

NORDIC TUG NEWS

SPRING 2001

1. MIDWEST NORDIC TUG NEWS

Everyone is invited to the West Marine Trawler Fest in Grand Haven, Michigan for August 22-26, 2001. It's a neat little town to visit and the goodwill amongst fellow trawler lovers is always great fun. A Nordic Tug Rendezvous for all our owners will be held in conjunction with the fest. For more information, call us at (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 THE Northwest a flyer was included with the Fall 2000 newsletter. If you need another contact Bill Owel.

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 include a picnic, 1/2 day meeting with factory folks, 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 at Griswold Inn (860) 767-1776.

4. WEST COAST TUG-IN(San Francisco)

Seven tugs and owners got together at the San Francisco Bay Area First Nordic Tug-in at Ayala Island March 31 2001. There was **DOMITOR**, **EARTHLY DELIGHT**, **LITTLE TOOT**, **SUNRISE**, **TUTU**, **THISTLE DOWN** and **RHUMB RUNNER**. Everyone had a great time getting to know each other and seeing all these fine tugs lined up for inspection. Information and tales were exchanged and a long picnic lunch was enjoyed. There was particular interest in the excellent restoration of **EARTHLY DELIGHT**.

The next meeting is planned for October, 2001. Contact Rick Steinhardt if you want more information. (510) 548-2383 or rsteinha@socrates.berkeley.edu

5. MIDSOUTH RENDEZVOUS

The rendezvous in Knoxville, October 5-8

2000 went well. Bob Calves, **DIAMOND SEA**, rented a car, drove to the rendezvous and was one of the featured speakers. Bob was very entertaining and did an excellent job. Bob & Karen Elliott, **ADRIANA**, had their boat trucked from Iowa where they had been cruising on the Mississippi River. They like our area so much that they bought property on the river. Bill & Donna Lou Saunders, **EL SHADDAI**, came in their motorhome from Indian River, Minnesota. They are building a condo and selling their 32' Nordic Tug. They had sold their 1st 32' tug to Bob Calves. Rex Rathburn brought his 32' tug **PEGGY ANN** from Lake Barclay on the Cumberland River - over 1200 miles round trip. Don & Judy Filson brought their tug, the **DELTA FOX**, from Hendersonville, TN on the Cumberland River - over 1600 miles round trip. Jeff & Andrea Hammes, **TUG-N-TIME**, travel distance for their 32' tug was 0 miles. They, as I do, dock at Volunteer Landing - site of the Rendezvous.

Ron and Eva Stobb, authors of the book "**Honey, Let's get a boat**" were featured speakers on their cruising adventures of America's Great Loop. They are directors of the America's Great Loop Cruisers Association.

Al & Ria Peterson, who have a 37' Lord Nelson tug drove from St Louis Park, Minnesota. They've traveled over 36,000 miles on their tug. The Peterson's had a great time talking with Bob Calves, who has now traveled over 30,000 miles on his tug.

After planning this great Rendezvous Hoyle Gill's time at the rendezvous was very limited. The doctor told Nancy in late August that she had six broken ribs in her chest. Shortly thereafter, it was determined that she was in the third stage of bone marrow cancer. She was in the hospital for three weeks and received Chemotherapy. The day after she was released from the hospital in Knoxville, they flew on a private plane to Houston for Nancy to be treated at the M.D. Anderson Cancer Care Center. "My daughter joined me in Houston and we were both with Nancy from October to December 30. She received two more rounds of chemotherapy and then a stem cell transplant. We returned to Houston in March and will again in June and hope to find the cancer in remission. It has been devastating to Nancy physically with bone fractures shortening her in height 2 to 3". Please keep her in your prayers."

With the success of the first rendezvous, Hoyle got something started. The 2nd Annual Nordic Tug Midsouth Rendezvous will be held October 18-21, 2001 at Green Turtle Bay Resort & Marina in Grand Riv-

ers, Kentucky. Green Turtle Bay Marina is located at CRM 32 on the Cumberland River which is located at the 1.5 mile cut that connects the Cumberland River with the Tennessee River at TRM 25. These dates are at the end of the week following the Grand Rivers area famous Harvest Moon Festival, (Oct 12-14). Green Turtle Bay is the premier stopping place for boats going south in the Fall and north in the Spring and is also the favorite destination for many inland boaters. Many interesting events and activities are scheduled and are open to all Nordic Tug owners, would-be owners and anyone interested. For more information contact Don Filson (615) 824-0048.

6. BOW THRUSTERS

Nowadays the 37's and the 42's come with bow thrusters as standard equipment. But recently, a number of 32' owners have added this piece of equipment to their boat. Here is an article furnished by Cap Sante Marine in Anacortes, WA.

Ease of docking is so important to pleasure boating, that it has become perhaps the number one issue affecting the "pleasure quotient" of most boaters today. Fortunately, there exists a rather wonderful invention to address this obvious need - Bow Thrusters! Based on simple principles of thrust and pivot points, bow thrusters have aided numerous skippers, both novice and experienced, in difficult docking maneuvers.

Bow thrusters evolved from the commercial/industrial aspect of boat building. Picture a tugboat at the bow of a ship, and imagine how the addition of thrust at a forward point aids maneuverability. In terms of boats in the 25 to 75 foot range, bow thrusters have become self-contained "maneuverability units", available technology becoming, in fact, the small boaters' tug.

Commercial fishers were among the first to recognize the value of bow thrusters. The most pleasant surprise being that a bow thruster eliminated having to have exhausted crews fight the boat to the dock after long grueling days.

Bow thrusters for yachts are basically identical to those used in commercial service. The biggest difference is that most yacht thrusters use a DC electric motor where most industrial thrusters use hydraulic motors.

Typical DC powered bow thrusters for yachts may be divided into two categories - belt driven and gear driven. The pro's and con's of belts or gears centers mainly around issues of noise and maintenance. Generally a belt driven

unit will make less noise than one with gears. However, most belts stretch and require tension adjustments periodically. Also, belts have a tendency to wear out more quickly than gears. A gear driven bow thruster maybe somewhat noisier when in use. The positive side is that maintenance is relatively minimal. Both types of thrusters require zincs.

Electric thrusters will draw amps from a DC power source at a ratio of amps per horsepower per pounds of thrust and will work equally well in either sail or power boats. Length, weight and hull style may make a difference when calculating required horsepower. Other considerations include distance between the unit and the power source, and cabinetry or tankage to be moved or disturbed during installation. The type of voltage available to power the unit is also important. Currently, gear driven DC electric 12 or 24 volt units, seem to be the pre-eminent choice for both sail and power boaters.

Selecting a boatyard to install your bow thruster may be as important as the thruster itself. The best installations come from true full-service yards, and will require the services of a marine carpenter, well educated in joining fiberglass, steel or aluminum as the case may be. An electrician with specific knowledge of DC circuitry and voltage is mandatory. While the wiring is relatively simple, most units require dedicated fuses and circuit breakers as well as properly wired and charged battery systems. As previously discussed, shipwrights and fitters may also play a key role in installation.

Most bow thrusters on the market today compare favorably to one another in terms of quality and price - remarkably, the price of bow thrusters has gone down as quality has risen. Operating options include touch pads, joysticks, multiple control stations and a variety of sophisticated gadgetry for those who enjoy such things. Even a single station joystick can turn the most ponderous single screw trawler into a virtual water bug!

I asked Cap Sante for some specific recommendations for 26' and 32' Nordic Tugs. Bruce McDugle answered my questions this way. For the 32', he recommends the 4hp "Side Power" unit. It has to be installed correctly - as far forward as possible. He considers this unit adequate for most applications and uses. If you are dealing with entering or exiting your slip area from or into strong currents such as the Columbia River, he recommends the 6hp "Side Power" unit. Both units use a 7" tube with the 6hp

tube being a thicker wall tube.

For the 26" Nordic, he recommends a 3hp "Side Power" unit with a 5" tube.

Approximate installed prices for these 3 options are: for the 3hp \$5,400; 4hp \$6,400; and for the 6hp \$7,500.

Starting a boat trip is a time of great excitement and anticipation. Returning to the dock at the end of the voyage provides time for reflection. Now, thanks to bow thrusters, there is no need for these moments to be tainted by the stress of maneuvering. Cap Sante Marine is the Northwest's leading installer of these units both in pricing and experience - talk to one of their experts today or visit their Website for more "in depth" technical information. Website: www.capsante.com 1-800 422-5794

7. THE OTHER PERSON'S TUG

WHISKERS, HULL 37001X (32 STRETCH)

On 6 June, 2000 Whiskers burned and sunk. Mark Lamoreux wrote this description. "By now, most of you have probably heard bits and pieces about the boating crisis that my family has been through. I'm delighted to report that although there is at least a year of recovery ahead, great blessing and healing have occurred for us, and I've been able to return to work this last week.

I'd like to tell you the quick version of the story here to fill in some of the blanks, to thank those of you who knew and have extended best wishes and prayers, and to share with those of you who may not have heard.

As most of you know, our family is into boating. We had a 37' Nordic Tug, "Whiskers", it's a pleasure craft fashioned like a tug boat that cruises at about 10 knots - with the current. I have girls, Megan (11), and Brianna (9), and my wife Danielle (thirty - something). We found that boating in the San Juan Islands has been our best time together - playing games, telling stories, exploring, laughing. Even a 37' boat is a relatively small place where we were actually together most of the time. We had kayaks on board too, and they made each anchorage or harbor a gigantic backyard. The girls spent countless hours paddling to and from beaches; it's amazing how long a sandy beach can be a worthy companion to a kid.

On Friday June 30, we headed up to the boat at Bellingham in the late afternoon, and had just arrived at the Cypress Head State Park buoys about 8PM after a 90 minute cruise. I had just finished tying up to the mooring buoy when I heard the impossible to describe sound that was

the flames shooting from the galley area, onto Danielle, and all over the cabin walls 6-8 feet behind her. I tried to put the fire out on Danielle by smothering them with a new American flag that was sitting there on the bench, but was not successful. I told her to jump into the water. My memory of her in the air leaving the pilot house is in slow motion. Will she be able to swim? She was able.

I didn't see the girls, but they were right behind Danielle, protected, as the flames erupted. Megan found that the back door was on fire, so she jumped over me as I was with Danielle to get out through the pilot house door. Brianna followed Megan out, and Megan yelled for help. Help was nearby at the neighboring buoy, in fact they had just started their engines for departure. All they had to do was put the boat in reverse in order to approach us for the rescue. The girls made it to the back of our boat, I fell in the water on my way back to them the second time. Danielle and I yelled to them from the water to jump in from the swim step. Megan complied, and Brianna said "I can't swim well enough". I ordered Brianna into the water and that little girl dog paddled all the way to the rescue boat by my side. I could not be more proud of my children, nor more grateful that they were spared serious injury. Our rescuers were in radio contact with the Coast Guard, and took us about 10 miles to the park dock at the corner of Fidalgo Island near Anacortes where the ambulance was waiting. As we motored away from Whiskers, I had a quick glimpse of her fully in flame, exploding. The Coast Guard notified me later that she burned to the gunwales and sank.

Brianna had 2nd degree burns on her foot, and I had 2nd degree burns to my hands. Danielle was in critical condition leaving Anacortes ER via helicopter to Harborview Medical Center here in Seattle. She had 2nd degree burns to her face, neck, chest, and legs, and 3rd degree burns to her arms and right side. Later we learned that her voicebox was burned as well. In all about 20% of her whole body. And so began our 27 day stay at Harborview. and a whole new outlook on life. Danielle was in ICU for about 48 hours, her temperature was 88, and she had a breathing tube in her throat for fear of burns and swelling to her airway. Over the next two weeks, her healing and her spirits were remarkable. There were more challenges, and then surgery on July 14 to graft the 3rd degree burns that would not heal. This type of surgery is an ordeal of "harvesting" skin from her

back and grafting as needed. Two more weeks of recovery, great pain, more challenges - and healing, awesome support from friends and family, and great compassion and care by people who devote their lives to situations such as this.

It's a different world, a hospital. Harborview is a teaching hospital, owned by King County, and run by UW. Everyone was learning and giving care including me. I tried to connect with work a couple of times, but the truth is, my time at Harborview with Danielle was the most thorough sabbatical I've ever had. You know I wouldn't wish for such a hideous experience, but I have to say that we have been given precious gifts, and have learned wonderful lessons about our selves, of family, of love and mercy, of living in the moment. Physically, Brianna and I have healed fully, and so has Danielle's face. It is a great joy for me to see her face, and look into her eyes; the Doctors were quite surprised that her eyes were spared. We all have some challenging memories and images to deal with - on the boat and in the hospital. Megan is asking lots of questions and working things out. Brianna isn't talking, but she is having fun and being a kid for now. They're both off visiting special friends in California this week.

I stayed home with Danielle the first week she was home, and so today she has been home now for two weeks. Everyday she is able to do more for herself. She needs to stretch six times a day to counter-act the tendency of the grafts to shrink. She has a "pressure garment" from waist to neck that she'll be wearing for a year while the grafts mature and settle. No sun for a very long time. Meanwhile, she is fully alive and grateful for the many things that went right in order to be where we are: alive and able to recovery over time. She's back in her rose garden for short periods of time, and we have a good long walk each evening as the sun sets. We have lots of help each day, and have enjoyed many friendships that have blossomed in new ways.

I'm in pretty good shape. While there remains endless details of insurance and rebuilding life (not to mention the thousands of e-mail messages), I have a fresh perspective, a peace, a better understanding about living the moment, and a desire to be useful. I'm glad to be back.

The story continues as I learned a couple of days ago that a salvage company found the boat hull in 70' of water hundreds of yards from where the Coast Guard recorded the coordinates as the boat went

down. This is an area of strong currents. The diver reported that all that remains is the hull and engine room (where the fire shielding worked in reverse). The forward stateroom and head are gone, the aft galley and salon are gone. Nothing above the gunwales except the metal railings remains. Curiously, the galley stove was sitting not where the galley was, but on top of the engine room. Naturally, the insurance company is interested in recovering the stove.

Wednesday, May 9th, 2001 By way of an update, we are on the mend. Danielle continues to heal from the grafting surgery and continues to wear her pressure garment to support the ever settling of grafted skin. She has had several other difficulties, but overall it's been two steps forward for every step back. It's a long process, and I'm so proud of Danielle's perseverance and so grateful for our church community, family and friends for ongoing support.

Our girls continue to do as well as to be expected. They are well physically, and while they have horrific memories to deal with, they have fun and do well in school.

I have taken several months off from work to help Danielle and the girls, and to re-group personally. We have decided to move to a warmer climate and a slower pace of life. We find that life is too short and precious to spend it on the fast lane going 16 mph for the benefit of yet another internet startup.

For the Nordic Tug community, the cause is perhaps most pressing. As Danielle's memory has returned following the accident, and given the evidence of Danielle's injuries and initial damage to the boat, this accident scenario has become clear.

We were tied to the mooring buoy at Cypress Head, and Danielle had already lit one burner on the alcohol burning stove to heat water for spaghetti. She was in the process of lighting the second burner with a butane lighter when the sequence of explosions took place. The butane lighter (about 11", refillable) apparently leaked, and the airborne butane was ignited by the stove burner. This "flash burn" of Danielle's face and arms was followed by the apparent ignition of the butane reservoir in the utility lighter which threw pressurized ignited butane through the refill nozzle onto Danielle's right arm and right side, and onto a 15' section of the cabin wall 10' behind her. I could not smother the fire on Danielle, she had to jump into the water to douse it. The boat was fully consumed within just a couple of

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minutes, and we all jumped overboard and swam away.

I have come to learn from some web research that many butane utility lighters have been recalled in the USA, and that they are not even regulated in Canada. Naturally, we will never use one again, and we recommend the same to every one - please use a match.

So while boating may no longer be a part of our lives, this accident could clearly have happened in our living room or anywhere else. That we were on our boat enabled Danielle to jump into water that might not have been available in another scenario. The cool water may have helped her in several ways. The doctors remarked several times that with fire inhalation burns such as Danielle had, the airway usually closes up within a short time. I would have had no idea how to clear Danielle's airway if it had closed while we were swimming, or on the rescue boat. We've learned how many people and circumstances were involved in the great puzzle that came together into a successful rescue and recovery. The greatest miracle of all is that our children were spared serious physical injury, they were sitting behind Danielle, and must have been sheltered by Danielle's body -- or something.

We wish all of you years of safe and wonderful travels aboard your Nordic Tugs. We loved ours, and choose to remember our peaceful time together as a family anchored there at Susia, Stuart, or Lopez. Best Regards Mark Lamoreux

8. WHAT'S IN A NAME?

REMEDY-is a solution to a problem. What was the problem? We didn't have a 37' Nordic Tug. Dennis & Susan Harr

AEGIR-Aegir is the god of the sea in Norse mythology. He was both worshipped and feared by sailors, for they believed that Aegir would occasionally appear on the surface to take ships, men and cargo alike, with him to his hall at the bottom of the ocean. Sacrifices were made to appease him, particularly prisoners before setting sail. His wife is the sea goddess Ran with whom he has nine daughters (the billow maidens), who wore white robes and veils. His two faithful servants are Eldir and Fimafeng. The latter was killed by the treacherous god Loki during a banquet the gods held at Aegir's undersea hall near the island of Hler (or Hlesey). Aegir was known for the lavish entertainment he gave to other gods. Bill Nelson writes "My father was a full blooded Swede, making me a half-a-Swede.

Therefore, I thought a Nordic boat name would be nice."

TOMTEN-Santa's helpers in Swedish folklore, owned by Olof & Peter Strandell

RESOLUTE-Which translates from William and is a particularly appropriate name for a Nordic tug owned by William & Donna Hjerpe.

SEALARKE-This is a play on the owner's last name. This 42' is owned by John & Joyce Clarke.

SNORRI-Named after the first Viking child born in Vinland around 1000 AD to colleagues of Lief Eriksen (actually Snorri was the first recorded European birth in North America). This 37' is owned by Herb Nickles & Wendy Shepherd.

GRYPHON-A mythical animal with the body and hind legs of a lion and the head and wings of an eagle. This 32' is owned by Jerry & Chris Barton.

BLUE MOON-The boat's name was originally going to be "Over my dead body", but it's too long for the transom and the radio. We decided that "Blue Moon" captures the sentiment. This 37' is owned by Bill & Staci McLauchlan.

9. YOUR NEWSLETTER

If you haven't sent any money during 2000 or 2001, 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, 6844 MAIN SAIL LANE, GIG HARBOR, WA 98335-5102 PHONE (253) 858-3481, Fax (253) 858-6164, E-mail Ldybump@juno.com

10. BUY, SELL, TRADE, LEASE

For Sale: 1999 32' Nordic Tug hull # 32132 ANNIE, red with ivory trim, pristine condition; 3 burner propane stove with broiler/oven; full electronics; many extras; 216 hours on Cummins 220 hp. Available now. e-mail rcaefer@yahoo.com or call (508) 221-5194

For Sale: 1998 42' Nordic Tug hull # 42008 JOURNEYMAN green hull with ivory topsides. 20' mast supports sodium vapor floodlights and jig poles for flopper stopper system. 11' Apex inflatable with 15hp Honda. Full electronics including plotter interface with autopilot. Washer/dryer combo and extra freezer. 3

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additional water tanks for a total capacity of 335 gallons. 3 onboard heating systems. Vessel is turn key and available for West Coast delivery Oct 2001. Call Rick Martin at (805) 772-7292.

For Sale: 26' Custom Sedan Nordic Tug built in 1981, launched in 1999, has less than 100 hours on 100hp Yanmar, VHF, GPS, DS stereo, diesel furnace heat, with trailer, boat is located in Oroville, WA. Phone (509) 485-4027. It is a steal at \$60,000. This is hull # 26051 **BACK 4 D.**

For Sale: 37' Nordic Tug hull # 37003 **CHICKCHARNEY IV** loaded, full electronics 500 engine hrs, all gear goes with the boat, bring your toothbrush and PJ's, available immediately, boat located in Miami, FL E-mail kjcrispin@aol.com phone (305) 856-5509 \$350,000

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: 1984 26' Nordic Tug hull # 26085, **SONRISA**, BMW engine, radar, VHF, diesel stove, Norcold refrig, stereo, new upholstery, bimini, canvas covers for doors & windows. \$59,000 Phone Curt or Donna (907) 463-3571 or e-mail at tillikum@hotmail.com

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

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 200 subscribers. It's a great way to exchange info. duckwalk@rockisland.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 2001 Northwest Rendezvous. 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. Bruce Campbell is suggesting that folks that would like an after Labor Day cruise meet in Montague Harbour by the 3rd of September and then cruise to Princess Louisa Inlet. No reservations but what a great destination. Give your self up to two weeks time to really enjoy the area. Bruce's e-mail is bcamp@mail.island.net If we can't get volunteers we will play it by ear!!

12. DEALER NEWS

Trawlers Midwest As I write this, our marina is still buried in ice and snow and all our boats are up in the parking lot on stands. We still show them all winter but understandably, not as often. By the time you read this, we should be getting them all launched. We have 6 tugs going out this Spring to their owners in Michigan, Illinois, Ohio, New York, and Canada. We also have one of each size Nordic on display and look forward to a very busy boating season. We will be showing the tugs at the Racine Boat Show and West Marine Trawler Fest, Grand Haven, Michigan in August and at the Detroit Boat Show in September. Come and see our beautiful line up of tugs at the Manitowoc Marina or join us at one of

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the shows. www.trawlersmidwest.com and our e-mail trawlers@trawlersmidwest.com
Ken & Karen Schuler, 18312 Split Rail Ln, Kiel, WI 53042, phone (920) 894-2632, fax (920) 894-7157.

Wilde Yacht Sales of Essex, CT.

2001 SCHEDULED SHOWS:

Hartford, 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 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. 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

As mentioned in the last newsletter, things are chugging right along here at the factory in Burlington, Washington. We've put another year behind us delivering 61 new Nordic Tugs: 25 new 32's; 24 new 37's and 12 new 42's. We expect to continue at pretty much the same pace this year, just a little different mix.

On March 16th, we held the grand opening of our new 33,000 square foot "state of the art" lamination building, which is adjacent to our existing facility. Now we have the pleasure of having all of our employees at the same location. The new facility will provide the ability to produce fiberglass related products under EPA regulations for years to come.

Also in March we received the completed 52-foot hull mold from Seven Seas Construction in Seattle. The remaining molds for the 52-foot project are being completed in the old lamination facility on Westar Lane. We expect completion of all the molds by late summer and the start of the first 52-foot Nordic Tug in September of this year with an estimated completion in May of 2002.

At the present time we are completing all preparations for the 2002 model year changes that will be announced at our Dealer Meeting in a couple of weeks. We're all excited about the changes and are confident they will be well received by the public. For more information please contact your local dealer in the coming months.

We are continuing our marketing efforts by attending all major boat shows throughout the country and are really excited about the interest we're seeing in our products. As always, we encourage all Nordic Tug owners to stop by and say hello to our dealers when you are cruising waters in their area of the country. In parting, I'll extend the invitation again for current and future owners to call ahead and stop by for a plant tour and see all the new changes here at the factory. Let me take this opportunity to say - **THANK YOU!**

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1. MIDWEST NORDIC TUG NEWS

Ken & Karen Schuler attended the Midsouth Nordic Tug Rendezvous at Green Turtle Bay Marina in Kentucky Oct 18-20. It was a well planned gathering with great camaraderie and accommodations. Thanks to Don Filson and Hoyl Gill for putting this together. You get a bunch of Nordic Tug "people" together and you can't help but have fun! We are looking forward to the West Marine Trawler Fest to be held August 23-25, 2002 at Grand Haven, Michigan. It will focus on cruising America's Great Loop and other inland waterways. We will have our Trawlers Midwest Rendezvous in conjunction with this event. For more information, call us at (920) 894-2632, Fax (920) 894-7151, or e-mail trawlers@trawlersmidwest.com

2. NORTHWEST RENDEZVOUS

The 2001 Rendezvous was held June 14-17 in Pleasant Harbor, WA on the Hood Canal. Ninety three people attended aboard thirty eight tugs. We had a pool side reception, a blind dinghy race, a docking contest, diesel and fiberglass workshops, three breakfasts, two dinners, and four glorious days of Pacific Northwest weather: no sunburns, no rain, and temperatures in the 70's.

If you are interested in Nordic Tugs, you are invited to attend the 2002 Northwest Rendezvous. It will be held June 13-16, 2002 **Port Orchard Marina**, Port Orchard, WA. Contact Charles Billings, skipper of **BeBe** e-mail cebboats@oz.net (360) 895-3825 voice, (360) 895-0170 fax, 5599 Perdemco Avenue, Port Orchard, WA 98367. Charles has some 35 slips reserved with potential of getting 15 more, and plans for all kinds of activities. Here is the 2002 Rendezvous web page, watch for updates. www.oz.net/~ceb/page2.html

3. NORTHEAST RENDEZVOUS

Nordic Tug owners and enthusiasts from Canada to Virginia gathered at Essex Island Marina on the Connecticut River to enjoy the camaraderie of fellow tuggers.

The rendezvous was organized by Ben Wilde and Connie Connor and sponsored by Wilde Yacht Sales of Essex, CT; Bay Tugs'n Trawlers of Rock Hall, MD; and Nordic Tugs, Inc.

Twelve Nordic Tugs brought their crews to the event. Some crews came without their boats, and others came to talk to Nordic Tug owners before making the leap themselves. Including owners, sponsors, speakers, and fans, there were 50 people in attendance. Everyone en-

joyed the Lobster Fest and a number of people left with prizes from the raffle.

After breakfast on Friday, the Nordic Tugs paraded up the Connecticut River to Gillette Castle for a photo op, then to Hamburg Cove for raft-ups, swimming, and dingying. On Saturday morning, eight boats headed across Long Island Sound to an anchorage in the Hamptons' Three Mile Harbor for a final BYOB cocktails and hor d'oeuvres aboard our host boat **LADY TUG**.

Boat hopping was a favorite, and many ideas were shared, from a magnet to hold the head door open to indirect lighting, soap dispensers, cockpit shower, anchor washdown, water filter system, bookshelves, dinghy davits, mast structures, nav software, shelving, and more.

At this gathering, the Nordic Tug Northeast Owners' Association was born. For all Nordic Tug enthusiasts, the second annual Nordic Tug Rendezvous in the Northeast will be in Essex Harbor July 25-28, 2002 at Essex Island Marina. In addition, plans are underway for our first annual Nordic Tug Bay Rendezvous to be held October 2-4 2002 at Osprey Point Inn and Marina in Rock Hall, Maryland. Further information can be found at our web site news.wildehyachts.com Please provide any ideas for next year's rendezvous to Jim McCrea at e-mail mcc272@aol.com

4. MIDSOUTH RENDEZVOUS

"A Huge Success" - "A Lot of Fun" - "A lot of Good Information" - "Do It Again" The 2nd Annual Mid-South Nordic Tug Rendezvous was held at Green Turtle Bay Resort and Marina on Lake Barkley (Cumberland River Mile 32) in Grand Rivers Kentucky on October 18-21. A total of 39 people were present for all or part of the events that took place. Also, there were 4 Nordic Tugs in attendance. Milt and Barb Bloomer were present on their 42, **ALOHA**. The Bloomers were on their way south. Ralph and Cheryl Schregardus were on their 42, **TENA ROSE**. They, also, were headed south. Rex and Vicki Rathbun were on their 32, **PEGGY ANN**. Don and Judy Filson were on their 32, **DELTA FOX**. Others present and on the program were Jim Cress, Chairman and CEO of Nordic Tugs and his wife Stephanie. Ken and Karen Schuler of Trawlers Midwest, Bob Calves, owner of **DIAMOND SEA**. Bob lives on his 32 and travels extensively in the Northeast. Cummins Cumberland of Nashville, TN had 3 representatives present to provide maintenance information and visit owners on the docks. Hoyl Gill, who sponsored the first of this event was

present with his wife, Nancy. The Mid-South Nordic Tug Rendezvous is sponsored by owners and by unanimous vote will be held again next year at Green Turtle Bay Resort and Marina on approximately the same dates. More information about the 2002 3rd Annual Mid-South Nordic Tug Rendezvous will follow in the Spring 2002 Newsletter.

5. **NORTHERN GREAT LAKES NEWS**

On 29 June to 1 July we participated with our 32' Nordic Tug **RELIANT** in "The Great Tug Boat Race" which has been held each year since 1982 at Sault Ste Marie, Ontario and benefits local challenged children. It was a well organized 3 day event centered at the Bondar Marina with excellent facilities and reserved dockage for participants. On Friday 29 June there was a tugboat parade and a round trip through the Soo Locks; Saturday was the race - (35 Tugs) with the tugs split up in groups by horsepower ratings - we were in the 200 to 500 hp group and won! (We have a 210 Cummins).

In all fairness we were the only Nordic Tug and the only fiberglass tug. The majority are working tugs or converted for pleasure. We met many wonderful people, had a great time and plan on being there in 2002. We hope to see Nordic Tugs at that time and perhaps we could have our own start! For details contact The Great Tugboat Race, c/o 104 Parkdale Drive, Sault Ste Marie, Ontario P6A 4C8 Canada or www.soonet.ca/tugboat

6. **MAINTENANCE TIPS**

The fill plug for the steering pump of Teleflex units must be of the vented type. An unvented plug will cause blown seals. We just replaced the steering ram and unvented fill plug on our new vessel which had several oil leaks in the steering system. **Bob & Kathy Torson** on the **DISCOVERY**.

Bill, sometime back I wrote you concerning the steering problem I had with my 26' Nordic Tug. I couldn't get below 3 knots and in a marina that is a bunch much. I could get below 3 knots if I took it out of gear, I then lost steering. The problem is now solved thanks to you and some others. I did three things which collectively solved the problem.

(1) The people at Perkins engines (mine is a Perkins 85hp) said I could reduce my idle rpm to as far as 550 rpm so I reduced mine from 625 to 575.

(2) The Perkins representative asked me

what my top rpm was and I told him about 2250 and that I had checked the accuracy of my tach. He said I should get about 2600 and that it sounded like my prop had too much pitch. I dropped the pitch from 16 to 15 inches and now my top rpm is about 2475.

(3) You sent me 2 different factory drawings of the rudder for 1981 26' Nordic Tugs, one was larger than the other. At haulout time, I found that mine was one of the smaller. I had a local (knowledgeable) fabricator extend the rudder aft which increased the total area by about 30%. I also had him put on top and bottom plates on the rudder.

Now I can get the speed down to between 2 and 2.25 knots under power and can turn on a dime. Thank You! **Dave Knapp, SKYBIRD**.

Hoyle Gill and I were talking the other day and he asked me if I had ever replaced the little vents on the aft side of the Pilot House and Salon roofs. I said I had not but needed to replace one that fallen out at some time. He sent replacements to me that he found at Home Depot in Knoxville. They are Masterflow, RLSC1 1" Circular Louvers. Thanks **Hoyle Bill Owel, LADY BUMP**.

7. **THE OTHER PERSON'S TUG**

Bowthrusters-Bill, if you ever wonder about the influence of Nordic Tug News among owners, wonder no more. Armed only with the knowledge found in your recent article regarding bowthrusters, I contacted Bruce McDugle at Cap Sante Marina about the 3hp Sidepower unit about which you had written...the recommended unit for my 26' Nordic Tug **WATER RAT**.

Presto, I was a customer and a truly satisfied one, I will add. Bruce and his staff were a real pleasure with whom to work. The unit has been professionally installed by a top-notch technician and a very fine electrician...all on schedule and at exactly the price you spoke of in your piece.

And how do I like it? Don't know how I got along without it. And it, combined with my new Yanmar turbo diesel make us realize we could own nothing better. I am in your debt, Bill. Thanks very much indeed. All the best **Chuck Cleworth**. Hull # 26084

We just returned from a month long trip in the Bahamas. We were in the Exuma chain, where water is shallow. Our 37' performed admirably and allowed us to go where we wanted. We were away from the dock for a month, anchoring continually

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from mid-March to mid-April. With modest use of our generator we were able to keep all systems functioning nicely. Including generator fuel use we averaged about 3.5 nm per gallon. **Hank Waters & Vicki Russel** aboard **MISSOURI TRAVELER**.

When we bought Nordic Tug 26049 this spring we wondered why the salon table did not seem to match the settee. There was no side that aligned with the seat edges and the aft end of the table protruded in a manner that made arising from that end of the settee difficult. After pondering the situation for awhile, the answer became clear - the table was UPSIDE DOWN. I pulled it out of the supporting tubing and turned it over and then set it down against the settee. A perfect match. We made a new table top (it was needed anyway) and it fits much better. Later we checked some other 26's. Three of the four had the same upside down table! Evidently, a factory cabinetmaker got started putting the formica on the wrong side and then had to install the table wrong side up. **Bob & Kathy Torson** aboard **DISCOVERY**

8. WHAT'S IN A NAME?

CORVID-the family to which crows, ravens, and magpies belong, taxonomically. Ravens are the "tricksters" in the mythology of the Pacific Northwest and Southeast Alaskan Natives. Along with the bald eagles, the ravens allow us humans to share their home, the Tongass rainforest, with them. The coastal waters of the Tongass are a fine place to cruise with this 26' Nordic Tug owned by **Sue and Carl Schrader**.

CHILULA-A California Indian Tribe, but also the name of the tug Mike was on in the Coast Guard. **Mike & Deborah Arnold**.

FRED GENETT-Named after my father in law (Hey, you got to do what you got to do). **Brian & Diane Jones**.

TIME FOR TWO-This name derives from a poem my wife read when she had breast cancer. Basically it suggests that we take time to enjoy our spouse and live while we have a chance. **Jim & Dori Bower**

9. YOUR NEWSLETTER

If you haven't sent any money during 2000 or 2001, 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, 6844 MAIN SAIL LANE, GIG HARBOR, WA 98335-5102 PHONE (253) 858-3481, Fax (253) 858-6164, E-mail Ldybump@juno.com**

10. BUY, SELL, TRADE, LEASE

For Sale: 1997 26' Nordic Tug hull # 26171 **THE BUM BOAT**, blue hull full electronics, bow thruster, 140hp Yanmar, 515 hours, fresh water boat, immaculate condition, Ocean Marine a/c and furnace, Norcold ac/dc refrigerator, Origo alcohol electric stove. Located at L'Anse, MI 49946 Box 212 or call Jim Brown (906) 534-6843

For Sale: 1981 26' Nordic Tug hull # 26008 **SUN STAR**, very well maintained, light green hull, 1994 BMW diesel, new upholstery and curtains. Ready to go. Located in Anacortes, WA \$65,000 Contact Dan or Sue (425) 485-8828 or e-mail smmdkm@gte.net

For Sale: 1981 26' Nordic Tug Hull # 26012 **KATY-D** Sport style w/extended cabin, 80hp Ford Lehman w/Borg Warner Transmission, 1718 hours, \$45,000 call Gail at (907) 225-8685 or Dorothy at (360) 293-5240 boat is in Ketchikan.

For Sale: 1990 32' Nordic Tug hull # 32045 **NORDIC DREAM** Red hull with Ivory trim and top sides. Full electronics, AM/FM/CD, TV/VCR. 8hp Bow thruster, 5kw Genset, Reverse cycle air, Red Dot, ctra San sanitation treatment system, CO2 fire suppression system, Propane stove with oven, microwave, carpet throughout. Canvas for wood & windows. Sylray 11' dinghy with 3hp, swimstep, Cummins 115hp. Many extras. Turn Key \$149,950. Boat in Bellingham, WA e-mail malahat@direct.ca or phone (250) 478-8554.

For Sale: 1999 32' Nordic Tug hull # 32132 **ANNIE**, red with ivory trim, pristine condition; 3 burner propane stove with broiler/oven; full electronics; many extras; 216 hours on Cummins 220 hp. Available now. e-mail rcafer@yahoo.com or call (508) 221-5194 (e-mail)

For Sale: 37' Nordic Tug hull # 37003 **CHICKCHARNEY IV** loaded, full electronics 500 engine hrs, all gear goes with the boat, bring your toothbrush and PJ's, available immediately, boat located in Miami, FL E-mail kjcrispin@aol.com phone (305) 856-5509 \$350,000

For Sale: 1998 32' Nordic Tug hull # 32981, Custom blended Forest Green Hull. Very nicely equipped, fresh water boat,

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inside heated winter storage. Priced for a quick sale. Only 200 hrs, immaculate condition, at Cheboygan Michigan call (231) 238-7021

For Sale: 1984 26' Nordic Tug hull # 26085, SONRISA, BMW engine, radar, VHF, diesel stove, Norcold refrig, stereo, new upholstery, bimini, canvas covers for doors & windows. \$59,000 Phone Curt or Donna (907) 463-3571 or e-mail at tillikum2001@yahoo.com

For Sale: 1982 26' Nordic Tug hull # 26055, BLEANOR G, Lugger diesel, 9.9 Yanmar kicker, electronics, very economical, seaworthy and runs great \$45,000. Ron Antaya (907) 463-3355 wk(907) 586-9352 e-mail ronald.antaya@noaa.gov

For Sale: 7.5' Livingston dinghy with an outboard swivel mount with 3.5hp Nissan outboard with 2 summers use. The whole package for \$900. Also, brand new 24x19 left hand propeller for a 32' Nordic Tug, \$700. Contact Bill Harpham at (360) 376-5039 or e-mail harpham@rockisland.com

For Sale: Michigan left handed 3-blade Prop 18x15 for 26' Nordic Tug. Excellent condition \$125 or best offer. Call Jerry at (904) 725-3502 (office phone) or e-mail jhtabbott@mediaone.net

For Sale: 1995 EZ Loader Tandem Axle Galvanized Trailer design for 26' Nordic Tug, like new, Asking \$4,000. Located in Anacortes, WA Contact Bob Olson Cell # (360) 507-4440

Wanted: I am the owner of 26' Nordic Tug 26037, LITTLE TOOT in San Francisco Bay. Pretty far removed from the Northwestern home of many of the tugs. I am looking to (spend some of my son's anticipated inheritance and) purchase a 2nd 26 Nordic Tug to be kept in Gig Harbor, WA. Prefer 2 side doors, and better than 50 HP engine. Like kind of 80's type. Contact Joe Colletto, jscolletto@aol.com

Wanted: Used 26' or 32' Nordic Tug 1992 or earlier. Please respond to Gabriele at budesign@concentric.net or call (831) 818-4244.

11. ODDS AND ENDS

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 200 subscribers. It's a great way to exchange info. duckwalk@rockisland.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/

Dennis Ingersoll is on a three year cruise aboard his 32' Nordic Tug. Check his logs at www.dringersoll.com/logs.html

12. WAYPOINTS

Jack Morton, SALTY, passed away September 27th after a long bout with lung cancer. His sweet disposition and smile will be missed.

13. CRUISING WITH NORDIC TUGS

Northwest Cruise. We are looking for volunteers to lead cruises for the year 2002. The summer cruise could dovetail with the 2002 rendezvous to be held at Port Orchard, WA. Fall cruise to revolve around Labor Day.

14. BOAT SHOW SCHEDULE

San Diego Boat Show, January 3-6, 2002

Seattle Boats Afloat, January 11-21, 2002

Chicago Boat, RV & Outdoor Show, January 24-28, 2002

Anacortes Floating Boat Show, March 23-25, 2002

Trawler Fest, Fort Meyers, FL March, 2002

Chesapeake Bay Spring Boat & Yacht Expo Annapolis, Bay Bridge Marina, April 2002

Norwalk International In Water Boat Show September 19-22, 2002

U.S. Powerboat Show, Annapolis, MD October 2002

15. DEALER NEWS

Trawlers Midwest Come and see our beautiful line up of tugs at the Manitowoc Marina or join us at one of the shows. www.trawlersmidwest.com and our e-mail trawlers@trawlersmidwest.com

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

Wilde Yacht Sales of Essex, CT.

We have scheduled a "Moving Boat Show" for next summer, leave Essex Harbor on the first day of summer, Friday June 21. We'll be setting up destinations up the Hudson, the Barge Canal System to Roches-

ter, Oswego, Thousand Islands and Lake Champlain -- returning Monday, July 15 to Essex. The trip is being scheduled on a 2002 Nordic Tug and we invite any tug owners who would like to "tug along" to join us whenever and wherever. We'll be posting the itinerary on our Web site as we confirm marinas and events. This really exciting.....!

Visit us at the Lighthouse in Essex, Connecticut. All three 2002 Nordic Tug models are on display in Essex Harbor. 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. It's open season on our charter reservations! We have new and used tugs for sale. There is a new 42 and a 32 available that were part of the spring delivery. Some people like to place a boat in our charter fleet for income. Ask. These boats all come completely equipped. Add your bedding and food and you are 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. Check out our web site www.ballenabayyachts.com

Offshore East Yacht Sales, 2300 East Las Olas Blvd, Ft Lauderdale, FL 22201 phone (954) 779-1021, 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

Annapolis Sailyard, Inc. Located on the Annapolis Harbor at 326 First Street, Suite #18, Annapolis, MD 21403, phone (410) 268-410, fax (410) 268-2974 e-mail andrea@sailyard.com

16. THE PRESIDENT'S CORNER

Hi! What a year! Nordic Tugs has had the opportunity to meet new friends and show our Tugs at boat shows and other events all over this great country of ours. From San Diego, Newport Beach and Alameda, CA, to Essex, CT to Miami and Fort Lauderdale, FL to Houston, TX, Annapolis, MD, oh yes, and here in Seattle several times as well as numerous shows throughout the land. As always, the response has been unbelievable! Our family of dealers has grown to include Higgins and Smythe Yacht Sales near Galveston, TX and Annapolis Sail Yard in Annapolis, MD. Please look them up when you can and welcome them to the family!

At the factory we completed a new lamination building with 33,000 square feet of work space and state-of-the-art technology to allow us to build an even finer product than ever before, while being good neighbors in our community with regard to the environment. We've also done the site preparation for the next production building, currently slated to begin construction in 2003.

During the year we have completed construction of the hull mold for the long-awaited 52' Nordic Tug, with the tooling for the deck and cabins still in process. See your local dealer for information on this exciting new Tug!

Like everyone else, we were stunned, shocked and overwhelmed with the events of September 11th. Our prayers go out to all the victims, survivors and care-givers. Although these events dealt us (and our entire industry) a severe blow, we are recovering, and, like our great nation, we will come back stronger than ever! **God Bless America!!**

I just returned from a month on the road, where I attended the Annapolis Boat Show, a Nordic Tug Board meeting in Kingsport, TN and the 2nd annual Mid-South Nordic Tug Owners Rendezvous, held at Green Turtle Bay Resort in Kentucky, as well as a trip down to visit Higgins and Smythe Yachts in Texas. What a month! The highlight of my trip was learning more about how our Tug owners play on the inland waters. Special thanks to all who made that possible!

In closing, I wish to thank each of you for your great taste in boats, your loyalty to Nordic Tugs, and for continuing to live this great life style that is "Tugging". I wish you all a wonderful Holiday Season and a truly joyous 2002. Thanks again! **Jim Cress, President.**