

NORDIC TUG NEWS

SUMMER 2000

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1. ATLANTIC COAST TUG NEWS

Nordic Tugs East Coast Rendezvous. The Nordic Tug Owners Rendezvous at Tween Waters Inn, Captiva Island Florida was a big success. Speakers at the seminars included Lynn Senour, Nordic Tug designer and Naval Architect, Jim Cress, President of Nordic Tugs who brought us up to date on the Nordic 52' scheduled for 2001 delivery, Cummins Marine, Twin Disk Transmissions, Onan Generators and our special guest speaker Wilf Rudd, who talked about his experiences cruising the Bahamas aboard his Nordic 42'. Five owners with 37's on order or under construction, the owner of a new 42' and owners of several new 32's joined us. Our annual banquet dinner was on Monday, April 3rd and after dinner door prizes furnished by our suppliers and friends were awarded.

2. MIDWEST NORDIC TUG NEWS

The first West Marine Trawler Fest in the Great Lakes took place July 19-22 at Grand Haven, Michigan. We have been encouraging this event for several years and are excited that we finally have a trawler fest in the Midwest. We held our Nordic Tug Midwest Rendezvous in conjunction with this gathering.

Grand Haven is an attractive lake-side community known as Coast Guard City, USA. Boats were berthed at Grand Haven Municipal Marina on the Grand River, where the in-water boat show, displays, and demonstration took place and the hospitality tent was erected. Seminars and workshops took place at the nearby Community Center. Grand Haven is about the same distance from the cities of Chicago and Detroit and is a terrific cruising destination in its own right. Call (920) 894-2632, Fax (920) 894-7151, or e-mail trawlers@trawlersmidwest.com

3. NORTHWEST RENDEZVOUS

This event was open to all owners and would-be owners of Nordic Tugs. It was held June 15-18 at Arabella's Landing, Gig Harbor, WA. Tom Lichty and Victoria Larson on **AUKLET**, our hosts, welcomed a total of 30 boats and 75 some people. Shirley Abbot, **KHOTOSO**, and Tom narrated their viedo of their cruise to the Sea of Cortez. Mike Jorgeson of Cummins NW visited owners boats and provided maintenance inspections and advice. A seminar

on props was well received. Skipper Cress had a new 42' there for us to drool over. Tom already has plans for next years rendezvous, it will be held June 14-17, 2001 at Pleasant Harbor on Hood Canal. The details are still being worked out. So hold off contacting Tom Lichty or the marina until we get word from Tom. When he is ready contact him e-mail tlichty@aol.com or (503) 658-7130 or PO Box 1228, Boring, OR 97009-1228. Tom has a book called **Internet Boater's Yellow Pages**. You can explore the world of boating with your mouse. Contact Tom for your personal autographed copy.

4. MIDSOUTH RENDEZVOUS

Cruise the beautiful Tennessee River to its headwaters in Knoxville, Tennessee for the first Midsouth Rendezvous. The site will be at Knoxville's new Volunteer Landing with three restaurants, new marina and many other attractions close by. Knoxville's Hyatt Regency is next to Volunteer Landing. The Great Smokie Mountains National Park is a short drive from Knoxville. The rendezvous will be October 5, 6, 7, and 8. For more information call Hoyal Gill (865) 584-3543.

5. NORTHEAST RENDEZVOUS

The first annual Northeast Nordic Tug Rendezvous will be held July 18, 19, & 20, 2001 at Essex Island Marina, Essex Harbor, CT. Events will include a picnic, 1/2 day meeting with factory personnel, dinner at Griswold Inn, buffet breakfast, BBQ, plus much more!! Save the date. Contact Ben Wilde, 39 Pratt Street at Essex Landing in Essex Harbor, Essex CT 06426, phone (860) 767-2540 or (888) 447-6944 Fax (860) 767-1989. Boat reservations at the marina (860) 767-1267, rooms Griswold Inn (860) 767-1776.

6. MAINTENANCE TIPS

Shower Sump-On our boat we use a fabric softener sheet like you would use in the dryer. We place this under the shower sump grate. The grate holds it in place, the sheet filters out all the stuff that could clog the sump pump. This makes for a quick clean up and keeps the area smelling good. We also hang one in front of the furnace vent. It makes the boat smell like freshly done laundry. Jim & Barb Wood, **WHY KNOT**

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PREVENTIVE MAINTENANCE (PM)-To the maintenance conscious owners of Nordic Tugs. There comes a time when the maintenance of the engine in our Nordic Tug becomes a concern. For some of us it's when the engine stops while crossing the Straits. For others it's in the spring when PM is performed. Preventative is the least costly of the two, believe me on this.

The evolution of the Nordic Tug has found a home for several engine brands. Check with your owners manual for the engine manufactures recommendation for PM. When it comes to Cummins, the recommendation for oil and filter change is once a year or 250 hours, which ever comes first. As many of you have told me, the Cummins O&M manual calls for changing every 3 months. The new Cummins O&M manual now states to change oil and filters yearly or at 250 hours for pleasure boats. And we do want cruising with your Nordic Tugs to be a pleasure. Back to PM. When the engine oil is changed, please change all of the filters. This includes the oil, fuel, and Racor filter. Inspect the air filter and change it when dirty. I can not say enough about **INSPECT**. By definition, to inspect is to examine carefully and critically. Most failures are recognizable before hand. The O&M manual details what to look for. A concerned boater knows the condition of the sea water impeller, the engine water pump belt, and the zincs. Compare the price of a \$20 belt to the value of a lost weekend with friends. Do you carry a spare belt on board? Do you have an engine spare parts kit? A new Nordic Tug owner will ask me what to do if an engine part fails while on a trip to a favorite get away. First I have to get the part to you. Secondly, we can talk to the handy owner or a local technician with installation instructions. My point is that with spare parts onboard, one half the problem goes away. Don't get me wrong, today's Cummins engines rarely have problems.

Cummins engine spare parts kits are available from your local Cummins Marine Dealer or call Cummins Northwest in Seattle, WA at (800) 274-0336. Happy boating from Cummins Northwest, **Mike Jorgeson**

In our experience with 8 to 10 Nordic Tugs in our charter fleet, one of the most annoying and potentially dangerous recurring problem is the hydraulic steering system running low on fluid. We advise keeping a bottle of steering fluid

aboard for periodic "top ups". Kent Fagerstrom, Nordic Tugs Alaska

7. THE OTHER PERSON'S TUG

Joe Hildreth, SCRUFFY II. At the Tug Fest(99) I told everyone about the shower deck I got from Cabella's. Well I finally found the correct ordering number. It is "shower deck" DK-51-1007, and sells for \$22.99. Cabella's can be contacted at 1-800-237-4444. This deck is made of cedar, and just fits on the sole of the 26' Nordic Tug head. It keeps your bare feet off that cold wet fiberglass while showering. The fresh cedar smell helps overcome that "Natural" head odor.

I also solved the problem of my 12V dc refrigerator pulling my battery down while in port. I removed the refrigerator from its installed space and installed a 110V ac to 12V dc power supply down in the space below the refrigerator. You can use a Nemar, or a Triplite or any of the standard power supplies found at most marine stores. I installed an 8 pin relay socket on the cover of the power supply, and wired it up for a double pole/double throw sealed relay. I then took the 12V dc wires from the refrigerator and hooked them up to the "NC" set of contacts on the relay and these were wired to the 12V dc refrigerator breaker. I then wired the wired the 12V dc output from the power supply to the "NO" set of contacts on the relay. Next, I brought in a 110V ac circuit from my distribution panel and wired that into the input of the power supply. I also wired the 110V ac relay coil to the same circuit. I slid the refrigerator back into its slot and refastened all the mounting screws.

The system works like this: When cruising, the relay is not energized, and the boat 12V dc supply which feed the refrigerator passes through the relay on the normally closed contacts. When you arrive at the dock, and you plug into shore power, the 110V ac turns on the power supply, and also operates the relay which then switches the boat 12V dc to the refrigerator off and applies the power supply 12V dc to the refrigerator through the now closed "NO" relay contacts.

If interested, I will send a schematic and a list of materials, or if desired, I gladly will assist in helping make the modification to your boat for a nominal fee(I like Budweiser). I travel to Seattle several times a year so this

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would not be a problem for me. Contact Joe at PO Box 200968, Anchorage, AK 99520 (907) 337-9374 jhildreth@alaskalife.net

8. WHAT'S IN A NAME?

NOETA-This stands for No estimated time of arrival. **Gary & "BJ" Creighton**

RAFIKI-We lived in Nairobi, Kenya for several years and "Rafiki" is the Swahili word for "Friend". Its pronounced as it looks, Ra-fi-ki. **Noel & Janine Moden**

CHICKCHARNEY-This is the Leprechaun who loves good times. **Sam & Karen Crispin**

PACIFIC PEARL-We went through all the usual "name the new boat" activities, Bonnie, Jodi (my daughter) and I each had a name in mind. We each lobbied for our name to be selected. A tentative name was identified. The last step was to get a buy-in from Jordan (our son) who is in the Coast Guard stationed at South West Harbor Maine. So we called Jordan to get his approval. When we told him our pick he disagreed. He looked at a picture we had mailed him and said the only name that fits is Pacific Pearl. That's how it was named. **Gerald & Bonnie Suminski**

SEREN*CLAER-In Gaelic Welsh the words mean "Bright" or "Shining" "Star". Seren is welsh for "star" and "claer" is Welsh for "brilliant". "bright" or "shining". The vessel has a dark blue hull and a brilliant yellow/gold insert stripe on the sides, with ivory topsides. A five point star appears between the two words Seren Claer as placed on the stern and sides of the bow. **Roger Jones & Peggy Haretos**

9. ASK THE FLEET

On a trip down the Mississippi, Ohio, Cumberland, Tennessee, and Ten-Tom to Mobile, my oil pressure gauge went nuts. On starting it hit the peg, then slowly came back to normal after about an hour of engine operation, but occasionally jumping around. I checked the regulator - do not recommend this unless it's the last resort as it is almost impossible to get the spring loaded plug re-threaded. I installed a new transducer which gave reading way below normal. Finally I bought a \$15.00 manual gauge at an auto store and tee'd it in to the engine by the transducer. The manual gauge gave normal readings. I'm debating over just

leaving as is or spending the money to replace the gauge and see if it makes any difference. On the last leg of the trip, making over a 100 miles a day to reach marinas and running at 2000 RPM, I noticed the original gauge came back to normal readings. My engine is a 94 210 Cummins, and I usually cruise at about 1850 RPM. I'm curious if other owners have had the same problem and how they resolved it? **Gene Kelsay LIL' BOAT.**

Mike Jorgeson, Cummins Representative sent in this response to Gene: "Normally I refer owners to the Cummins Operation and Maintenance Manual. The one which is 1" thick and guaranteed to put you to sleep after a day on the water. The manual suggests we check for loose or corroded connections and for a broken wire. The next step is to remove the oil pressure sender. Install a manual gauge to verify the oil pressure. Minimum oil pressure at low idle (657 to 725 RPM) is 10 PSI. High idle (2600 RPM on the 210 HP) is 30 PSI. Remember these are the minimums. Once we are assured the engine oil pressure is sufficient, then we need to determine which component needs replacement, the sender or the gauge. I would first replace the sender. Three reasons, first the sender is more likely to be the problem. Second, it is the easiest to locate. Third, it costs 1/3 as much. For more in-depth help, contact your local Cummins dealer or distributor."

Engine Smoking Problem Solved. Last October I requested assistance in reducing the smoking problem (black and sooty) on my 1996 32' Nordic Tug. The fall issue of Nordic Tug News suggests the problem may have been due to babying the engine. The problem actually was due to a heavily loaded boat fitted for an extensive cruise (I could no longer get 2600 RPM out of the engine). During the course of a haul out in the Chesapeake, I noticed that my prop was severely corroded due to galvanic action. For some reason the prior owner had removed the prop zinc. I ordered a new prop with one inch less pitch. An expensive but necessary solution since a crack in the old prop precluded re-pitching. This eliminated the black smoking entirely. Engine performance (speed vs rpm) remained the same or slightly better, up to about 2100 rpm. Top speed was reduced to less than 15 knots. I had gotten 16 knots at 2600 rpm with the old prop but with a minimally loaded boat. I should also add that

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the lazarette and its cover were sooted up by exhaust. Smoke entering the through hull opening which drains the lazarette hatch. This opening could use a flapper. I at first thought that the exhaust was leaking directly into this space. I hope others can gain by my experience. **Charles Ostericher**

10. YOUR NEWSLETTER

If you haven't sent any money during 1999 or 2000, 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, NEW ADDRESS 6844 MAIN SAIL LANE, GIG HARBOR, WA 98335-5102 PHONE (253) 858-3481, Fax (253) 858-6164, E-mail Ldybump@juno.com**

11. BUY, SELL, TRADE, LEASE

For Sale: 1998 32' Nordic Tug hull # 32981, Custom blended Forest Green Hull. Very nicely equipped, fresh water boat, inside heated winter storage. Only 175 hrs, immaculate condition, at Cheboygan Michigan call (231) 238-7021

For Sale: 1998 32' Nordic Tug hull # 32117, **TIS HERSELF**, loaded, wooden doors, very well maintained, green hull, available immediately, for further information contact **Bill or Karen** at (904) 612-6737 or e-mail tisherself@pocketmail.com

For Sale: 1990 32' Nordic Tug hull # 32038, **KITTIWAKE**, 210 Cummins w/1110 hrs, custom built aluminum trailer float on/off, 6kw Gen Set, loaded. This is a very clean and well kept boat. Located in Southern Indiana. Price \$145,000 for boat & trailer. Contact **Warren Auxier**, (812) 866-2126, evening (812) 866-5995.

12. ODDS AND ENDS

Possible time share trade: The Nordic Tug, **ARIEL** will be available for some time periods for cruising in the San Juan Islands of northern Washington State and or Canadian Gulf Islands, summer 2000. Exchange would be for equal time on a Nordic Tug (or similar) in the Intercoastal or Bahamas or Caribbean in the winter or spring. Ariel is a 1981 26'. Pathfinder diesel, dinghy with outboard, VHF, Loran, Radar, propane, refrigeration, barbecue, crab traps, charts, etc. Based

on Blakely Island, or pick up in Anacortes, WA. **James Fergus** 38475 South Viewpoint Ct. Tucson, AZ 85739 or e-mail jferg@juno.com

The dog with good tastes, Just after mailing the Fall 1999 issue out I received a letter from **Bill & Sue Brooks**. "Just received the latest edition. This was a delightful surprise and a welcome diversion from the daily mail which usually consists of promotional material (read disposable material). Both Sue and I were eagerly looking forward to a quiet moment to digest the contents.

Unfortunately, today, in our absence Duke our Golden Retriever, decided to check out that publication that had received so much interest and had diverted our attention from him. Upon return home this evening, all that remained was less than half a page of the yet unread newsletter. Ole Duke has never before been so disenfranchised.

Given these circumstances we, and Duke especially, would appreciate it if you send us another copy of the Fall 99 Nordic News. Be assured that Ole Duke's library privileges have been carefully reviewed. **Editor's note:** A copy was sent that day and we will offer Ole Duke his own private subscription-10 Bones.

Nordic Tug Owners Newsgroup (e-mail) is operating. **Povl Lasbo**, receives and distributes the news to the subscribers - on behalf of the NTOA. We currently have over 100 subscribers. It's a great way to exchange info. plasbo@attmail.com

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

Tom Lichty has a web site which covers the 2000 Northwest Rendezvous and will cover the rendezvous for 2001. It's at <http://members.aol.com/tlichty/nordic>

Ian Bannerman has just opened a new web site called "Tugs4us.com"

13. CRUISING WITH NORDIC TUGS

Northwest Fall Cruise. We are looking for volunteers to lead a cruise for the year 2000. The Fall cruise normally starts Labor Day weekend and heads north as every one else is heading back south.

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embarcadero where the Gasson's treated all to a fine dinner with a wine to embrace the body and soul. A good nights sleep was had by all. The Skipper left Avalon Harbor at first light, headed for a direct run to San Diego, California. With a glassy top surface, a soft following sea and no wind at all, we made an absolutely wonderful cruise to our home port. A speed of around 11 knots made the trip in less than six hours.

We stopped at the fuel station on Harbor Island and took diesel and water, and motored on over to the Coronado Cays where Khotso sits at the dock..a well tested and a proven craft for the sea.

Thus ended a four day cruise aboard Khotso. Shirley Abbott

GASTRONOMY 101, OR WHERE ARE MY ROLAIDS

After purchasing NORDIC STAR in March of this year, we were delighted to discover a group of dedicated individuals who keep track of the tugs and arrange rendezvous, newsletters and such. We were really excited about the rendezvous and the chance to meet other "tuggers" and check out the other tugs. We learned in addition to being enthusiastic boaters, many also share our enthusiasm for adventurous dining. Hence, this submission on Destination Dining

Enroute to the Rendezvous from La Conner, we spent one night in Edmonds. We enjoy ethnic food. So, although the establishment at the harbor have good reputations, we crossed the train tracks to try Thai Park. The restaurant is nicely decorated with masks, head wear, a fish tank, and other furnishings to complement the aromas, textures and tastes unique to Thai cooking. Thai Park is inexpensive and is very very good.

In Gig Harbor, our gang gathered at the Harbor Inn, about a 10 minute stroll from Arabella's Landing, where the rendezvous was held. Handling large groups is demanding for any kitchen and wait staff. Harbor Inn dealt with our large crowd by providing an excellent buffet. The food was delicious and the service was very good. Harbor Inn can be proud of the result.

Although not a restaurant, the meeting room at Arabella's Landing was the scene of some really great food. I think everyone appreciated the hard work of the breakfast crew. The pot luck dinner was a success thanks to all the folks who brought dishes prepared onboard

their boats. A fine addition to that meal was the BBQ that was brought in courtesy of Mike Jorgeson of Cummins Northwest. We had discovered the BBQ place while playing merchants poker. A short hike toward the head of the harbor, across from the marine store you will J.T's Louisiana style BBQ. Good food, generous portions and reasonable prices.

Once the Rendezvous was over a number of the tugs, following the lead of Bill & Marilyn, headed out to cruise the South Sound.

At our first stop, Dockton, Bill had arranged for us to have waffles at Angels by the Sea, an old country church turned into a bed and breakfast. A mile or less from the marina at Dockton, Angels by the Sea is a quaint and quiet setting for a special treat. We were served boysenberry juice, coffee or tea while Belgian waffles were being prepared. The waffles were served with choice of maple syrup or vanilla yogurt with fresh fruit cocktail and strawberries. As we enjoyed our meal, we were treated to a concert of Celtic style harp music by our hostess, Marnie Jones. It was truly a memorable experience.

Docked at Percival's Landing in Olympia, Donna and I indulged in ethnic variety. Within just a few blocks of Percival's Landing you can find most anything you might want, in the way of food. Donna and I found Satosh, an Indian restaurant for lunch. They put out a small buffet for the mid day meal. To one that has been denied chicken tika and vindalu for some time, this was a treat. Some ethnic restaurants seem to feel the need to torture your taste buds with hot spicy dishes. I like flavor without the heat. Good cooks can do that. The cook here must be good. Mild enough for me, but still very tasty. Not expensive.

That evening the tuggers gathered at Anthony's. A short walk along the waterfront and you are there. If you have been to an Anthony's anywhere then you know. Good food. Good variety. Good drinks. The prices are "up there" and there are no surprises.

The next day, Donna and I experienced the farmers market for lunch. We chose items from the menu at the Mexican food stand. For fast food, it was good.

That evening before the Masterworks Chorale concert. We enjoyed dinner at Sweet Oasis. Sweet Oasis calls itself a Mediterranean restaurant, however the menu was mostly Greek. The decor is

clean and casual. I found the menu limited and somewhat deceiving. For example, the item identified as a meat pie turned out to be a Greek pizza. Still it was good. Donna thought her sampler platter was excellent. The flavors were nice, portions adequate and the prices were moderate.

The next evening found us in Port Orchard. After a long day on the water, Donna and I decided to find our evening meal ashore. J.J.'s is right near the marina. A first look at the menu and I thought the prices were just a bit on the high side, until I saw the portions. Burger for Donna and fish and chips for me. The burger was huge and really good (I tasted it). A half a pound of juicy beef. My fish (large, firm and flaky filets in a light and crispy coating) was great and there was lots of it. The restaurant is very casual, open, loud, not fancy. If you want atmosphere, go someplace else. But, if you are hungry and want good food done right, this is your place. We will go back.

The next evening the crew headed for Tweten's Lighthouse. About a ten minute walk from the Port Orchard marina, this place provides a casual/elegant environment for getting together with friend. The great view of the bay can be enjoyed from anyplace in the restaurant. As expected the prices are a little higher here, but not prohibitive. The menu is varied with a fair selection of wines, beer and other liquid refreshments. This is a good place to get together with a group or for a romantic dining for two.

When we got to Bell Harbor in Seattle, it was off to the Pike Street Market. Donna searched for something really unusual, but before she could find it, I found the Japanese Gourmet. A small place half a block up from the open air portion of the market, the Japanese Gourmet is not fancy or pricey. The lunch menu is not large. Donna had gyoza (pot stickers) that were very tasty. I chose beef teriyaki, which turned out to be a steak grilled perfectly and served with a light teriyaki sauce. These items were served with sunomono, miso soup, steamed rice and green tea. Very good food.

That evening Donna and I dined at Etta's. Atmosphere is casual/elegant. The ladies had been there a few weeks earlier and raved about the crab cakes. Therefore it was crab cakes all around. Were the crab cakes good? Probably the best I've ever had. I also ordered the

anchovy appetizer. Yes, anchovies, olive oil, balsamic vinegar, almonds, capers, olives... Very good. I won't even attempt to convey how decadent the desserts were. This is a wonderful place with really excellent food. Pricey, but well worth it in my opinion.

We had one more port of call on the cruise, Kingston. We had lunch at the Ale House just a few doors up from the ferry landing. Seating inside or out. It was a nice day so we sat outside. Good burgers, waffle fries, great brews and fair prices. Atmosphere? Hey, its an ale house and it feels like one. No complaints from our party.

Well, I can hardly wait until the next rendezvous and cruise. Not just for the food, but for the camaraderie. Tuggers are great people and we really enjoyed getting together to spend time with them. And to all the folks whose hard work brought us all together, thank you very much. **Fred & Donna Paquette**

14. DEALER NEWS

Trawlers Midwest Trawlers Midwest Inc exhibited a Nordic Tug at the indoor winter show at McCormick Place, Chicago. We have had in the water shows at Racine, WI and Mt Clemens, MI. We had 6 Nordic Tugs at the Manitowoc Marina, 4 are sold and have headed to their new homes this spring. By the middle of June we took delivery on 3 more 32's, two 37's and a 44. Needless to say, Nordic Tugs are a prominent feature at the marina!!

Our web site is www.trawlersmidwest.com and e-mail is trawlers@trawlersmidwest.com
Ken & Karen Schuler, 18312 Split Rail Lane, Kiel, WI 53042, phone (920)894-2632 fax (920) 894-7157.

Nordic Tugs/Ed Shelton. The year 2000 will be Ed Shelton's last as a Nordic Tug dealer. However, he plans to assist Skipper Cress Yacht Sales and the two new dealers appointed on the east coast to replace with boat sales. Nordic Tugs is giving Ed a new Nordic 37 for a going away gift which will be delivered in April or May of 2001. Actually, Jim Cress will present him with the key to the Nordic 37 assuming Ed makes the construction payments on time. Nordic Tug boat sales continues to be rather bullish on the east coast.

Our web site is on line at <http://www.nordictugs.com> Mr Ed Shelton,

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800 Hallsboro Road, Midlothian, VA 23112
(804) 378-2885 Fax (804) 379-8426 and
Ed's e-mail is ed@nordictugs.com

Nordic Tugs of Alaska We offer a fleet of nine Nordic Tugs for charter here in Juneau, Alaska. Many folks would like to cruise in Southeast Alaska but are reluctant to travel so far in their own boat. Fly to Juneau and book your charter on one of our boats. We have 32, 37 and 42 foot tugs for your pleasure. Come and cruise Southeast Alaska where the ordinary is spectacular! It's habit forming.

At the end of the charter season, we offer our boats for sale. We like to keep replacing our fleet with new boats. Our boats are maintained in excellent condition and nearly every year we bring a new boat or two. We have a new 42 and 32 on order for spring delivery. These may be leased back to us for charter service for substantial income.

Travel opportunities: If we do not sell the new 42 and 32, we will bring them up the Inside Passage to Juneau in early May. The trip is about 10 days and costs \$1500 per person. This is a great way to decide if you want to purchase a Nordic Tug - or move up to a new or better one. Kent Fagerstrom, PO Box 020006, Juneau, AK 99802 (907) 586-2844 fax (907) 463-5884 e-mail is nordictg@ptialaska.net

15. THE PRESIDENT'S CORNER

Things are chugging right along at the plant in Burlington, Washington. Boats are going out at a record pace of 60 boats a year. With the highest level of quality ever, thanks to the dedication of a highly committed team of boat builders and management.

There are four new dealers.

WEST COAST

Ballena Bay Yacht Brokers, 1150 Ballena Bay Blvd #121, Alameda, CA 94501 phone (510) 865-8600 and a second location in San Diego, CA, **Ballena Bay Yacht Brokers**, 2720 Shelter Island Drive, San Diego, CA 92106 phone (619) 523-8150. The owners are Leonard and Victoria Lee, both of whom are actively involved in the business. Another contact is Jim Moore. They will be at the Vallejo Trawler Fest with a 32' & 37', the Jack London boat show in September with a 32' & 37', a 32' in the Cow Palace in January and a 37' in the San Diego show in January. Here are some comments from them. "Nordic Tugs is the first USA built trawler we have repre-

sented. We are impressed with Nordic Tugs commitment to quality and every bit as important, the breadth and depth of the market "niche" enjoyed by Nordic tugs. Given the layout and equipment on every Nordic Tug, it's no surprise to us why Nordic Tugs appeal to men and women alike. We've seen many vessels designed to appeal to males and other which offer "tokens" for feminine appeal. We appreciate that Nordic Tugs understands that a cruising couple is a team with joint and individual needs; the need for both parties to operate the vessel underway and the need for individual, getaway spaces on extended cruises."

EAST COAST

Offshore East Yacht Sales, 1900 SE 15th Street, Ft Lauderdale, FL 22201 phone (954) 523-4434, contact Greg Sturgis.

Wilde Yacht Sales, 39 Pratt St, Essex, CT 06426 phone (860) 767-2540 fax (860) 767-1989. Web www.wildeyachts.com The owner is Ben Wilde. Location of the Nordic Tugs available at this dealership is Prime. Cruising boats as well as all Pedestrian and car traffic coming through the village of Essex have a bird's eye view of the 37' Nordic Tug, The Wilde One, berthed at the first slip, next to the ferry dock as well as the lighthouse, where Wilde Yachts occupies two floors and boasts of ample parking.

TEXAS

Higgins & Smythe Yachts, Watergate Yachting Center, Suite 1460, 1500 Marina Bay Drive, Clear Lake Shores, TX 77565 phone (281) 334-7533.

Please stop in and say hello to the new dealers when you are cruising the waters in their area of the country. New people in the factory include Gary Eckermann, Engineer R/D, Joe Franett, Production Control Manager, Bob Shamek, Marketing and Sales Manager. Plus the person that answers the phone, keeps us in line, makes up the owner manuals, and track the boats to and from the water is Loretta Murphy. Rick Reid the Plant Manager is currently working on two new major projects. A new lamination and boat assembly shop design; and a new bigger Nordic Tug. We will update you on the projects as they develop over the next year. In parting, please keep in mind that we love to have current owners and future owners by for plant tours, so just give us a call prior to visiting Northwest Washington so that we can set a time for your tour.

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1. MIDWEST NORDIC TUG NEWS

The first ever West Marine Trawler Fest was held this past summer at Grand Haven, Michigan and was a great success. Nordic Tugs Midwest (now Trawlers Midwest) held its 4th annual Nordic Tug rendezvous in conjunction with event. We were a winner at the Awards Banquet too, with the most number of boats in attendance by the same manufacturer....way to go Nordic Tugs!! Mark your calendars for the next West Marine Trawler Fest in Grand Haven, MI for August 22-25, 2001. It's bound to be a great event as the word spreads about this fine way to enjoy 4 special days with other trawler lovers!! Lets win that prize again and make it the largest Midwest Nordic Tug Rendezvous yet!! Call (920) 894-2632, Fax (920) 894-7151, or e-mail trawlers@trawlersmidwest.com

2. NORTHWEST RENDEZVOUS

If you are interested in Nordic Tugs, you are invited to attend the 2001 Northwest Rendezvous. It will be held June 14-17, 2001 at Pleasant Harbor on Hood Canal. Contact Tom Lichty e-mail tlichty@aol.com or (503) 658-7130 or PO Box 1807, Boring, OR 97055. Tom has some 43 slips reserved and plans for all kinds of activities. For those in Northwest a flyer is included with the newsletter.

3. NORTHEAST RENDEZVOUS

The first annual Northeast Nordic Tug Rendezvous will be held July 18, 19, & 20, 2001 at Essex Island Marina, Essex Harbor, CT. Events will include a picnic, 1/2 day meeting with factory personnel, dinner at Griswold Inn, buffet breakfast, BBQ, plus much more!! Save the date. Contact Ben Wilde, 39 Pratt Street at Essex Landing in Essex Harbor, Essex CT 06426, phone (860) 767-2540 or (888) 447-6944 Fax (860) 767-1989. Boat reservations at the marina (860) 767-1267, rooms Griswold Inn (860) 767-1776.

4. WEST COAST RENDEZVOUS

Ballena Bay Yacht Brokers are planning a Nordic Tug Rendezvous in Ballena Bay, April 20-22, 2001. There will be competition for the "Greatest Distance Traveled" award which will be a new mercedes or a bottle of wine, our choice. We hope to make it an annual event and intend to publicize in LATITUDE 38, the local sail-

ing monthly. The dates coincide with Sail Expo, the West Coast sailboat show and we hope to accelerate the natural metamorphosis from sailboat to trawler, usually experienced as an owner's hair turns to grey. For more information contact Jim Moore, Ballena Bay Yacht Brokers (510) 865 8600.

5. MAINTENANCE TIPS

Carry-Along Confidence We have done articles on spares before and the November issue of Sea, Capt Alan Ross Hugenot, a San Francisco based marine surveyor recommends these spares.

"It is just good sense to learn to fix the minor engine problems - before you go cruising. That way, if you have mechanical trouble, you can still make it home under your own power.

Unlike working on your car, you can't run to a corner auto parts store when your boat engine needs work. Instead, you need to bring a collection of necessary replacement parts along with you, as spares.

Since all of the most recommended spare items cost about as much as the good spare tire you already carry for your car, shouldn't you carry along the same peace of mind for your boat?

Mechanical spares for all engines:
Two extra fuel filters-Your engine may run fine at the dock, but as soon as you put out sea, the wave action will begin to shake up all the loose sludge in the bottom of the fuel tank. Your fuel filter could suddenly become clogged.

Two extra lube oil filters-When it is time to change the oil anywhere besides your homeport, odds are that the marina you're visiting will not have your size filter. If you plan to cruise outside US waters, bring enough filters for the entire length of your cruise.

One complete change of lube oil-When your engine starts to lose oil, YOU are the service station until you get back to port. It is always good to have extra oil on board. Also, if you have the next change aboard, you won't hesitate to change the oil when it needs changing.

One spare V-belt-When this one goes, your engine stops. With no belt, there's no cooling water pump operation, and no engine.

One spare fuel pump-If there's no fuel there's no engine power.

One spare cooling pump impeller-Buy

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a replacement impeller before you need it, and carry it along all the time.

One spare exhaust elbow-(at the engine exit). This item rusts out from the inside, and can go at any moment if the engine is over five years old.

One spare diesel injector-(for diesel engines, of course).

Bilge Pump Spares:

One spare impeller or diaphragm rebuilt kit-On long cruises, bring a complete spare pump as a replacement for each onboard pump. To paraphrase one of Murphy's laws, when you really need a pump, that's when it will break.

Electrical spares:

Extra Battery-One thing that is very hard to replace at sea is the missing "juice" to activate your starter.

Spare bulbs for each size of running light-It is illegal to operate at night without proper running lights. Telling the Coast Guard "I didn't have the right replacement bulb" is not a valid excuse.

Several spare fuses, switches and crimp-type electrical connectors, and wire of every size used aboard-You are the electrician, be ready to fix everything yourself in case of an emergency.

Tools and hardware:

Keep a complete set of screwdrivers, combination open end and box wrenches, socket wrenches to fit every bolt and nut aboard, pliers, wire cutters, grease guns mill files and an assortment of screws, nuts, bolts, lock washers and cotter pins.

It's crucial to have a good working knowledge of how all the systems aboard your boat work, and how to trouble shoot and repair problems as they occur. Having the right spares and tools on board is a good start.

6. THE OTHER PERSON'S TUG

Joe Colletto sent me this **Mooring Assist**. For most of my life, I have been a single-handed sailor, and one of the reasons for selecting the 26' Nordic Tug was that it looked like a "one man" power boat. Age has added a few items to my list of "aids" needed to continue to enjoy this solo and short-handed "senior" lifestyle.

One of the items I have used, and for which I received the coveted (hereby making me a professional...?) \$50.00 check from Sail Magazine's "Things That Work" department, is what I call my "Mooring Assist".

Everyone told me what a wonderful boat the 26' Nordic Tug is, no one ever told me just how squirrely the single screw (...large propeller, small rudder) boat is docking, or departing the berth especially with a bit of a cross wind.

My Mooring Assist is made up from a block of wood 2" X 2" X 6". Huge fish hooks are secured on each of four sides with a large screw in the eye, and copper "U" clips (that secure electric cord to the wall) securing the shank. There is a flat 4 ounce weight, with a hole drilled in it screwed to the bottom for throwing ballast. A screw eye is inserted in the top of the block, and 25' of 1/4" line is spliced to the eye. All the hooks and screws are sealed in epoxy. The hooks I use are large rugged looking and about 4" + long, purchased from the odds-&-ends store at the west end of main street in Anacortes for 29 cents each. The whole device should cost well under \$10.00.

A simple cam cleat is secured to the after edge of each amidships door, and it works basically like a breast line, securing the boat amidships against the pier. Coming close to the pier short-handed, with a wind blowing away from the pier the device is tossed out across the intended mooring pier and the bitter end drawn up tight, whereby one of the fish hooks will catch on the opposite side of the pier. The bitter end is secured in the cam cleat. With the boat thus secured, one then has time (...over-ballasted, and with a bad knee) to go aft and secure the boat properly, bow and stern.

Repower 26'. Charles Cleworth had a new engine installed in his **WATER RAT**, hull # 26084. "My new 125hp Yanmar intercooled turbo diesel is fabulous...new hydraulic gear, drive shaft and four blade prop as well. Trim tabs are going on as I write this. Last week, a short spurt at 3800 rpms yielded 13.6 knots (on a fresh water lake-so no tides). We think the tabs will put us over 14 knots and bring the stern up a bit-not that I intend to travel at that speed. Twelve knots would be nice. We wanted to have the 170 hp model but a quick mock up proved that to be impossible. As it was, we had a choice of some engine disassembly or port door frame removal. We chose the later. Incidentally, the boat handles far better with the new, more powerful engine. The engine we replaced was a 55 hp Perkins. Nordic had restricted the water flow with

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too narrow an inlet and also caused engine back pressure with too small an exhaust. The engine literally strangled itself in 1000 hours."

7. WHAT'S IN A NAME?

SHOWBOAT-This boat was in the January 2000 boat show and one of our favorite old movies from our courting days was "Showboat". Hence the name. Rick & Phyllis Jones

GANDALF-Named after the wizard in "The Hobbit" also in "The Lord of the Rings" Bill & Diane Janes

EARTHLY DELIGHT-Named for a sweet boat that makes you smile. Tom Rusert & Darren Peterie

TIMBER TUG-We named her Timber Tug because of our background in the timber industry. We own some timberland and run a small logging company with our three sons. It was timber dollars that bought this boat so it seemed like an appropriate name. Dave & Penny Lowther.

8. YOUR NEWSLETTER

If you haven't sent any money during 1999 or 2000, 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, NEW ADDRESS 6844 MAIN SAIL LANE, GIG HARBOR, WA 98335-5102 PHONE (253) 858-3481, Fax (253) 858-6164, E-mail Ldybump@juno.com

9. BUY, SELL, TRADE, LEASE

For sale: 1992 32" Nordic Tug hull # 32058 MARY RUTH red hull, full electronics, stern thruster, Goode Windlass, V berth, teak sole, fresh water-stored inside heated in Michigan, 360 hours contact Jim Grissom (231) 582-7728 till October then (941) 394-7058 after Nov.

For Sale: Good set of covers for 32' for the wood doors, New configuration model Hull # 32100, three years old, but boat kept under cover and they are nearly like new. Medium blue, made of Sunbrella. Had a new set made in black for \$1200 and will sell blue set cheap. Gene Pace at (206) 842-8398

For Sale: 1998 32' Nordic Tug hull # 32981, Custom blended Forest Green Hull. Very nicely equipped, fresh water boat, inside heated winter storage. Only 175 hrs, immaculate condition, at Cheboygan Michigan call (231) 238-7021

For Sale: 1998 32' Nordic Tug hull # 32117, TIS HERSELF, loaded, wooden doors, very well maintained, green hull, available immediately, for further information contact Bill or Karen at (714) 330-7816 or e-mail tisherself@pocketmail.com

For Sale: NT-26' Items. Dickerson Cascade Diesel stove-\$500, (includes all Piping), 97 Norcold DE351D Refrigerator (DC only) \$300, Galley sink & faucet \$75, Fish finder \$100 (DC0500), VHF Horizon Maxi Std. \$100, VHF Horizon Std model # 861S \$75, Furuno Radar model 1720 \$800, Garmin GPS 120 (complete) \$200, AM/FM Stereo Radio Sony XR 1750 \$100. All items found in good condition and working properly during survey may 18, 2000. Equipment at Skipper Cress in Anacortes, contact Michelle Minor (360) 293-9411.

For Sale: 8' Fatty Knees Dinghy, Rowing or Sail Tender. Dark green hull, new full sailing rig, Tanbark sails, Oars and will accept small auxiliary outboard. Over 4K new, asking \$2500. Boat is located in Florida phone (850) 653-1095.

10. ODDS AND ENDS

PACK-MATE. Weems & Plath have introduced the extra large Pack-Mate compressible storage bag. The extra large size joins the original two sizes, medium and large. The heavy duty Pack-Mate is reusable. It features thick rugged, triple laminate construction, and a unique seal zip-lock closure system. Just fill the bag with anything you want to store. seal it with the double zip lock and roll out the air. The one way air valves let the air out and then keeps it out. Suddenly, the storage volume of those bulky items is cut by as much as 75%. Moisture and odors are locked out too.

Nordic Tug Owners Newsgroup (e-mail) is operating. Povl Lasbo, receives and distributes the news to the subscribers - on behalf of the NTOA. We currently have over 150 subscribers. It's a great way to exchange info. plasbo@attmail.com

Bruce Campbell, has continued to expand

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his web site which covers "Hiking Trails in British Columbia for Boaters or where to walk your dog". www.island.net/~bcamp/

Tom Lichty has a web site which covers the 2000 Northwest Rendezvous and will cover the rendezvous for 2001. It's at <http://members.aol.com/tlichty/nordic>

11. CRUISING WITH NORDIC TUGS

Northwest Cruise. We are looking for volunteers to lead cruises for the year 2001. The summer cruise could dovetail with the 2001 rendezvous to be held at Pleasant Harbor on Hood Canal. From Pleasant Harbor it would be easy to go on to John Wayne Marina, Victoria, Garrison Bay in the San Juans and other neat locations. The Fall cruise normally starts Labor Day weekend and heads north as every one else is heading back south. But we need some volunteers!!

Nordics on Canal Cruise. Three Nordics, **DIAMOND SEA**, my 1988 32; **SEREN*CLAER**, a new 32 from Florida with Roger Jones and Peggy Haretos aboard; and **ALOHA**, a new fly-bridge 42 from New York with Milt and Barbara Bloomer aboard -- participated in the summer 2000 New York state Canal Cruise and Trek. This event was organized by the New York Canal Corporation to celebrate the 175th anniversary of the opening of the original Erie Canal.

The historic New York canal system was rebuilt in the early 1900s as the New York Barge Canal System. It now consists of facilities themselves almost 100 years old. There are four connected canals - the Champlain, Erie, Oswego, and Cayuga-Seneca. Commercial traffic left the system about 30 years ago, and facilities fell into disrepair. About 10 years ago the state decided to optimize facilities for pleasure craft to grow recreational use of the facilities. This is supposed to be an engine for growth of tourism to help revitalize the beautiful old "smoke-stack industry" towns along the route. Literally tens of millions of dollars have already been spent, and another hundred million is committed. Locks are being rebuilt, town tie up walls and water front facilities are being redone, new shower facilities are being built, etc. Much is already done.

In 1998, to promote increased use of the system, the state ran its first escorted cruise in association with cycling events on converted tow paths that

parallel some of the present canals. Only 6 boats showed up! In 1999 the event drew 30 boats. This years event was extra special as the 175th anniversary cruise and it set the standard for their efforts in the future. There were 60 boats, with 15 of us going the full distance for over two weeks. Our main escort boat for part of the trip was the **URGER**, an historic 99 year old 75 foot tug; and for the rest of the trip we had the **GRAND ERIE**, a 97 foot tow boat with 35 x 60 foot awning covered upper party deck.

The cruise trek was essentially a moving party with practically all meals provided along the way. At each town we were welcomed by dignitaries, given tours, food, etc. For part of the trip we even had our own musician traveling with us and a historian to give commentary over a dedicated radio channel.

The cost? Zero! The state paid for every thing, even canal passes.

There was a wide variety of boats on the cruise and otherwise using the canals. Our Nordics were very suited to the conditions; handling better than most others, especially when maneuvering in crowded, windy locks.

In summary, the canal cruise was for me an incredible adventure. I might just do it again next year. To find out about next year's event just call (800) 4CANAL4 or write the Canal Corporation, PO Box 189, Albany, NY 12201. I can also provide more data, call me (Bob Calves) at (703) 408-2693.

A last thought: Do the canals on your own. A pass for the full season for a 32' boat is just \$75! Tie ups at locks at all but three or four towns is absolutely free, including water and power. The towns that do charge have fees under \$10.

Historic Canal cruising. I spent this past summer cruising the historic canals of New York State and Eastern Canada. Both systems are unique; those in Canada having manually operated lock gates and valves. Systems covered were the Champlain, Erie, Cayuga-Seneca, and Oswego in New York; and the Rideau, Ottawa River, Richelieu River, Chambly and a piece of the St Lawrence Seaway in Canada. Did the New York canals both ways. Total for the summer was 162 lockages. Total cost was \$75 for New York pass and about \$350 US for Canadian passes and dockage permits. At every place, I could tie up at

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walls. I never used the dinghy the entire summer. Although I did anchor out some on the lakes in Canada.

All Canadian canals and locks are very historic and each lock area is a park, often with museum immediately adjacent as originally each lock had protective fort and other buildings.

I've been boating all my life and must say that these canals are some of the very best cruising that I've ever done.

New Nordic owners or wannabes reading this newsletter might be interested in these figures: Total distance traveled from Chesapeake Bay and return was over 2000NM. Engine hours 348, total fuel 554 gallons, 1.6 gallons/hour. Due to excessive engine idling time waiting for locks, actual running hours was about 5 percent less, and realistic fuel consumption was more like 1.75 gallons/hour. 1988 32' Nordic, Cummins 6BT5.9m derated to 175hp, 2 to 1 tranny, 24 x 17 prop, boat very heavy as full time live aboard with extra batteries, water tanks, etc. Normal cruise RPMs are 1500 to 1750 for speeds from about 6.8 to 7.5 knots. Average milage just over 4 NM/gallon - a very efficient boat!

12. DEALER NEWS

Trawlers Midwest (formerly Nordic Tugs Midwest) Ken & Karen Schuler "remain at the helm" of their growing business. All 3 models of Nordic Tugs are in stock and available for showing. We encourage appointments so plenty of individual time can be given to all perspective customers. And literally "at the helm" as we crossed Lake Michigan in July to show a new 42' Nordic Tug there and just completed our fall round of in water boat shows in Racine, WI and Michigan City, IN and Detroit, MI. We have navigated over 1500 miles in not always calm seas as the Great Lakes kicks up quite a fuss preparing itself for the north winds of winter.

We were again pleased to attend the June Dealer meeting in Washington, spending time at the factory and in meetings with the other dealers. It was very informative, fun, and exciting as we see each the progress and on going quality improvement of Nordic Tugs. We will be attending the Annapolis Boat Show in October and look forward to seeing all 3 models of Nordic Tugs on display there.

Have a great fall and winter and get your order in early for your upgrade

in size or buying your very own first Nordic Tug!! Check out our web site www.trawlersmidwest.com and e-mail is trawlers@trawlersmidwest.com

Ken & Karen Schuler, 18312 Split Rail Lane, Kiel, WI 53042, phone (920)894-2632 fax (920) 894-7157.

Wilde Yacht Sales of Essex, CT. Norwalk, Ct Boat show (featured 37') was a tremendous success. Very well attended show with good weather, met some great new tug owners, next year will feature 2 tugs!

Solomons Island, MD Trawler Fest (featured new 32') met 6 different Nordic Tug owners-great people! Sold new and used Nordic's for next year delivery.

Annapolis show will feature all 3 tugs. My new 32', 37' and a 42' with flying bridge option. Show is 12-15 Oct. We will be traveling in tandem with Jim Cress and Bob Shamek (on 42') and Ben Wilde leading the way with his 37'. Its a pretty 3 day trip, weather cooperating. 2001 SCHEDULED SHOWS:

Hartfort, CT - Feb; Newport, RI - Sept; Norwalk, CT - Sept; Solomons Island, MD Trawler Fest - Sept; Annapolis, MD - Oct Recent Publicity: Motorboating Magazine Sept 15 report "River Dance" on our new 37' Nordic Tug; Soundings Nov issue (out Oct 1st) report on New Wilde Yachts Dealership. 2001 Goal-Sell 12 Nordic Tugs!! Web site www.wildeyachts.com e-mail wildeben@aol.com ph (860) 767-2540, (888) 447-6944. fax (860) 767-1989.

Nordic Tugs/Ed Shelton.

Our web site is on line at <http://www.nordictugs.com> Mr Ed Shelton, 800 Hallsboro Road, Midlothian, VA 23112 (804) 378-2885 Fax (804) 379-8426 and Ed's e-mail is ed@nordictugs.com

Nordic Tugs of Alaska. Sometimes our exciting charter business obscures the fact that we are Nordic Tug dealers and we really like to sell boats! We have new and used tugs for sale. There is a new 42 and a 32 available for next spring delivery. Some people like to place a boat in our charter fleet for income. Ask. Used boats: EIGHT STARS 42 number 1 1995 model. A wonderful boat. Time to retire from active charter service. \$335,000 OBO. MAIN EVENT 1996 super 32. Hull extension with a dive platform, fly bridge control station, 315 Yanmar engine - fast! EMERALD SEA, 1994 32. Nice. These boats all come completely equipped. Add your bedding and food and you are

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ready. Questions? Kent Fagerstrom, PO Box 020006, Juneau, AK 99802 (907) 586-2844 fax (907) 463-5884 e-mail is nordictg@ptialaska.net

Ballena Bay Yacht Brokers, 1150 Ballena Bay Blvd #121, Alameda, CA 94501 phone (510) 865-8600 and a second location in San Diego, CA, Ballena Bay Yacht Brokers, 2720 Shelter Island Drive, San Diego, CA 92106 phone (619) 523-8150. The owners are Leonard and Victoria Lee, both of whom are actively involved in the business. Another contact is Jim Moore.

They will have a 32' in the Cow Palace in January and a 37' in the San Diego show in January. Check out our web site www.ballenabayyachts.com

Offshore East Yacht Sales, 1900 SE 15th Street, Ft Lauderdale, FL 22201 phone (954) 523-4434, contact Greg Sturgis.

Higgins & Smythe Yachts, Watergate Yachting Center, Suite 1460, 1500 Marina Bay Drive, Clear Lake Shores, TX 77565 phone (281) 334-7533.

Skipper Cress Yacht Sales, PO Box 726 (1019 Q Ave, Suite B) Anacortes, WA 98221 (800) 996-9991 info@skippercress.com

13. THE PRESIDENT'S CORNER

DEALERS: Its been a busy summer. We had our new dealers together for the first time in June. They became acquainted with each other and with key factory personnel. Of course, the main purpose of the meeting is to order tugs for the coming year. It quickly became obvious that demand continues to outstrip supply. Note: An interesting side benefit of this condition is that used tug prices remain high!

BOAT SHOWS: Trawler Fest 2000, held at various locations throughout the country has become a very popular rendezvous' and has kept Bob Sharmek, our Sales Manager, busy along with other major boat shows. Our dealers report renewed surges of interest in the tugs at each of their shows as well.

The Nordic factory sponsored its location in the ever popular Annapolis Boat Show this October, and in fact President Jim Cress and Bob Shamek are there at this writing, as well as several dealers: Greg Sturgis of Offshore Yachts of Florida, and Ben Wilde of Wilde Yacht Sales of Essex, CT. Other dealers said

they hope to attend if they can work it into their schedules.

PLANT EXPANSION: Our plans for growth had to begin with a talented team of managers. Once that was put in place over the last two years, we felt confident in moving ahead with an expansion plan. Nordic's board of directors approved the plan for expansion, and also the introduction of the 52' Nordic Tug.

The first of two new buildings is being erected now. Just yesterday a (very large) crane lifted the pre-built roof modules into place. The great Pacific Northwest weather has kept this project moving along at a brisk pace. You can see this on our web site at nordictug.com. This building will be dedicated to lamination (hulls, decks, FRP work). It will have state of the art air filtration, heating, circulation, and exhaust facilities. A showpiece of composites manufacturing facilities, it will provide atmosphere so clean we hope workers won't need to wear respirators except in certain confined areas.

NEW 52' TUG: Designer Lynn Senour has produced his latest tug design. This boat will be equally at home with twin engines or a single. Side thrusters will make docking easy. Nordic's familiar deep keel, protected underwater gear, and hard chime stability will quickly raise the standards for other boats in this size range.

The plug for the 52' hull and deck are under construction in Seattle. Russ Asbury is project manager and is keeping busy developing plans for the interior and exterior details. Russ and the production staff have been following closely the progress of the plug. Everyone is extremely pleased with the quality of the work going into the tooling. By November, the hull mold will be well underway.

QUALITY ASSURANCE: To maintain Nordic Tugs high standards of quality, we are implementing a new QA program. Inspectors will sign off work at every phase of boat construction. The entire staff is involved in this exciting new program, and we are making sure that quality assurance will be a welcome and rewarding experience for them.

WELCOME, VISIT US! We are avidly loyal to our tug owners, even in spite of the distractions of new developments here at Nordic. We want to hear from you and welcome your visits at the plant (call ahead if possible). Let me take this opportunity to say - **THANK YOU!**