

1. NORTHWEST RENDEZVOUS

The NW Nordic Tug Owners Association annual Rendezvous will be held at Cap Sante Marina in Anacortes, Washington, June 12-16 2003. This event is open to all Tug owners and enthusiasts. We have reserved C-dock for the fleet and the adjacent Seafarers Memorial Park banquet facilities for gatherings. Moorage fees are paid directly to the port office upon arrival. Showers, laundry, shopping & lodging is conveniently located in or near the marina. Lodging for the Tugless or guests is available nearby. Several motels are located close to the marina. The Marina Office manages an RV camp at the north end of the marina on a first come-first served basis. Your rig must be self contained. Marina bathhouse is nearby.

Our Tugfest starts Thursday, with the arrival of the fleet 6/12 (earlier or later if you like). A wine and cheese reception hosted by Skipper Cress Yacht Sales at the Seafarers Memorial Park building will be held that evening. Friday starts with a continental breakfast and briefing of the day's activities. Midmorning the first group leaves by chartered bus to tour the Nordic Tug plant. Another group arrives in time for a BBQ, hosted by Cummins Marine, for Tug Owners and NT staff. After lunch the second wave of Tuggers will tour the plant. Mid afternoon offers a seminar on navigation hardware/software and radio & cellular communications put on by Radar Marine Electronics. Friday evening, there is a gourmet potluck dinner.

After another fruit and muffins breakfast, Saturday starts with a Safety at Sea workshop featuring live demonstrations of fire prevention & control, man overboard recovery, visual distress signals and more. The workshop will be presented by USCG Auxiliary Flotilla 17, Skipper Cress Yacht Sales and West Marine Products of Anacortes. Saturday afternoon features seminars on optimizing your DC charging system & watermakers, presented by Mike Beemer of Beemer's Boat Company. There will be plenty of time to stroll "old town" Anacortes, the farmers market and cruise the shops to play a hand of merchant poker. Saturday evening we will meet for a banquet dinner at a favorite local eatery, Gere-A-Deli.

Sunday sees the fleet off to their home ports or a post rendezvous cruise to the San Juan Islands and beyond. We are searching for someone to lead a post Vous cruise through the Islands. If you are interested in leading or sharing the lead please contact Jeff and your name will

added to a list of Post-Vous cruisers.

Due to the cost of facilities, food and transportation we are asking for a \$25 registration fee for this year's event. Coordinating this year's "Vous" is Jeff Gleckler of Skipper Cress Yacht Sales. Please contact Jeff directly for reservations at 800-996-9991 or e-mail at jeffg@skippercress.com

2. NORTHEAST RENDEZVOUS

The third annual Northeast Nordic Tug Owners Association rendezvous is to be held at Essex Island Marina July 23, 24 and 25. The 3-day event includes cocktails and a potluck supper on Wednesday, July 23; seminars and workshops July 24 followed by cocktail party and a lobster-fest. Friday, 25 July starts with a buffet breakfast, business meeting and parade of decorated tugs, a raft up at Hamburg Cove and a July 26 leisurely cruise to 3 Mile Harbor. Boat reservations can be made by calling Essex Island Marina (860) 767-1267. Those coming by land may make room reservations at the Griswold Inn (890) 767-1776. Call Connie at Wilde Yachts at 1-888-447-6944 for more information.

3. SAN FRANCISCO BAY AREA

The 2003 San Francisco Bay Nordic Tug Owners held their annual Nordic Tugs Rendezvous at Encina Yacht Club in Alameda, April 4-6. The event was very well planned and managed by Cathy and Cal Robie **RHUMB RUNNER**. Jerry Husted and Joe Franett of Nordic Tugs and Mike Jorgeson, Cummins NW representative, participated in the program and discussion sessions. John Lucas, USCG Auxiliary hosted a session on the role of the USCG & Auxiliary during the era of Homeland Security. The main evening program included a very informative presentation by Patrick Mulchahy, regarding the role of Foss tugs on the Bay and the West Coast. Most interesting to Bay Area "tuggers" was the Foss Operations in the construction of the new Carquinez Strait suspension bridge. Locating the ships and barges to lift huge deck sections is a monumental engineering task.

A number of sponsors provided gifts including the "granddaddy", a \$500 credit for bottom paint at Mariner Boat Yard in Alameda.

Plans for next year's rendezvous are already underway. We are trying to recruit veterans of the "Great Loop" to share their experiences. Volunteers are needed and suggestions will be welcomed. Everyone hopes to have 20 boats attending

next year.

4. CHESAPEAKE BAY RENDEZVOUS

Years ago we had some very informal Chesapeake Bay Rendezvous. Two formats were used: A weekend at a marina with cookout or restaurant dinner and a raft-up with boat to boat eating and hopefully not too much drinking. Is there any interest in doing rendezvous again? If you are interested please contact Bob Calves at (703) 408-2693 or bobdiamondsea@aol.com.

5. MIDSOUTH RENDEZVOUS (BI-ANNUAL)

The Mid-South Nordic Tug Rendezvous will not be held this year due to illnesses within the families of Hoyl Gill and Don Filson. We hope for the best for both families.

6. MAINTENANCE TIPS

Reference the article in the Fall 2002 issue on New Steering Cylinder/Ram Assembly from Bob Calves: Chuck Leavitt, SEAHORSE had these comments: Bob Calves reported that Wagner was out of business. Their products are now produced by Summer Equipment Co. Ltd., 24 West 4th Ave, Vancouver, BC, www.wagnersteering.com Summer has an e-mail address of inquiries@summerequipment.com I am getting my Wagner cylinder rebuilt at their Seattle distributor.

The comments on Fuel Filters by Pete Bradshaw caused Chuck Leavitt to offer these additions: Pete's solution of adding a second Raycor filter will not solve the water problem. The advice he received about water buildup due to temperature swings is correct. The water is in solution in the diesel and is precipitated when the temperature drops. Accumulation is particularly noticeable in the spring when the vessel has been on the hard for the winter. The method I have successfully used from 1975 to 2000 aboard a steel boat bunkering 750 gallons diesel in 2 tanks was to use an additive called FPPF Diesel Fuel Additive. The web page is www.fppf.com I had the tanks cleaned twice during the 25 years I owned the vessel-extracted some sediment and NO water. I have other examples aboard delivery vessels if interested. FPPF is also excellent for eliminating gum in injectors and injector pump and preventing gum formation when the engine is turned off.

We now own 26112 SEAHORSE, bought her in Juneau, AK and brought her down to Langley, WA on her own bottom-great trip.

I used FPPF to eliminate about half an inch of water in her 150 gallon tank. There is a product called "Colorcut" that changes color from olive drab to bright red in the presence of water. It can be spread on a dip stick or other device that can be used to reach the diesel fuel tank bottom.

7. INTERIOR REFURBISHMENT

I recently refurbished the interior of my tug, and some of my efforts and experiences may be of help to others who want to update an older boat.

My 1988 tug (32027) has been used as a liveaboard for eleven years. Although the upholstery and carpet has been changed in 1995, they were shot. The big problem was the headliner. It was original, it was badly discolored from my two pack a day smoking habit (stopped a few years ago), and it was stained from various overhead leaks that had been somewhat fixed. The forward cabin was shoddy due to the fact that all surfaces were covered with fabric which looked especially bad on the hull sides having been wet with condensation and water from deck leaks. To fix condensation problems I wanted to insulate the sides up forward and install traditional looking ceiling strips over the insulation.

I thought it would be easy to find a new overhead fabric similar to the existing ribbed effect foam backed stuff. Not so! Form backed vinyl and auto/RV products abound. After much searching I found 34 yards in three pieces of left-over roll ends almost identical to what I had (in both color and weave), but of less thread count (lighter weight). Two suppliers told me the stuff was out of production, at least for now. I had estimated that I needed 28 yards, but I used almost all of the 34. **LESSON:** make sure you get more material than you think you will need! (Most fabrics come 54 inches wide, but a couple of inches on each side are not usable).

All fabric was ripped out of the forward cabin and the overhead fabric covered panels were removed. To stop leaks and prevent (maybe it is safer to say "reduce the chances of") future leaks, the bow rail was removed and reinstalled with new bedding compound. The installation was improved by grinding the deck-edge non-skid smooth underneath the stanchion bases, using larger backing blocks underneath, and using large fender washers against the backing blocks. One leaking hawse hole was also removed and re-bedded.

The next phase of the project was

to cover the forward and aft bulkheads of the forward cabin with plastic laminate that matched the rest of the boat. My interior is constructed with a "formica-like" pale yellow product called Pionite, color bisque, finish suede, product number ST653. Pionite is readily available, and the new matched the old color perfectly. Look it up on the web, you can even see color charts. (I have seen other Nordics of similar vintage with the same interior color and some with a more tan color). The old fabric, door assembly to the chain locker, teak shelf and light were easily removed. New laminate was glued on and stuff reassembled.

After removing the old fabric, the forward cabin hull sides were sanded by machine to remove all traces of glue and expose good fiberglass surface for secondary bonding of epoxy. This is messy! Open the hatch, close the head door, seal off the pilot house with draped plastic, wear a space suit and mask, and use a vacuum system on the sanding machine. Frames were made of 3/4" plywood to attach the hull sides to simulate the construction of a wood boat (a real boat!). On the port side, there are five frames—one at each bulkhead and three equally spaced intermediate ones—thus there are four spaces. The starboard side is symmetrical except that the last space is narrower as that side is shorter fore and aft. The frames are shaped to fit the hull and tapered. At the bottom they extend only about one inch out from the hull, but at the top they are about three inches. The idea was to have reasonable space for insulation, yet lose as little interior space as possible. At the berth level very little space is lost, but higher up where the hull flares more space is given up for insulation. In addition the inner surfaces of the frames were designed as a group to form a section of a cone so the new inside ceiling planks could be easily installed with minimal spiling.

The frames were attached to the hull sides with a goo locally called "schmoo" which is an epoxy containing glass strands for reinforcement. It's much easier than using glass cloth. Rigid insulation foam boards were cut and shaped to fill all the spaces between the frames; odd voids were filled with spray can foam. (Use only urethane or polyisocyanurate foam; styrofoam and glass will hold moisture).

Fearful that driving many, many planking screws into the edge grain of the plywood frames could cause splitting; a 1/4" thick hardwood batten one and half inches wide was attached to each frame

with widely spaced screws. The fractional inch overhang on each side of the frames also held the foam insulation blocks in place. Using black colored sheet vinyl (from a fabric store) a vapor barrier was then stretched across all the frame spaces and stapled on (Monnel, not regular steel staples).

The ceiling strip planking was made from ash faced plywood ripped into strips a little less than four inches wide. The edges were slightly rounded, the strips were edge butted to each other, and the were screwed with two brass screws at each frame, the screws being staggered to reduce the chance of splitting the underneath wood. The planks aren't horizontal, but rather follow the shear in the traditional manner. The top plank on each side had to be spiled, most of the others fell into place with only a couple of adjustments needed to their widths to taper them slightly. The very slight crack between them in some areas is not noticeable because the vinyl vapor barrier behind them is black. A one inch wide teak molding was attached to the bulkheads to cover up the ends of the ceiling strips where they meet the bulkheads. This looks neat, it sets off the ash planks from the pale yellow bulkheads.

The forward cabin was completed by gluing new fabric to the round vertical portion of the cabin trunk including removal and re-installation of the port-hole. The overhead panels were covered with new material and re-hung.

In the pilot house and aft cabin everything was first removed and all traces of foam were scraped off. The plywood attached to the overhead structure had to be rescrewed in a few places to get the joints even. Hanging the material overhead is a bitch even for two people. There were two problems. First cutting the material was tricky as my roll end pieces were somewhat distorted, that is the weave pattern was slightly diagonal instead of directly across the roll. Thus pieces had to be cut slightly on the bias. The second problem, due to the light construction of the fabric, was that it was almost impossible to prevent the fabric from distorting while hanging it. Its own weight was enough to pull it out of shape. Spray-on fabric glue does not allow for much pulling it off and re-sticking to make alignment adjustments. The end result is that the ribbed pattern is not perfectly in line, but the original as built by nordic with heavier fabric was also not perfect. In the pilot house all through-the-roof fittings and wires were re-done to reduce the chance of leaks.

Some years ago I varnished the interior. All this work messed up some small areas of the wood, especially where screws had been bunged and new plugs were installed. I had to do a small amount of re-staining and re-varnishing. For touch up staining we used stain (available in 70 colors!) packaged like magic markers.

I installed new light fixtures throughout. I prefer brass as it feels warm compared to cold looking stainless. The best brass fixtures seem to be by Cantalupi as they have a micro thin gold plating to prevent tarnish, but they were beyond my budget. I chose brass fixtures from Vetus as I thought they would be a cut above the cheap Sea Dog or AFI products, without being overly expensive.

If I had it to do over again I would find a material that had no directional weave or pattern, it would be much easier to install. Total cost for all this has been about \$8,000 time and materials. Work (90%) has been done by a lead carpenter at a major boat yard at a winter labor rate discounted 20% and with my help (10%). About 160 man hours have been expended. The forward cabin looks like a new and custom built boat, and the insulation makes it more comfortable.

I have just contracted out to a yacht interior decorating company for a new upholstery, carpet, and curtains which are straight forward projects that will cost about \$3,500. I will then get two new chairs. For under \$15,000 the interior will look like a new boat! Next year I will budget for exterior Awgrip on the hull. It's a lot cheaper than getting a new Tug!!

8. WHAT'S IN A NAME?

Van Der Aa-After the Dutch Cartographer Peter Van Der Aa, who was my great grandfather many times over.

THEODORE-Our boat is named after the Childrens' book series, "Theodore the Tug" - our grandsons' suggestion! Don & Marylou Schulz

SEA RACER-Linda & I purchased the tug last summer after chartering a Grand Banks 42 out of Bellingham. We decided last year to get our feet wet again after 20 years on the beach. We were both professional mariners and decided to come ashore and live a more "normal" life. Anyway, the charter allowed us to get up close with the boats and owners, instead of the salesman at the shows and brokerages. The 42' tug satisfies all of the items on our want list. After a lot of good ideas, we decided to name her Sea

Racer. We wanted a name appropriate for a sea-going vessel or tug. Linda had worked for Sea-Land for 5 years, and my first ship was the American Racer, so it sounded right. Crowley Marine used to have a boat named Sea Racer, but it was sold to McAllister Towing, went to the east coast, and is now named Buckley McAllister.

We have two young kids in grade school, and they'll now have a chance to grow up on a boat like I did. **Linda and Rich Losch**

From **Bill Seramin, JUPITER.**

The traditions of seamanship go back many centuries; show your respect for tradition and use a proper name for your boat.

It should be easily pronounced and understood, even on a static filled radio connection. It should be easy to spell by the average person. You should not feel silly repeating it five times for the Coast Guard. It should not be cute-sy, a pun, or a trick spelling. Save that stuff for your motor home!

Editor's Note: Lighten up Bill, you can't change the world, look at the Fleet List. People want a connection to the boat name.

9. YOUR NEWSLETTER

If you haven't sent any money during 2002 or 2003, 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 Owe1, 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: 2001 32' Nordic Tug Hull # 32188 **SUNDANCE** New condition less than 200 hours on Cummins engine. Double berth forward, large head, walk-in shower. Lg double berth in main salon, propane stove oven, Refrigerator/freezer 12/110 volts, venetian blinds in salon. New extended hull with built in swim platform. Anchor windlass with 20' of chain and 200' of rode. Dinghy davits and outboard motor rack. Full cockpit canvas cover. Upholstery is Mica Ultra suede. Full electronics, radar, auto pilot, VHF, GPS, Speed & depth, 4 speaker sound system with AM/FM radio and cassette player. Owner Paul Page, **pgpage@msn.com 860-767-2840**

For Sale: A complete boat lift for a 32'

Nordic Tug. Cradle set specifically to fit a 32' (24,000 lb lift). Price \$11k, original purchased for \$16k & is only one year old. Lift is located in St James City, FL. E-mail tinacrosby@hotmail.com

For Sale: 1978 EZ Loader all roller trailer with electric winch and brakes on both axles. Trailer is set up for a 26' Nordic Tug, but also comes with the necessary hardware to change it to haul a 28' boat with a conventional bottom. Contact Joe Glinski at (715) 344-6317 or send e-mail to kg9b@2a.net

For Sale: 2001 32' Nordic Tug Hull # 32194 **TUG O'WARD**, 170 hours, located at Hudson River, most cruising in fresh water. Call or write for full details to Michael Ward e-mail dmward@optonline.net phone (914) 944-3213 cell 914-450-6474.

For Sale: 2000 32' Nordic Tug hull # 32148 **OMEGA**. (Last "A" layout built) Complete electronics package, Comnav auto pilot w/remote, wired for laptop hook-up, electrical system upgrades. Many custom interior upgrades (you will like these!). Vacu-flush toilet, bowthruster, washdown fore & aft, new dual Racor filters (installed Aug 02), new electric anchor winch (fall 02). Includes 10' Achilles HB dinghy w/5hp Merc OB. \$190,000. Ben Murph (775) 885-9591. (Cell 360-202-8930 beginning late May).

For Sale: 1996 32' Nordic Tug hull # 32083 **NITA LEE** red hull, Cummins 210hp, 3.5 Gen Set, new 6 cu ft refrig, new propane range & oven, new 24 gal water maker, AC/heat, inverter, battery monitor, auto pilot, digital depth sounder, new forward scanning fish finder, GPS, radar, windlass, rib dinghy, 9.9hp OB, bright work interior all in excellent condition, located in Louisiana \$175,000 e-mail ostct@aol.com ph (985) 863-5150

For Sale: Trailer for Nordic Tug 32'. Expand your range! New 2001 Quality Trailers from Bellingham, WA (they build trailers for the NT factory) heavy duty 3 axle, goose neck trailer with adjustable bunks, should also haul NT 26' and other boats. Located at Cap Sante Marina \$6990. Call Pete Goodmonson (541) 385-8583 or e-mail pgoodmon@coinet.com

For Sale: HAVE A NORDIC TUG SUMMER. ...**TUGWEAR** has all kinds of Nordic Tug "STUFF". Each Nordic Tug in T-shirts, Long-sleeve T-shirts, and Sweatshirts; Nordic Tug Grande Coffee Mugs, Nordic Tug Refrigerator Magnets (to hang up the latest RENDEZVOUS schedules of course)

and much more. Visit our website at www.TUGWEAR.com or call direct (805) 375-4052 or e-mail dbtugwear@aol.com

Wanted: 26' Nordic Tug, circa 1995 in the Southeast area. Contact Chip Worster at (321) 773-5851 or Olesalte@aol.com

Partnership Opportunity - Seeking to partner with someone in ownership of a 26' Nordic Tug. I am an experienced boater and mechanic currently owning a 26' Reinell 267 moored in Seattle, WA. I perform all my own maintenance and repair. If you currently own a Nordic 26' and would like to defray the cost of ownership or are an aspiring owner who longs to afford the opportunity of ownership, give me a call (206) 679-4888 or drop a line mdryan@cmc.net Mark Ryan.

For Sale: 1982 26' Nordic Tug Hull # 26025 **TUG ME** Located in Gig Harbor, WA Contact Royal McClure (253) 858-9793

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/

Trawlers Midwest is no longer listed as a Nordic Tug Dealer, but they have a lot of Nordic Tug inventory **Ken & Karen Schuler**.

The sluggish economy and the war issues have kept our sales down considerably the past year. The tide seems to be changing and we expect an active season in the marketplace. Our current inventory includes two new 32 Nordic Tugs, two pre-owned 32 Nordic Tugs and one pre-owned 37 Nordic Tug. We are also brokering two other pre-owned 32 Nordic Tugs in two different locations. All of these listings, with lots of pictures, are on our website at www.trawlersmidwest.com

We are planning a special event this summer. Dealer Demo Days will be held Saturday & Sunday, July 19 & 20, 2003 at the Manitowoc Marina. There will be short sea trials all day with each of the different in-stock models. All in stock boats will be open for viewing. Please call or e-mail us to register.

Another highlight of the summer will be the West Marine Trawler Fest to be held from August 21-23, 2003 at Grand

Haven, MI. We will have each model on display there as well as participating in boat demo events. This is a chance to mingle with other trawler enthusiasts, to attend interesting and informative seminars, and to have the new dealer boats and the privately owned boats open for your enjoyment. You can contact us by e-mail trawlers@trawlersmidwest.com or phone (920) 894-2632 fax (920) 894-7151

12. DEALER NEWS

Wilde Yacht Sales of Essex, CT hosted a busy spring open house April 12 and 13 at the lighthouse. In spite of cold and rain, the spirits of those braving the elements relaxed aboard the 42', 37' and two 32's in Essex at the Lighthouse.

Wilde Yacht sales team will be at the Newport Spring Boat Show, Newport RI May 30, may 31 and June 1 with two new Nordic Tugs.

New Nordics of all sizes are always ready to be toured with our staff at our Essex location 7 days a week.

Two traveling boat shows featuring 2003 Nordic Tugs are planned this summer by the Wilde Yacht Sales teammates of Essex, CT. Last years 18 day trip up the Hudson, Barge Canal and Lake Ontario generated great interest in the pilot house trawlers from future "tuggers" who were able to tour the traveling tug at scheduled stops.

Ben & Sue Wilde are charting a course from the Connecticut River to Chatham Yacht Club in Massachusetts, weighing anchor from Essex Harbor June 21. Along the way, major stopovers planned for the new 2003 Nordic Tug will be Watch Hill, RI; Hadley Harbor, Edgartown, Chatham, Hyannis, Quissett, Pocasset, Marion, Mattapoisset, Padanarum, Cuttyhunk and Newport. This cruise ends Sunday, July 6 back in Essex Harbor.

A second Nordic Tug cruise will begin Friday, July 25 at noon with a parade of decorated tugs touring north to Gillette's Castle and back downriver to Hamburg Cove for an evening raft up before heading to 3 Mile Harbor, Riverhead, Shinnecock, Sag Harbor and Greenport. This cruise with Wilde teammates Don & Connie Connor, will end in Essex Harbor Sunday, August 3. Tug enthusiasts are invited to join the trip at anytime. Call the office 888-447-6944 for further information. Both trips will be detailed with daily stops on www.wildeyachts.com e-mail wildeben@aol.com ph (860) 767-2540, (888) 447-6944. fax (860) 767-1989.

Bay Breeze Yacht Sales (BBYS) of Traverse City, MI is pleased to be the newest

dealer of Nordic Tugs, serving 11 Midwestern states and the Canadian provinces of Ontario and Manitoba. A family owned business in operation for the past 20 years, our company has ports in Traverse City on Lake Michigan and Drummond Island in Lake Huron, serving mariners in the beautiful North Channel.

In June, BBYS will have on display the Nordic Tug 37' at our Traverse City location and the new 2004 Nordic Tug 32' and we couldn't be more excited to show off these remarkable boats and get your input and views on Nordic Tug ownership.

BBYS also wants to expand our offerings to include Tug charter operations. We successfully operate Bay Breeze Yacht Charters with an inventory of 24 sailboats that cruise the Great Lakes. Putting your boat in a charter is a great way to offset costs and eliminate the hassle of boat ownership and maintenance while being able to use the boat whenever you choose. If you currently own a Nordic Tug that you would like to place in the Bay Breeze Charter Fleet and would like to discuss the many charter advantages, we hope you will contact us.

Bay Breeze will be exhibiting at several upcoming boat shows. We will be on hand at the Grand Haven Trawler Fest this August 20-23, the Michigan In-Water Boat Show, August 21-24 in Michigan City, and the Metro Beach Boat Show in Mt. Clemens, September 16-20.

In the meantime, check our website, www.bbys.com, call us toll free, 1-877-941-0535, e-mail baybreeze@bbys.com or drop in for a visit. We are looking forward to meeting you and to representing Nordic Tugs. **John & Jay Kraft, 12935 West Bay Shore Drive, Suite 120, Traverse City, Michigan 49684**

Nordic Tugs of Alaska.

We have some time available for this summer if you have some flexibility in your time. We will do our best to take care of your needs. We have 6 Nordics in the fleet and have a 2000 37' for sale. We would love to keep the 37 in the fleet. It looks like the charter business will sell by the end of May, the good news is that my nephew will continue to be the General Manager of the Charter Business so it should be a seamless turnover. We will retain the Nordic Tug dealership. My promise to you is that when you are ready to purchase your Nordic Tug, I will treat you right. You will receive every benefit that the law allows a dealer to give! I will give you a thorough check out and training so you will get the maximum performance from your new tug. We want you to have a

great experience of tug ownership. Kent Fagerstrom, Post Office Box 020006, Juneau, AK 99802 (907) 586-2844 fax (907) 463-5884 cell (907) 321-1019.

Ballena Bay Yacht Brokers, 1150 Ballena Bay Blvd #121, Alameda, CA 94501 phone (510) 865-8600 Ballena Bay Yacht Brokers original Web site www.trawlers.com is now "up and running" again and will direct visitors to Ballena Bay Brokers Web site www.ballenabayyachts.com We have boat shows with Nordic Tugs displayed at the Newport Beach Boat Show and the NCMA Boat Show at Jack London Square in Oakland. A new Nordic Tug 37-085 is now fully commissioned and will be making rounds on the Bay immediately after the boat shows. You are cordially invited to drop in at Ballena Bay at any time to inspect any of the Nordic Tugs in stock, no obligations, We enjoy "Tug talk".

Finally, Ballena Bay Yacht Brokers congratulates Nordic Tugs' entire Factory crew upon the introduction of the new Queen of the Nordic Tug fleet, the Nordic Tug 52'.

Leonard Lee and Jim Moore Give us a "heads-up" call at (510) 865-8600.

Higgins, Smythe & Hood Yachts, 200 Shipyard Drive, Seabrook, TX 77586 phone (281) 474-5100 fax (281) 474-5255

Higgins & Smythe Yachts joined with Blue Water Cruising on January 1, 2003 to form Higgins, Smythe & Hood Yachts. Higgins & Smythe Yachts had been a Nordic Tug Dealer for two years and now HS&H is proud to represent Nordic. We are in the Clear Lake area south of Houston and are located at the Sea-brook Shipyard. HS&H also represents Caliber Yachts, Eagle Trawlers and Dufour Yachts. Much of our business is in larger brokerage sail and power boats. Please take a look at our web site www.hshyachts

Beverly Van Zandt says they are planning a Nordic Rendezvous for the September time frame but it's still in the planning phase. They will let area folks know dates, places etc. as soon as soon as they are determined. Beverly can be contacted at her e-mail beverly@hshyachts.com

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) 268-4100, fax (410) 268-2974 e-mail scott@sailyard.com

13. THE PRESIDENT'S CORNER

Hello to ALL Tug owners from Nordic Tug Land!! Staff just returned from an extremely successful Miami Boat Show. The public's response to the new 42 was over whelming. We also attracted significant interest in the 52 which we're excited to announce will premiere at the Seattle Boats-A-Float show this May.

The 52 is a completely new venture for Nordic Tugs as it's our first foray into the offshore cruising market. We would like to thank all our loyal owners - it was your desire to step up to a larger boat and your dedication to the Nordic Tugs brand that started us down the road to developing the Queen of the Nordic Tug Fleet.

The first 52 is available at Skipper Cress Yacht Sales and is slated to embark on many cruising adventures through out the rest of the year. She will start her journey traveling to the May Boats-A-Float show in Seattle.

Next the 52 will head down to San Diego, then cruise through the Panama Canal to start our trek up the East Coast. Be sure to check out the web site at www.nordictug.com to follow her maiden voyage.

Spring is budding - happy cruising to all. I look forward to seeing many of you at the upcoming Rendezvous!

Jim Cress, President Nordic Tugs, Inc.

14. ASK THE FLEET

Aboard our Nordic Tug 32067 is an unconnected wash down pump. We'd like to install it but need information concerning the best way to do this. Can we tee off of the raw water line to the main engine or must we install a new through hull fitting dedicated for the wash down pump? What is the most practical routing for water lines to both the forward and aft decks? We would appreciate any information we can get. Chuck & Alice Johnstone, 213 Shotgun Alley, Sitka, AK 99835

IN THE BEGINNING-Reprinted from an August, 1981 article in Pacific Yachting-Power and Sail by Robert Hale, titled **"Tugboat business booming"** On the afternoon of March 31, I paid a call at the office of Lynn Senour, a yacht designer who had earned a new appreciation in Seattle boatbuilding circles. Lynn Senour designed the 26 ft Nordic tugboat cruiser that was the run-away best seller at the Seattle Boat Show last January (1981). At a time when other boat sales people were trying to talk around recessions and tight financing, Nordic Tugs were writing orders and talking deposits. Senour's cute little tugboat was a smash.

Lynn Senour is 65 years old. He is a slender and unassuming man, and he works in a one-man office on the second floor of the main building at The Boatyard, a major construction and repair facility located on Lake Union, in Seattle. Senour is a rarity among working boat designers in that he does not seek publicity. The editors of boating magazines never receive a packet of Senour drawings for their design pages. Senour writes no magazine articles. Yet people who need good power boats have found their way to him. Some years ago, when I was talking to Ed Monk about boats and designs, Monk said, "Go meet Lynn Senour over at The Boatyard. No one ever hears about him, but he's a hell of a designer." It wasn't until Senour did the 26 ft tugboat that I finally followed Monk's advice.

The Tugboat wasn't Senour's idea at first. It was Jerry Husted's idea. Jerry Husted had been building fiberglass Ingrids at his company, Blue Water Boats since 1973. Sometime during 1979, Jerry thought there might be a market for a fuel-efficient powerboat, one that would make 6 or 6 1/2 knots, and burn quarts of fuel per hour, not gallons. He had in mind a displacement hull with a narrow beam, round bottom, and a small engine, something like a sailboat without a rig. Obviously, such a powerboat couldn't have racy lines; they wouldn't look appropriate at six knots. A traditional tugboat shape seemed more sensible. And that is the idea that Jerry Husted presented to Lynn Senour. Lynn didn't like it. He said a round bottom boat would roll too much for comfort, and with a narrow beam it wouldn't carry enough for family cruising. He also felt that a 6 or 6 1/2 knot top speed would be insufficient for a large part of the boat's potential market. He suggested an alternative - a hard chined hull, beamier than the 8 ft that Husted

proposed, yet easily driven at low speeds. This was not a theoretical approach. About four years earlier, Lynn Senour had thought about a 28 ft boat with similar characteristics. To see how it might work, he built a model, one inch to the foot, and tested the model in the water. He towed the model beside a canoe that was powered by a small outboard motor. The model was attached by a line to a fishing pole. The fishing pole was held at right angles to the canoe, with the model trailing behind. The amount of bend in the fishing pole represented the amount of power the model absorbed at different speeds.

Pictures were taken of the tests, and Lynn showed them to me. At the equivalent of 4 knots, the pole was almost straight. 4 knots took very little power. At the equivalent of 5 knots the pole was bent slightly. At the equivalent of 6 knots it bent more, and at 8 knots even more. The model did rise to a plane, however, although the power requirements continued to increase as the speed increased. At the equivalent of 15-to-16 knots the model reached its practical maximum speed. The stern squatted, the fishing pole bent sharply, and the boat would have required immense amounts of power to generate significantly more speed. This model's underwater shape, with the smallest of modifications, is what Senour suggested for Jerry Husted's tug. The boat would measure 26 ft overall, by 9 1/2 ft of beam. It would sleep two or three in the forward cabin, and two more on the convertible dining table in the aft cabin. It would have a full galley, an adequate head, and a raised pilot house. Depending on the power, it would perform well from 5 or 6 knots all the way to the 15 knot range. It would have hard chines for roll resistance. It would have adequate storage space. It would be easy for a couple to handle. It would be, in short, a roomy, economical, stout looking cruising boat.

At the Seattle Boat Show in January (1981) Jerry Husted wrote 33 orders for the little Nordic Tug (a separate company, called Nordic Tugs, had been formed for this boat), and took 33 \$1,000 deposits. The display boat was the prototype, which had been somewhat patched together, with interior joinery that was less than exceptional. People didn't seem to mind. The exited from the cabin, raving about the quality and desirability of this little ship. It was a man's boat, but the women liked it, too.

"I can't tell you what happened,"

Lynn Senour said as we talked about the boat, "but obviously something happened. The boat seems to have a character that makes people overlook a lot of little flaws."

The sudden success of this boat would appear to be very good news for a little boat shop that had been building fiberglass Ingrids for people who have dreams of sailing around the world, but the rush of orders brought with it a number of problems. Jerry Husted, you see, didn't have a bad thing going with his Ingrid business. In fact, the business had some advantages. It was stable, predictable, and low key. Over lunch recently, Jerry, who is 53 now, told me that before he bought Blue Water Boats in 1973, he had been in the computer business. He owned a computer service company, which he sold to a major Seattle Bank. He stayed with the bank for two years, managing the computer department. Then he got out of the corporate life, vowing never to touch another computer. He went out in the country, north of the tiny, one story town of Woodinville, and began building Ingrids. He didn't even have contracts for the boats he built. He took deposits, and promised a boat on a certain date. The boats were all semi-finished, for the owner to complete. Jerry said it was a simple life, building a boat a month out in the country.

All that changed when he wrote 33 firm orders at the Seattle Boat Show. New molds had to be built, and quickly. Patterns had to be made for parts. "We didn't know what a pattern was, now we have a wall full of them," Jerry said after sweeping his hand past a wall that, indeed, was full of patterns. New shop space had to be built to handle the volume. A Radio Shack TRS-80 computer was acquired to keep track of production. From a one-at-a-time, leisurely boat shop in the country, the business had become involved with critical production paths, employment and training problems, production schedules, purchasing contracts, and - supporting all this activity - capital requirements.

A business that expands too fast can literally grow out of its skin. A tremendous amount of front money is required to erect buildings, buy materials, hire and pay people - people who are inefficient because no one knows at first what to do or when to do it. Within two or three months, Husted's little shop changed into a medium-sized production boatbuilding facility, and it hasn't been easy. Two new partners have joined the company. Jerry says that he is on the closest of terms with his banker. Suc-

cess can be a dangerous thing. But the boats are selling, and the productive pace improves weekly. They've had a wild ride, but they give every sign of getting through the expansion with their skins intact.

During the past few months another development has been taking place, also involving the little Nordic Tug. This has been the testing of two new marine engines, the 40 horsepower and 70 horsepower Luggers diesels, built by Alaska Diesel Electric in Seattle. Alaska Diesel Electric is an outgrowth of a company named Alaskan Marine Engine, which has its roots as a marine dealership in Anchorage, Alaska. In 1969, the owner, a man named Harold Johnson acquired the Volvo diesel marine engine distributorship for Alaska, Washington, Oregon, Idaho, and Montana, and he set up a two man shop in Seattle to handle the line.

The larger Luggers diesels are marinized John Deere engines - heavy, slow turning, and much desired by many commercial marine people. The marinized Deere engines are available in Canada, as well, from Industrial Engines LTD., 8975 Oak St. in Vancouver. The smaller Luggers are marinized ISM engines, imported from Japan. Ford uses one of the 4 cylinder ISM engines in an agricultural tractor.

They needed a suitable hull to test their new Luggers, and along came the 26 ft Nordic Tug. It was quite possible that a certain number of 40 hp and 70 hp Luggers would find homes in those boats. Already Volvo, BMW, and Perkins engines have been specified. Hull number one had been used for initial engine testing, and already had some miles on it. Alaskan Diesel Electric borrowed the hull, and put their Luggers in.

I was lucky enough to take part in one of those tests. It took a half hour to reach the Evergreen Point Floating Bridge in Lake Washington. With the northerly blowing, George headed for the south side. On the way out, Lynn had wandered all around the boat, peering over the stern at the bow wave, inspecting the wave pattern along the side, squinting at the wake streaming aft. George kept saying things like "She handles good, Lynn" and "She doesn't make much wake at all, does she." Lynn looked thoughtfully at the water going by, and seemed pleased. The 40 hp Luggers engine, exposed in the bottom of the boat with 35 bags of gravel for company, hummed along smoothly.

Once at the bridge, the mood on board became serious. The measured mile is identified by markers attached to vertical bridge supports. A range can be

drawn between the support on the near side and its equivalent support on the far side of the bridge. When the two supports appear as one, you are directly abeam of the end of the measured mile, and you began timing. George put the engine up to 1600 rpm, and we watched as the range markers drew closer to each other. When they lined up, George pushed a button on his wristwatch. Nine minutes and thirteen seconds later we watched a second set of range markers line up, and George pushed the wristwatch button again. Six and one-half knots. We turned around and ran the other direction at 1600 rpm. Six and one-half knots. The engine was advanced to 1800 rpm. The trip took eight minutes and 40 seconds - 6.92 knots. Back and forth we went, 1850 rpm, 2000 rpm, 2200 rpm, 2400 rpm, 2500 rpm. Twenty five hundred was tops. The running time was 7:06. The speed 8.45 knots.

Lynn studied the wave patterns as we returned through Union Bay, and he and George talked about boats both of them were familiar with, and they told a few stories. It felt good to be out there. All at once, Lynn's eyes, which had been roaming the horizon without much interest, fixed on a high and imposing custom yacht as it motored toward us from the Montlake Cut. "That looks like a Vic Franck boat, with its high forward sections," George said. "Yes," said Lynn, "on one of my hulls. Vic did several boats on my hulls." From our open 26 ft Senour-designed tugboat hull, we watched the 50 ft Senour-designed, Franck-finished motor yacht until it disappeared around the bend.

1. NORTHWEST RENDEZVOUS

The 2003 NW Nordic Tug Owner's Rendezvous was a raging success and set a new attendance record. Fifty nine tugs were moored at the dock and 174 people attended, representing a total of 84 Nordic Tug owners. The factory tour, the chance to see the new 52' and Anacortes' close proximity to the San Juan Islands were major draws. Owners and relation attended from as far away as Denmark, and we had numerous east coast attendees, including owners from Connecticut, New York and Florida. Attendees voted to return to Anacortes for next year's Vous. The Rendezvous closed with a Tug Parade up the east side of Guemes Island, with 52001 **BIG FUN** leading the pack. Nordic Tugs' whole model line was represented. It was an awesome sight to see and gave a great perspective of where Nordic Tugs started with the ever popular 26' and

where Nordic Tugs is today thanks to our customers.

The 2004 Northwest Rendezvous will again be held at Cap Sante Marina in Anacortes, WA June 3-6, 2004. The Vous coordinator will be Greg Mustari of Skipper Cress Yacht Sales.

2. NORTHEAST RENDEZVOUS

July 23-26, 2003-What a grand sight! Nordic Tugs every-where! Red ones, Blue ones, Green ones, Ivory ones! By the start of the rendezvous, Essex Harbor was crawling with Nordic Tugs and their crews. They came from Florida, Maryland, Massachusetts, Rhode Island, New York and Connecticut. There were thirteen tugs at Essex Island Marina and seven more a short distance away at local docks and moorings. Four crews came sans tugs, and six couples who will some day be tuggers also came to join our wildly successful rendezvous. We enjoyed cocktail parties, buffet breakfast, picnic-style lunch, potluck supper, and a lobster bake. Nordic Tugs and Cummins were there to answer our questions. There were cruising presentations by owners, several roundtable discussions, navigation software demos, a parade of tugs, a raft-up and more.

Hope to see you next year! Mark your calendar, July 21-24, 2004. Come to the historic and quaint village of Essex, CT, located 6 miles north of Long Island Sound on the beautiful Connecticut River. Ben Wilde, Connie Connor, Don Connor, and Bill Boyer from Wilde Yacht Sales will again host the 2004 rendezvous. Representatives from Nordic Tugs, Cummins, and other marine related businesses will be there. Tug owners are encouraged to share their cruising experiences.

Call Connie at Wilde Yachts at 1-888-447-6944 for more information.

3. SAN FRANCISCO BAY AREA

Work is progressing on the Nordic Tug Rendezvous for 2004. Cal & Robie **RHUMB RUNNER** are exploring the possibility of a run to Petaluma with the rendezvous to be held in the Turning Basin in downtown Petaluma. It would make a great photo to grace the cover of "Visit Petaluma," Petaluma's tourist guide, which featured a photo of John & Mary Muff's 37' **JEANNIE MARIE**. Volunteers are needed and suggestions will be welcomed. Everyone hopes to have 20 boats attending next year.

4. CHESAPEAKE BAY RENDEZVOUS

Years ago we had some very informal Ches-

apeake Bay Rendezvous. Two formats were used: A weekend at a marina with cookout or restaurant dinner and a raft-up with boat to boat eating and hopefully not too much drinking. Is there any interest in doing rendezvous again? If you are interested please contact Bob Calves at (703) 408-2693 or bobdiamondsea@aol.com.

5. GULF COAST (TEXAS) RENDEZVOUS

From Beverly Van Zandt, Higgins, Smythe & Hood Yachts, We just had our 1st Annual Gulf Coast Nordic Tugs Rendezvous. Six boats participated, and we had a weekend of fellowship, food, seminars, and a cruise to Galveston Island. Fred & Helen Spiegelberg, **HIGH KLIPPE**, were selected to coordinate next year's rendezvous and have already begun planning.

6. PORTLAND, OREGON RENDEVOUS

Saturday, October 18, five Nordic Tugs converged on Riverplace Marina in downtown Portland on the Willamette River. In attendance were all of the Nordic Tugs that are moored in the Portland area (we think): two 37's, two 32's and one 26'. We spent the afternoon touring each other's boats and then had happy hour on **LINDA LOU**. After that, all ten of us went to dinner at the nearby Harborside Restaurant. We all stayed overnight and departed about 12:30pm on Sunday heading back to our respective moorages. We had a great time and plan to do it again soon. In attendance were Jim & Linda Latham's 37' **LINDA LOU**, Jonathan & Nancy Olenick's 37' **VALENTINE** (actually from California, but are wintering in the Portland area on their boat), Bob & June Henry's 32' **JOHN FORREST**, Pete & Helen Unger's 32' **JUPITER** and Tom & Cathy Nelson's 26' **NORDIC HERITAGE**.

7. SOUTHEAST RENDEZVOUS

April 5, 2003, Stuart, Florida. The Rendezvous was officially opened at 5pm by Al Casanova on the boat dock of North Side Marina. Present were 11 tugs of various sizes and a number of folks that came sans tugs. The weather was warm and sunny, a perfect beginning to a wonderful weekend. At the Tiki Bar we had a chance to become acquainted with both folks with boats and those without boats.

Saturday was filled with presentations by Jim Cress, President of Nordic Tugs, Bob Shamek, National Sales Manager for Nordic Tugs, Mark Goosic, Sales Manager of Cummins Southern Region with colleague Barry Stamm from Onan, Shearwater Marine representatives spoke of the

services they offer and their willingness to assist a customer over the phone, Robin Dick of Cummins reviewed various technical aspects of the Cummins engine, and Chip Van Gunten wrapped up the morning with a presentation on Norther Lights generators. Afternoon sessions included discussions of cruising the Great Loop, and cruising the Abacos, Bahamas. Dinner was held at the Stuart Yacht Club and all there participated in the raffles with everyone being a winner. Sunday was the final meeting as plans for next year's Vows were made and the founding of SENTOA (see the information on SENTOA following)

The next SENTOA Rendezvous will be held on April 2-4, 2004 at Centennial Harbour Marina on the Caloosahatchee River near historic downtown Fort Meyers, FL (Marker #49). The marina phone # is 239-461-0775, fax 461-0776. Marina charge is \$1.20 per foot, and there is good mooring close by. The on site hotel is The Winyah Hotel and Suites. Water-front suites and standard rooms have been priced for us at \$140 and \$89 respectively. The hotel phone # is 239-332-2048, and the web site is winhah@westfirst.com.

Meeting coordinators Bill Hjerpe 239-395-4564 and 612-904-1953, and Mike Arnold 239-282-4558. Additional details will follow.

8. SENTOA-ON LINE RESOURCE

SENTOA stands for South East Nordic Tug Owners Association. The SENTOA list is a web-based resource intended to facilitate communications among all Nordic Tug owners and prospective owners. Questions or comments are posed by subscribers and answered or commented upon by other subscribers. Postings are immediate and are received by e-mail. There are no commercial postings other than "For Sale by Owner" notices. To subscribe to the list visit <http://lists.samurai.com/mailman/listinfo/sentoa> and then follow the on screen instructions. Our congratulations to Al Casanova and his Administration Team for a great resource for all Nordic Tug Owners.

9. YOUR NEWSLETTER

If you haven't sent any money during 2002 or 2003, 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 Owe1, 6844 MAIN SAIL LANE, GIG HARBOR, WA 98335-5102 PHONE (253) 858-3481, Fax (253) 858-6164, E-mail Ldybump@juno.com

NORDIC TUG NEWS**FALL 2003****10. BUY, SELL, TRADE, LEASE**

For Sale: 1999 37' Nordic Tug Hull # 37002 **MEMORIES R FOREVER**, Blue hull/white top; 330hp Cummins (300 hrs); 6KW Gen Set, anchor windlass, Heat/AC, VHF, Rath-eon Radar, auto pilot, chart plotter/GPS, EchoPilot depth sounder, 4hp bowthruster, Refrig, oven, stove, radio/stereo/CD, TV, Zodiac C285 dingy w/5hp 4 stroke motor, Dingy davits. Great Lakes fresh water boat kept on Lake St Clair, immaculate condition, cruise 11-12 knots on 5 gph. Asking \$330,000 Owner Gordon Holness gholness@comcast.net (313) 885-3772.

For Sale: 1995 26' Nordic Tug hull # 26153, **TOOT-SEA** red hull, Yanmar 100hp, 500 hours, two pilot house doors, GPS, VHF, Chart Plotter, Auto Pilot, vacu-flush msd, TV/VCR, stove, microwave oven, stern thruster, genset, air whistle with compressor. Located in Washington DC area, \$140,000 contact Dewey Arnold, (202) 234-0854

For Sale: 1985 26' Nordic Tug hull # 26100, **NORDIC HERITAGE** red hull, Yanmar 62hp, 2130 hours, two pilot house doors, Furuno radar, Icom VHF, Garmin GPS Chart-plotter, DS AM/FM stereo, hot/cold pres-sure water, 8.6' West Marine Zodiac dinghy with 4 hp OB. All bright work recent-ly refinished and new bottom paint. Excellent condition. Located in Portland, OR. \$85,000. Call Tom Nelson at (503) 284-4580, e-mail tcnelson@teleport.com

For Sale: 1981 26' Nordic Tug hull # 26019 **KONA STAR**-beautiful custom teak interior, 62 hp Perkins diesel with 1390 hrs, autopilot & GPS added in 1999, radar in 2000, propane stove, espar diesel heat, electric windlass & all chain rode, Achilles inflatable, Johnson OB, & much more. complete history & service records available. Trades considered. \$73,000 (360) 752-1747 or deromjue@nas.com

For Sale: 1989 32' Nordic Tug Hull # 32037 **SAOIRSE** blue hull w/teak trim & doors, 2823 hrs on Cummins 210, genset, JRC 16m radar, dual GPS, dual VHR radios, Raytheon L365 depth sounder, Autohelm AP, completely rebuilt in 2000 w/2nd AC unit, Bimini, new Tundra refrigerator and rub rails in 03. \$124,000. Call (781) 444-3395 or e-mail kennedy776@aol.com

For Sale: 1982 26 Nordic Tug hull # 26025 **TUG ME** Green hull, Perkins 85 hp, 1762 hours, Icom VHF, Furuno radar & GPS, auto pilot, genset, 2 pilot house doors, sevylor dinghy, located in Gig Harbor, WA \$75,000 call Royal McClure (253) 858-9793

For Sale: 2001 32' Nordic Tug Hull # 32194 **TUG O'WARD**, 170 hours, located at Hudson River, most cruising in fresh water. Call or write for full details to Michael Ward e-mail dmward@optonline.net phone (914) 944-3213 cell 914-450-6474.

For Sale: 2001 37' Nordic Tug Hull # 37057 **BLUE MOON** like new condition avail-able for viewing/sea trials in Ports-mouth, VA, all factory options and many after market extras, truly turnkey condi-tion, bottom paint & hull wax june 2003 e-mail bill@tapestrylink.com

For Sale: 2001 37' Nordic Tug Hull # 37050 **BRAVO** has many of the higher end factory options, electronics package & after purchase accessories and spare parts, 1150 engine hours, located at the Columbus marina, mile 335-Tombigbee Wa-terway until about nov 30 and then moved to Stewart, FL. \$385,000 contact Douglas Hobson e-mail dhobson@pitt.edu cell (412) 480-0615, hm (412) 487-2688

For Sale: 2001 37' Nordic Tug Hull # 37054 **SWEET PEA** white hull w/ black in-sert 370hp Cummins, 8kw genset, 50A dock-side svc stbd & cockpit, 3 Marinaire 220V A/C units, 8hp thruster and much more. Rod Creagh elc555@aol.com (706) 546-1230 Hm Or Cell (706) 206-5400

For Sale: 2000 32' Nordic Tug Hull # 32154, **NORTH STAR** blue hull w/red insert, loaded w/gen set, AC, electric davit on transom, Espar D-8 heater, first class electronics, large windlass and bow plat-form, Ultra Leather upholstery, propane, additional sound deadening, and lots more. \$229,000 contact Jim McCrea e-mail McC272@aol.com Boat in Norwalk, CT

Time Share a 2002 32' Nordic Tug
Dream of cruising Puget Sound, the San Juans or Alaska in a Nordic Tug? The **ISLAND TIME** is seaworthy, fully equipped and comfortable trawler available for timeshare lease (minimum 14 days/1-year lease), fuel efficient Cummins 220 diesel cruises up to 15 knots, bow thruster, full electronics, inverter and high out-put alternator. Sleeps 4, forward state-room, full galley with propane cooktop/-stove/broiler and side by side refridge-rator/freezer. Private bath w/separate shower and vac-u-flush toilet, diesel heat. RIB (aluminum bottom) 9'6" dingy w/10hp Honda. For more details call Dean Katz (206) 755-1281, deankatz@msn.com

For Sale: 1978 EZ Loader all roller trail-ler with electric winch and brakes on both axles. Trailer is set up for a 26'

Nordic Tug, but also comes with the necessary hardware to change it to haul a 28' boat with a conventional bottom. Contact Joe Glinski at (715) 344-6317 or send e-mail to kg9b@g2a.net

For Sale: Trailer for Nordic Tug 32'. Expand your range! New 2001 Quality Trailers from Bellingham, WA (they build trailers for the NT factory) heavy duty 3 axle, goose neck trailer with adjustable bunks, should also haul NT 26' and other boats. Located at Cap Sante Marina \$6990. Call Pete Goodmonson (541) 385-8583 or e-mail pgoodmon@coinet.com

Wanted: 32' Nordic Tug years 1998-2001 in the Northwest area. Contact Tom Nelson at (503) 284-4560, or e-mail at tcnelson@teleport.com

Wanted: 26' Nordic Tug, circa 1995 in the Southeast area. Contact Chip Worster at (321) 773-5851 or Olesalte@aol.com

Partnership Opportunity - Seeking to partner with someone in ownership of a 26' Nordic Tug. I am an experienced boater and mechanic currently owning a 26' Reinell 267 moored in Seattle, WA. I perform all my own maintenance and repair. If you currently own a Nordic 26' and would like to defray the cost of ownership or are an aspiring owner who longs to afford the opportunity of ownership, give me a call (206) 679-4888 or drop a line mdryan@cmc.net Mark Ryan.

11. ODDS AND ENDS

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/

Trawlers Midwest is no longer listed as a Nordic Tug Dealer, but they have Nordic Tug inventory **Ken & Karen Schuler**.

Our current inventory includes two new 32 Nordic Tugs, and one pre-owned 37 Nordic Tug. We are also brokering two other pre-owned 32 Nordic Tugs in two different locations. All of these listings, with lots of pictures, are on our website at www.trawlersmidwest.com

You can contact us by e-mail trawlers@trawlersmidwest.com or phone (920) 894-2632 fax (920) 894-7151

12. DEALER NEWS

Wilde Yacht Sales of Essex, CT actively participates in the town's special events in Essex, and our tugs will be decorated very soon for the 10th annual Trees in

the Rigging Parade Sunday Nov 30 which draws 1000's of spectators to Essex Harbor to see Santa arrive on a commercial tug followed by Wilde's 42' tug and about 30 other boats with Christmas lights and trees decorated for the holiday season.

Feb 1 is the annual Ground Hog Parade in Essex with Essex Ed, a 14' high fiberglass rodent dressed in a period costume, again with hundreds of supporters chasing away winter and bringing on spring with a parade that forms in front of the Wilde Yacht Sales Lighthouse office. The Wilde sales team welcomes the crowd with refreshments and an open house that weekend to show off several tugs at the docks wintering in front and behind the Lighthouse.

Also in February, Wilde Yacht Sales coordinates a reception in their yacht decorating center during the Connecticut River Eagle Festival Feb 14 & 15 which in the past has drawn over 10,000 Eagle watchers to the Essex waterfront. This is one of the many ways the Wilde Sales team connects with the community.

Wilde's fourth annual Spring Open House is scheduled for April 17-18, also held in conjunction with the Essex Village Spring Fling.

New Nordics of all sizes are always ready to be toured with our staff at our Essex location 7 days a week, year-round. e-mail wildeben@aol.com ph (860) 767-2540, (888) 447-6944. fax (860) 767-1989.

Bay Breeze Yacht Sales (BBYS) of Traverse City, MI As the new Nordic Tug Dealer for the Great Lakes and Midwest, we had a busy and exciting summer season with lots on the dock-et for 2004.

Our brand new Nordic Tugs 37' and 32' arrived and were on display at our Open House in July. We had the pleasure of meeting several current and past owners and were anxious to show off the tugs to all who attended. The Bay Breeze Nordic Tugs were displayed at the Michigan City Boat Show, the Grand Haven Trawler Fest, the Sandusky Boat Show and the Metro Beach (Detroit) Boat Show, and at each location, they were well-received with hundreds taking tours. It gave us additional opportunities to meet Nordic Tug owners as well as a lot of trawler enthusiasts.

A new web site for Great Lake Area Nordic Tug Owners Association is now up and running. Nordic Tug owners can receive and submit information, share stories and provide useful tips and links to other Nordic Tug enthusiasts. Go to www.GLANTOA.com to register and take a look at several Midwest tugs, for locations and owners comments.

New for the 2004 season is the first Nordic Tug to be part of the Bay Breeze Charter Fleet! "Red Griffin", a 1997 NT-32 will be cruising the upper Great Lakes region. If you would like charter rental information on this tug or if you are interested in adding your tug to the fleet, give us a call.

Bay Breeze is happy to announce the following brokered boats are now available. They include "Bye Bye Shoo Fly", a 1999 NT-32, "Negaunee", a 1998 NT-32, and a 1999 NT-37, all in great condition.

We invite you to check out our website www.bbyc.com, call us toll free, 1-877-941-0535, e-mail baybreeze@bbyc.com or drop in for a visit. **Bill Allgaier & Jay Kraft, 12935 West Bay Shore Drive, Suite 120, Traverse City, Michigan 49684**

Nordic Tugs Charters of Alaska.

We, as the new owners, were motivated to take over the 22 year old Nordic Tug Charters based upon a very strong attraction to the Southeast Alaska area and all that it offers those who enjoy boating. It is considered the most interesting and scenic cruising area in the World, with over 10,000 miles of coastline. It's miles of shoreline is home to the World's highest concentrations of Bald Eagles, Brown Bears, Humpback Whales and tidewater glaciers.

We were also impressed with Kent Fagerstrom's comments about the quality and integrity of the folks who charter Nordic Tugs. To have established a successful business based upon "word of mouth" and repeat customers reflects volumes of cruiser satisfaction.

We have constructed an interactive web site for reservations, information exchange, and package building. This should prove valuable to those wanting to customize their cruising experience. Go to <http://www.nordictugcharters.com>

Brent Fagerstrom will continue to be an integral part of the Nordic Tug Charters as operational manager of the fleet. We also have the Nordic Tug Dealership from this point forward and invite anyone who might be interested in owning a Nordic Tug to talk with us. One third-party ownership/chartering opportunity may be available for the 2004 season. We can review this opportunity with those interested. There are significant potential tax benefits for qualified investors.

The current size of the charter fleet is 3-32's, 2-37's and 3-42's. We plan on doubling the fleet size, marketing the flotilla concept, and establishing a trip matching program for one way charter trips, i.e., Juneau to Sitka to

Juneau. We will meet the increasing interest in quality cruising throughout the Inside Passage. Many add on packages and customized charter itineraries are being developed for all those who have requested their availability. Contact us on the web or write or call. **Nordic Tug Charters, PO Box 020006, Juneau, AK 99802 (907) 789-5500 fax (907) 789-3050.**

Ballena Bay Yacht Brokers, 1150 Ballena Bay Blvd #121, Alameda, CA 94501 phone (510) 865-8600 Ballena Bay Yacht Brokers Web site www.ballenabayyachts.com

It has been an eventful year in California with respect to Nordic Tugs. If we were giving them away we could have given away a million. Ballena Bay Yachts exhibited a 37' Nordic Tug at the Newport Beach Show and Oakland's Jack London Square Boat Show in May, the Jack London Square show in September and we were fortunate to be able to exhibit the Nordic Tug 52001 at the Lido Show in Newport Beach in September. For those who have not seen her **BIG FUN** is a very impressive boat. We were pleased by the comments of several prospects who came to the show looking for 60-70' boats but concluded the Nordic Tug 52' would work for them, Our compliments to **Stephanie Cress** for creating a beautiful interior. Co-incidentally, Irwin (Scotty) Scott, Nordic Tug 37063, modified the teak trim/pleated shade guides in the saloon on "Big Fun" for his boat. We are lobbying Scotty to post the pictures because the treatment will work on any Nordic Tug. It solves the problem of holding the shades/blinds securely to the inside of the cabin without annoying clips/retainers and it provides additional vertical teak trim to delineate the windows. A very practical and eye pleasing addition. We have the photos and will be happy to forward them but Scotty is the detail guy to talk to.

Ballena Bay Yachts is awaiting delivery of Hull # 42049 equipped with a control console atop the trailing edge of the pilot house so the boat can be operated from the boat deck without the full flybridge option. We find that most owners prefer to drive the boat from the pilot house but the additional control console will allow the owner to take advantage of those rare perfect times when topside is simply the place to be.

We continue to be impressed with the quality of these remarkable boats and with the service and support of factory personnel, particularly Dan Hilsinger on warranty service and Loretta and Karl at the front desk. We wish Ric Reid the best in his new role as Top Dog at Nordic Tugs.

You are cordially invited to drop in at Ballena Bay at any time to inspect any of the Nordic Tugs in stock, no obligations, We enjoy "Tug talk".
Leonard Lee and Jim Moore Give us a "heads-up" call at (510) 865-8600.

Higgins, Smythe & Hood Yachts, 200 Shipyard Drive, Seabrook, TX 77586 phone (281) 474-5100 fax (281) 474-5255
Higgins & Smythe Yachts joined with Blue Water Cruising on January 1, 2003 to form Higgins, Smythe & Hood Yachts. Higgins & Smythe Yachts had been a Nordic Tug Dealer for two years and now HS&H is proud to represent Nordic. We are in the Clear Lake area south of Houston and are located at the Sea-brook Shipyard. Please take a look at our web site www.hshyachts.com
Beverly Van Zandt can be contacted at her e-mail beverly@hshyachts.com

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

Newly opened to better serve the Nordic Tug market in the South Eastern US is Skipper Cress Yacht Sales, 2019 SW 20th Street, Fort Lauderdale, FL 3313, Located at the Fort Lauderdale Marine Center, one of the premiere spots in Florida, they maintain a complete selection of New Nordic Tugs. phone (800) 201-9622, (954) 627-6848. At this location you will find a couple of Old Salts, Ian Bannerman and Andy Maurer. Ian was a salesman at Skipper Cress in Anacortes, WA for years, before retiring and moving to Thailand. He is now the SE Regional Manager. His assistant is Andy, formerly a licensed 100 ton skipper and no stranger to the waters off the East and West Coasts and no stranger to Nordic Tugs.

Annapolis Sailyard, Inc. Located on the Annapolis Harbor at 326 First Street, Suite #18, Annapolis, MD 21403, phone (410) 268-4100, fax (410) 268-2974 e-mail scott@sailyard.com

13. THE PRESIDENT'S CORNER

Greetings from Tug Land! My activities these past few months have been spent primarily centered around the 52' Nordic Tug **BIG FUN**. After the Northwest Nordic Tug Rendezvous in Anacortes, we left on a couple of "shakedown" cruises, first to Princess Louisa Inlet via the Gulf Islands, Nanaimo, Strait of Georgia, Pender Harbour, etc. Truly a flawless cruise! Then another trip up to Ganges to meet friends who joined us aboard the 42' Nordic Tug **CLARITY**. Needless to say, a

wonderful time was had by all! The highlight of that trip seemed to be dinner aboard **BIG FUN**, a really wonderful meal prepared in the "gourmet galley" and relished by six very happy Tuggers.

The highlight of August for us was the Shilshole Boat Show, where, once again, **BIG FUN** was widely acclaimed "hit of the show". No less than 4 live TV News Broadcasts from our Tug! Needless to say, the highlight of that show was a chance to see many old friends in the Nordic Tug family.

September began with the cruise south to show **BIG FUN** in the Lido Yacht Expo in Newport Beach, CA. We were very anxious to see how the 52' behaved off shore. Our crew was comprised of my lovely bride, Stephanie and her Dad, Tom Burke who had just returned from Alaska aboard his 37' Nordic Tug, **CAROUSEL**. Our trip down the coast of Washington, Oregon and California was wonderful, and the Tug performed flawlessly, beyond our fondest hopes! The show in Newport Beach, staffed by our California dealer, Ballena Bay Yacht Brokers, was quite successful, and the 52' was very well received.

From there we cruised to San Diego, where **BIG FUN** awaits our return for the next leg of our delivery trip to the East Coast via the Panama Canal! We expect to depart San Diego in mid November.

Meanwhile, I've been to the US Powerboat Show in Annapolis, Maryland, helping to provide factory support for our local dealer, the Annapolis Sail Yard. They did a wonderful job showing the 32', 37' & 42' Nordic Tugs to a very enthusiastic crowd (one of the largest I've ever seen at that show!).

From there down to Fort Lauderdale, Florida to prepare for the Ft Lauderdale show where our Skipper Cress Yacht Sales will show a new fly bridge 42' and a 37' convertible. In my spare time....

Oh, by the way, did I mention the debut of the new 37' fly bridge option? It came out really great! See one soon at a dealer near you. That's about it for now. Thanks again for all of your continued support and enthusiasm for Nordic Tugs. Happy Tugging!!

Jim Cress, President Nordic Tugs, Inc.

14. NORDIC TUG NORTHEAST OWNERS' ASSOCIATION www.ct-shoreline.com/ntnoa

The (NTNOA) Nordic Tug Northeast Owners' Association website has had more than 3,300 hits. The site provides a forum for exchanging ideas, information, and boat stuff related to Nordic Tugs and the cruising lifestyle. Updated regularly, the site contains information on all

kinds of things related to Nordic Tugs. Contact their webmaster, Ruth Jansson, ANNIE B at ntnoa@aol.com

15. TUGS I HAVE LOST

I'm looking for a current owner name and address for these tugs. Any help you can give me would be greatly appreciated.

| Hull # | Boat Name | Area |
|--------|-----------------------|----------------|
| 26014 | Gusto | AK |
| 26043 | Leviathon Jr | Unk |
| 26047 | Passing Thru | FL |
| 26063 | Mutt | East Coast |
| 26070 | At Last | WA |
| 26075 | Auntie's Flo | FL |
| 26081 | Thistledown | CA |
| 26083 | Little Toot Auke Bay, | AK |
| 26084 | Water Rat | WA |
| 26093 | Sierra Madre | CA |
| 26094 | Salty | WA |
| 26102 | Taya Tug | Pender Isl, BC |
| 26104 | Tutu | CA |
| 26140 | Tug | WA |
| 26144 | Sea Dog | WA |
| 26154 | Unknown | Europe |
| 26158 | Puffin | FL |
| 26166 | Unknown | Europe |
| 26170 | Unknown | Europe |
| 32001 | Patty's Philly | FL |
| 32059 | Dauntless | WA |
| 32068 | Radiant | WA |
| 32082 | Unknown | Europe |
| 32110 | Starshine | WA |
| 32128 | Annie B | WA |
| 42008 | Journeyman | AK/CA |

16. INFORMATION ON SENTOA

This is an example of the daily flow of information that comes into and out of the SENTOA Lists: The question was - GPS is now highly reliable, with or without selective availability and/or WAAS. It gives us course and speed over the ground, which can be sent to various instrument displays. Therefore, who needs a knotmeter anymore? Editor - There were a lot of comments, pro and con, but here is the one I liked best.

I vividly recall the days when we'd set out in our sailboat armed with nothing more than a chart, a compass, a watch with a second hand, the latest Eldridge's Tide and current book, a knotstick - a device we picked up in a local chandlery. The knotstick consisted of a transparent tube with numbers etched on it, an elastic line with a weight on the end, and blue caps on either end of the tube. The inner end had a red line which we tied to the stern rail. As we screamed along at sailboat speed, the increased resistance of the water would pull up an indicator

in the tube that gave us our speed. It was the greatest thing since sliced bread. And we loved it. We delighted in this instrument. We entertained ourselves for hours on end and interspersed with good conversation - by checking the tell tales and the knotstick - and trimming the sails accordingly.

Today, we have not only a VHF (both fixed-mount and handheld), but a GPS, a backup GPS, radar, autopilot, remote autopilot, laptop navigation software, and a knotmeter and water temp gauge - along with compass and paper charts.

Do we need all this? Obviously not. We both still steer primarily by the compass - and check our heading with the GPS and radar readouts. We make sure we're riding on the blue line on the computer screen, too. Since we run a lot on Long Island Sound, we're always either with or against the current. So, we're always checking to see how much current there is in a given place at a given time - looking at the speed recorded by the paddle wheel knotmeter and comparing it with SOG offered by the GPS.

Why do we keep adding all this equipment? What ever happened to all those wonderful philosophical conversations we used to have time for with one hand resting on the rudder, eyes gazing up at the sails or scanning the waters for those cat's paws? It seems that today we are so starved for information that we think we need, and "they" have convinced us that not only do we need all this input but we also need all the redundancy redundancy redundancy they can convince us to buy.

So why do we have all this wonderful equipment? Because we like knowing exactly where we are, how fast we are going, our ETA at any given waypoint, relative bearing and distance to anywhere, the CPA of the tug 5 miles away coming in our general direction, and the answer to any "what if" question we throw at ourselves. We call it good seamanship and no doubt it is. We've also proven to ourselves that we are excellent learners. We have to be. If we had to rely on some of the manuals, the stuff would still be in the box. It's quite satisfying to realize that we actually know how to use this amazing equipment.

But here is the real reason: Aside from making our outings safer, all this stuff is really a lot of fun. And if the truth be told, perhaps the new adage; "He who dies with the most toys wins" is perfect for the modern skipper.

Question from Steve Weiser, reply from Ruth Jansson and Bette Conner.