatch that has been invaluable on those hot days and what has turned out to be the most inexpensive and very used item: a 29 inch folding stool (very stable) that allows closer access to that sometimes far away steering wheel! In the stateroom the installation of two additional doors to access storage and two teak wall mounted racks (one for books and the other for those little items such as eyeglasses, etc.). The area under the stateroom seat serves as a wonderful wine locker. The aft area has the addition of a bimini top, dinghy davits, a motor mount and hoist, a fresh water washdown, a solar light and locks added to the deck storage box and the lazarette. A sidestep on the starboard cabin has permitted ease of accessing the cabin roof. The variability of holding grounds has required the use of four anchors in total (Fortress, Delta, and 2 ploughs) and 200 feet of an all chain rode and various line/chain rode combina-

tions. For instrumentation: radar, searchlight with remote, auto pilot with 2 remotes, GPS chart plotter complete with US charts, depth sounder, VHF/hailer listener, holding tank indicator, bilge alarm, windless with remote, 2500 watt inverter, and CD/radio for pure pleasure. Vic & Francie Wilson's expertise in many of the above installations have helped to make this an enjoyable cruise. One of our most treasured additions has been an exact to scale half model of TIS HERSELF, that is proudly displayed in the saloon and is the envy of many who come aboard!

In the states (AK,WA,OR,CA,TX,LA,-AL,FL,GA,SC,NC,VA) and one Canadian Province (BC) thus visited, we have experienced life as only one can, from the water perspective. Highlights are difficult to choose as every area seemed to offer its own special uniqueness! For us, the most unusual and unforgettable experiences have included; the Miami Boat Show (you really need 2 days to appreciate it all), the Dry Tortugas, the Alaskan glaciers, the many peaceful and serene anchorages, a serenading wolf, a variety of wildlife (bald eagles, black bears, whales, porpoise, dolphins, sea otters, manatees, sea lions, etc.), being able to visit some "American History", 20 mile uninterrupted stretches of waterways, and the southern hospitality of the North Carolinians (which included many free docks vs. Miami at \$2.25/foot!), collecting and eating fresh oysters, tasting the massive variety of cultural delights and the wonderful pubs along the way where a cold brew rids the thirsty cruiser of only \$1.00

The generosity and kindness of fellow cruisers and "locals" has served to renew our faith in mankind. To the wonderful Nordic Tuggers that we have met along the way who were always eager to share their cruising knowledge and ideas, we thank you and feel fortunate to have met you. (One skipper even worked out a time table for us before we went through rapids! Thanks Bruce!!). We hope that your cruising experiences have been as pleasant and memorable as our have been. If there is any information that we can share with you, please contact us at 1004 Commercial Ave, #148, Anacortes, WA 98221-4183. Cruising Blessings! Bill & Karen Reardon.

Credits: The folding stool is available at Wal-Mart for \$16, the half model of our tug by Bill Stright, PO Box 1367, Pictou, Nova Scotia, B0K 1H0, Canada,

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phone (902) 485-6926. For Vic & Francie expertise contact them at Seascope Canvas & Interiors or On the Water Marine Services, phone (360)739-5649.

13. DEALER NEWS

Nordic Tugs Midwest Nordic Tugs Midwest Inc is really making a statement here in Manitowoc. We currently have six Nordic Tugs lined up in the Marina outdoor storage area. Two tugs are our dealer boats and the other four are sold and waiting for the owners to take them to their homes this spring. Two are going to Michigan, one to Pennsylvania and one is staying in Wisconsin. We are taking delivery on 3 more boats within the next few weeks. The fellows at the Marina are noticing a lot of cars driving in and looking them over. Everybody's wondering what's happening!! We had a very successful January show at the McCormack Place in Chicago displaying our first 37'. It definitely was the hit of the show as we heard comments like "this is the only boat worth looking at" or "this is the best boat here". Everyone was impressed with the amount of room inside, the beautiful workmanship, and the very seaworthiness look of the hull! Way to go Nordic Tugs, Inc!! Our new web site is found at www.nordictugsmidwest.com
Ken & Karen Schuler 920-894-2632.

Nordic Tugs/Ed Shelton. Ed did the Melbourne Trawlerfest April 15-18, the Chesapeake Bay Spring Boat & Yacht Expo, Kent Island, Florida April 22-25th, the Norfolk Boat Show May 13-16th. We will be doing the Solomons Island Trawler Fest September 30-October 4th, and the Annapolis Powerboat Show October 14-17th where we plan to display our 32-37- & 42 models. We have boats available in Maryland, Virginia, and Florida for water testing and inspection year round. Our new web site is on line at <http://www.nordictugs.com>

Nordic Tugs Alaska Here in Juneau we are cramming for the 99 charter season. The reservations are coming in daily, but we still have time on some boats. **EXTRA STOUT** 37004 is in the charter fleet. It was completed this winter and sent up on barge. We displayed it in the Juneau boat show. Caused a lot of excitement! Call us (907) 586-2844 **Kent Fagerstrom**. E-mail at nordictug@ptialaska.net

Traditional Yachts, 99 Poppa Squash Road, Bristol, RI (888) 894-7151, our e-mail address is tugs4fun@aol.com
Greg & Monica Clark

14. THE PRESIDENT'S CORNER

What's new and exciting in "Nordic Tug Land?" Plenty! Just for openers, we moved into our new 44,000 square facility last summer. Next we built an additional building (nearly 5,000 square feet!) dedicated solely to construction of 42' Tugs. All of this allowed us to expand our laminating facility from 5,000 to 20,000 square feet in our original Skagit County location. All in all, the net result is a state-of-the-art, "world class" facility for our company and for our wonderful staff. We welcome factory tours by appointment, so please give us a call and come out to see our new home!

Speaking of staff, we have grown from 41 employees at the end of 1996 to 103 at last count! What a great bunch of people! We are truly blessed!

As far as production is concerned, we did indeed complete 34 beautiful new Nordic Tugs and made at least that many dreams come true. Yes, we really are in the dream business!

The 37' Nordic Tug has been immensely successful! NT has firm dealer orders for the first 28 37' Tugs! Please contact your local dealer for specific availability in your area. Tug 37008 will be on display (courtesy of Kent Fagerstrom) at the NW Nordic Tug Rendezvous/Trawler Fest to be held June 3rd through the 6th. Thanks Kent!!

On Friday, June 4th, I hope to make some exciting announcements at that rendezvous about the much rumored 52' Nordic Tug, and the much missed NT 26'! Hope to see you all there!

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

Jim Cress

Visit the factory's new web site at www.nordictug.com

Here are some comments from the Summer 1999 issue of PassageMaker in an article on the 37' Nordic Tug. "The company has produced a comfortable, seaworthy yacht that has demonstrated strong market appeal. Fiberglass work is exemplary and the shipwrights' skill with teak is to be envied."