

## 1. NORTHWEST RENDEZVOUS

The 2004 Northwest Rendezvous will again be held at Cap Sante Marina in Anacortes, WA June 17-20, 2004. The Vows coordinator is Greg Mustari of Skipper Cress Yacht Sales. Join us for 3 days of fun, learning and celebration. We will be at C dock. Make your slip reservations at the Cap Sante Port Office at (360) 293-0694. We have prizes/raffles, seminars, and a Factory help desk at your boat, poker run, gift exchange and more. Costs are \$30 per person which includes cocktail party Thursday night, continental breakfast Friday, lunch Friday, dinner Friday, continental breakfast Saturday, Dinner and Gala Saturday, and Sunday morning breakfast. Some - thing new for this year will be a Boat Gift Exchange. Each Boat represented (not guests) should bring a boat gift for the exchange. Keep it under \$20. It can be useful or just plain fun. Send your reservation and payment check made out to 2004 Nordic Tug Rendezvous to Greg Mustier 1019 Q Ave Suite B, Anacortes, WA 98221. Call Greg at 800-996-9991.

## 2. NORTHEAST RENDEZVOUS

The forth annual Nordic Tug Northeast Owners' Assn. rendezvous will be held at Essex Island Marina July 21-23. Sponsors for the rendezvous include Wilde Yacht Sales, Nordic Tugs Inc, Cummins Metro, Beacon Credit, and Fitzpatrick Insurance. Reservations can be made at the marina (860) 767-1267. Those attending by wheels can make reservations at the Griswold Inn in Essex (860) 767-1776. Additional rendezvous information is on the web [www.wildeyachts.com](http://www.wildeyachts.com)

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. 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

**June 11-13, 2004** This year's theme: "Sharing the Bay". Note the location has been changed to **Encinal Yacht Club**, Alameda, CA! What's in store? **A Lot!**

**Rendezvous:** Starting Friday June 11, boats and/or participants start arriving at Encinal Yacht Club in Alameda, if you can't arrive until Saturday, its OK.

**Barbecue:** Friday evening we'll have a pool/lawnside BBQ - food provided by EYC, we do the BBQ'n

**Boat Talk:** Saturday afternoon we'll talk about boats and trips. Includes Mike Ciruolo discussing a fuel transfer system, Jonathan Olenick talking about his trip down the coast, and Scotty Scott telling us about neat modifications to his NT-37.

**Dinner:** Saturday evening we'll dine in EYC's upstairs dining room. Once again, Ballena Bay Yachts is buying the wine!

**Program:** Our Sat evening program will feature Margot Brown, Chair, of the Prevention Through People Workgroup of the Harbor Safety Committee and Capt. Pat Buttner of the SF Bar Pilots Association. Margot will show and discuss her education video, "Sharing the Bay" so we can learn about Rule 9, use of marine radio, maneuverability of large ships, etc. Pat will then tell us about the critical role of bar pilots in the marine industry, and his career as a SF Bay Bar Pilot. We as pleasure boaters, who share

the Bay with these important entities, we can learn how to operate more safely and to become better citizens of the marine community!

**Cruise and Picnic:** Sunday morning we'll cruise over to Angel Island. Bring your lunch for a picnic. We will fire up barbecues on the Island for those who want to grill - charcoal will be furnished.

**Logistics:** Call Cathy Robie at (925) 938-6192, or e-mail to [crobie@comcast.net](mailto:crobie@comcast.net)

**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 contact Bob Calves at (703) 408-2693 or [bobdiamondsea@aol.com](mailto:bobdiamondsea@aol.com).

**5. GULF COAST RENDEZVOUS**

The 2004 Gulf Coast Nordic Tug Rendezvous will be held Oct 9 through Oct 11 at the Harbor House Marina in Galveston, Texas. Plan to arrive by noon Oct 9, as the Program includes seminars in the afternoon of the 9<sup>th</sup>; Party and followed by dinner, Tug Boaters breakfast dockside Oct 10. Harbor House is located on the Galveston Waterfront right next to the tall ship Elissa, sightseeing along the strand, and shopping are two fun filled wonderful activities in this historic Texas seaport.

We invite all Nordic Tug owners to come with or without their boats, interested should contact Fred Spiegelberg at (281) 474-5146 or by e-mail at [dimfred@flash.net](mailto:dimfred@flash.net)

**6. GREAT LAKES AREA RENDEZVOUS**

A Nordic Tug rendezvous is planned for the Trawler Fest in Manitowoc, August 18-21 2004. If you are interested, contact Bay Breeze Yacht Sales and let us know. We invite you to check out our web site [www.bbvc.com](http://www.bbvc.com), or call us at toll free 1-877-941-0535.

**7. SOUTHEAST RENDEZVOUS**

April 2-4, 2004 at Centennial Harbour Marina was an outstanding event. In attendance were 20 boats (all Nordic Tug models were represented and as a special treat hull number 1 of the 52' and 32' were there) and 54 persons participated in the social and instructive activities. The highlights of the rendezvous included the following: 1) Presentations on the causes of fire aboard and what you can do to avoid them; 2) What you can expect when you are boarded by law enforcement personnel; 3) Law concepts under Admiralty law; 4) An update on the boat insurance industry and what you can do to lower your premiums; 5) Peggie Hall explaining what you can do to find the sources of odors in a boat and eliminate them. 6) Henry Hoenk, a West Marine manager, covered survival equipment and demonstrated ITS use; 7) Updates from Jim Cress and Tracy Prescott from Nordic Tug's Inc. 8) Presentations from Cummins on how to service and maintain your engine; And, lastly 9) Wilf Rudd covered a number of new weather forecasting tools. It was a busy weekend. The location of the 2005 Vous will be the East coast of Florida.

**8. CRUISING ON THE RIVER**

On May 1, 2004, 4 of the 5 Nordic Tugs in the Portland, OR area met

at St. Helens on the Columbia River. The group was comprised of **Nordic Heritage-26'**, **Jupiter-32'**, **John Forrest-32'**, and **Valentine-37'**. The purpose of the trip was to accompany Valentine to Ilwaco, WA at the mouth of the Columbia River where they would cross the bar and turn south for an extended trip to ports along the Oregon and California coast, eventually arriving in San Diego where the boat will be trucked to Galveston, TX. From there Valentine will explore the Caribbean and the eastern seaboard of the US.

From the port of St Helen's, we cruised downstream to overnight at the little town of Cathlamet, WA and then on to Astoria, OR where we enjoyed the Maritime Museum and bought a salmon off a commercial gill-netter. The next day we crossed the river very near the mouth to dock at Ilwaco, WA for the night. After saying goodbye to Valentine, we retraced our cruise, splitting up the group, as John Forrest wanted to show their relatives from Arkansas a little more of the Columbia River delta.

For the 3 boats returning to Portland we had spent a total of 8 days on the river and logged about 200 nautical miles. A great time was had by all and we were especially blessed with 8 consecutive days of good weather! We're planning to do it again next year.

## 9. SENTOA-ON LINE RESOURCE

**SENTOA** stands for SouthEast 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 Nordic Tug Owners.

Here are some examples of the items that are presented on SENTOA

**Bruce Campbell** uses Vaseline to keep the black rub rails and whisker guards bright on his tug. He says it's easy to apply, does a nice job of making them look like new. The rain will eventually wash the Vaseline off, but it's really cheap to reapply.

Falling overboard or off the dock seems to be like running aground. There are two classes of boaters, those that have and those who will.

There has been a lot of discussion about the ideal swim step ladders and where to place them. "We have the Stainless Steel ladder that stores under the swim platform. Deploys easily and has never deployed on it's own underway. Really great design". "My 26' has a swim ladder that folds above and on top of the swim step, and needs no securing tie...can be easily flipped over to extend and climb aboard. Don't know how one secured under the swim step would come down...in a panic?"

Two messages come through loud and clear: 1) Don't be dumb and work without a life vest or jacket; and 2) Have a ladder available, which can be launched from the water. **Jim Moore** of Ballena Bay Yacht Sales offered

these comments: Falling over board is a matter of when, not if. It will probably happen when you have an expensive object in your hand (camera/stabilized binoculars) or a bag of groceries under each arm. On a really bad day you'll have a camera or binoculars and two bags of groceries. You'll have a split second to decide whether to jettison the expensive items or groceries and save yourself or try to save both. Invariably you'll attempt to save both. Can't be done. (The human mind is a terrible thing). You'll end up in the water with a soaked expensive item in your hand and/or about 50 items of floating groceries marking the spot. That is what makes it impossible to look cool, as though you'd just decided to go for a little dip. If your dock neighbors are kind they'll wait to laugh until you're safely back on the boat, down below drying out and warming up. If they don't, find a new berth. The wind, which is probably what caused you to miss-step and fall in, will quickly spread the groceries as a reminder to everyone in the marina of the forgettable old adage, "One hand for the boat."

**Jim Wood** offered these suggestions: Barbara and I have been fortunate to discover through an actual man overboard, just how impossible it is to get oneself back aboard either alone or with assistance. We have come up with a working solution that seems to best fit all occasions.

1) Install all recovery equipment on the Starboard aft side: Reason, the starboard helm allows the pilot to turn and better position the vessel than guestimating to the port's blind side. Both verbal and physical communication is better. 2) Recovery equipment should include a ring to toss. Forget the rope,

it just gets in the way. The victim needs flotation now and not on the third or fourth tries (with a twisted rope). 3) The next item should be a "Jim Buoy" ring with an automated light beacon. 4) The next to last item would be the sling with its line attached to the boat. If items 1, 2, and 3 compromise recovery or the victim is becoming hypothermic, then deploying the sling is the last line of recovery. Much like picking up a fallen water skier, the line is run out to the maximum, the skipper circles bringing the sling to the victim. Once the victim attaches themselves, (speed is important here, think about installing a carabineer on the sling that they can hook their life vest's "D" ring, belt, belt loop, etc.), then they can be hauled in. If they become too weak, then slip the sling around their body under the arms, and haul in. The sling is designed to tighten and not allow them to slip out. 5) What do you do next? When and if they are in the sling but unconscious. On our boat we are fortunate to have a mast with boom and pulley that could be used. Here is another thought for those who don't. You might want to try using the windlass to hoist the victim up out of the water, then deploy and recover them into the dinghy from below.

And I will give the final word on this to **Allen Rosenberg**: Getting yourself or a victim to the boat is only the first step. A conscious and non-hypothermic victim can use a swim step ladder. If the victim cannot get themselves aboard, with or without a little help, they have to be hauled aboard. A couple of years ago I, along with a pretty sturdy looking guy, tried to haul a roughly 200lb man aboard his sailboat. We couldn't. This was

at the dock and we suggested he pull himself up on the dock instead, which he did. It's extremely difficult to lift someone out of the water, or into the cockpit if hauled alongside or lifted, unless mechanically lifted above the level of the gunwale. I've installed a cargo hoist with block and tackle and a small sailboat winch on the top of the salon (attached to the "sundeck package" rail) which gives me a lifting point 12' above the water. Used with a LifeSling it allows lifting a victim above the level of the gunwale, and pivoting the load into the cockpit over the gunwale forward of the stern rail. Use of lifelines and harnesses make sense, but leaves some issues/problems. If they keep you from going over the side, terrific. If not, we're back in the rescue mode, with the issues discussed above. Single handling raises an additional set of problems, particularly under way. I think if you are going to go on deck while underway you need a kill switch. While a short tether will keep someone close to the boat, I doubt most of us could pull ourselves back aboard.

A long enough tether to allow access to the swim step leaves us vulnerable to contact with the prop. With either you run a good possibility of being drowned by dragging. The other obvious solution is to stop the boat before leaving the pilothouse. That's probably a good rule, but even in a moderate chop you'd probably want to be tethered. With as much windage as these boats have, it could easily get away from you. The boat under moderate way is a lot more stable platform, which militates for the kill switch. All this leads me to think that a reasonably adequate safety package includes PFDs worn when under way,

boarding ladder deployable from the water, a lifting point high enough for the load to be swung into the cockpit (with mechanical advantage), and probably lifelines, harnesses, and a kill switch.

**FUEL CONSUMPTION:** The average fuel consumption for recreational vessel diesels is 0.4 pounds of fuel per horsepower-hour. An engine equipped with a fixed pitch prop will be delivering approximately 65% of maximum hp when operating at 400 rpm less than maximum (for example, 3200 rpm for an engine rated at 3600 rpm max). The 100-hp engine will therefore be delivering about 65 hp. @ The stated consumption of 0.4 lbs./hp-hr fuel burn will be about 26 pounds per hour. The volume of diesel consumed will vary with the specific gravity of the fuel, however a conservative estimate can be based upon 6.5 pounds per gallon, therefore fuel burn will amount to 4 gph. Yanmar publishes curves showing specific fuel consumption, torque and horsepower vs. rpm for all of their engines. Per Charles B. Husick

## 10. YOUR NEWSLETTER

**If you haven't sent any money during 2003 or 2004, please send in \$10.** Please let me know about address changes promptly, as well as changes in names of boats, names of ownership, homeports, 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 me at**

[Ldybump@juno.com](mailto:Ldybump@juno.com)

## 11. BUY, SELL, TRADE, LEASE

**For Sale:** Calkins trailer set up for Nordic Tug 26'. Not licensed

for highway, excellent for ramp in-out and yard storage. Location Blakely Island, San Juan Islands, WA \$1200. Jim Fergus, PO Box 5298, Blakely Island, WA 98222 phone **360-375-6193** e-mail [jferg@juno.com](mailto:jferg@juno.com)

**For Sale:** 1986 26' Nordic Sport Tug Hull # 26118 **JACK & 4 LADIES** 100hp Yanmar, Galley in Pilot House, V Berth Marine head, Garmin color GPS, boat located in SW FL, call Jack Lamberg 238-283-1302 or e-mail [SaltySaL01@aol.com](mailto:SaltySaL01@aol.com)

**For Sale:** 1983 26' Nordic Tug Hull # 26085 **SINVELA** 50hp 3 cylinder BMW engine w/900 hrs, Red Dot heat, diesel heater in Salon, new bottom paint, new bilge pumps, cute boat, located in Seward, AK call George Thiel (907) 522-5773 or (907) 229-3769 Custom trailer, \$66,000 OBO.

**For Sale:** 2000 37' Nordic Tug Hull # 37012 **LOON RANGER** Cummins 330hp, 1000hrs 5.5kw genset, inverter, bow thruster, Espar furnace, autopilot, color radar-chart plotter fish finder Raytheon bright screen display, custom mattresses in both staterooms, propane stove, 10' Zodiac hard bottom dinghy, Suzuki 4-stroke 9.9hp OB, boat in Sequim, WA contact Tim Freeman (360) 681-3718 or [timfreeman@wavecable.com](mailto:timfreeman@wavecable.com) Taking delivery of NT 42 in July.

**For Sale:** 1991 32' Nordic Tug Hull # 32055 **LADY BUMP** Ivory hull w/ blue insert, 6 cyl Cummins 115hp, Naturally aspirated, 2300 hrs, 5kw Northern Lights Genset w/520hrs, Vigil radar, Echo Pilot forward looking sounder, icom GPS, VHF, AM/FM radios, new carpet, new upholstery, 100 pound capacity Norcold freezer, Norcold fridge, alcohol stove & oven, Aqua Pro RIB dinghy, 2hp OB, (253) 858-3481 [Ldybump@juno.com](mailto:Ldybump@juno.com) \$145,000

**For Sale:** 2001 37' Nordic Tug Hull # 37037 **WEE TUG**, low hrs on 330hp Cummins diesel. 5.5kw Northern Lights Genset, 2kw inverter, diesel furnace, bow thruster, auto pilot, radar, GPS, color video depth sounder, VHF and Nobeltec software, Extra large water tank, Custom designed auxiliary OB bracket, 2 staterooms, head with separate shower. Sunscreens, deck table and chairs, inflatable dinghy and many extras. Clean, like new \$349,000 (360) 908-0827

**For Sale:** 1999 32' Nordic Tug Hull # 32145 **NORDIC STAR**, 220 hp Cummins, "A" layout, 25 lb. freezer, canvas cover to enclose back deck, Sea Wise dinghy davit with RIB dinghy, radar, sounder, radio, autopilot, GPS, AM/FM with CD, asking \$217,000 call Fred & Donna Paquette **(360) 466-2199** or e-mail [paquette@fidalgo.net](mailto:paquette@fidalgo.net)

**For Sale:** 2000 42' Nordic Tug Hull # 42019 **HOLY COW**, 330 hp Cummins, 12kw Genset, bow thruster, elec. davit, vacu heads, KVH sat TV, ivory hull w/blue inset, call Tom (772) 633-2086 boat in Vero Beach, Fl \$448,000

**For Sale:** 2003 New AB dinghy, 290 RIB VS 9.5' w/ 2002 Merc 2 stroke 9.9hp OB \$3,900 boat has been undercover and only used twice Call Carol or Linda at (360) 221-8360

**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, gooseneck trailer with adjustable bunks, should also haul NT 26' and other boats. Located at Cap Sante Marina \$6990. Pete Goodmonson **(541) 385-8583** or e-mail [pgoodmon@coinet.com](mailto:pgoodmon@coinet.com)

**For Sale:** Custom full boat cover for 32' Nordic Tug. Located Port

Ludlow, WA. \$500.00 contact  
Martin Daniell at (360) 437-0992.

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

**12. 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/](http://www.island.net/~bcamp/)

**13. DEALER NEWS**

**Wilde Yacht Sales** of Essex, CT  
Nordic Tugs dealer Wilde Yacht  
Sales of Essex, CT is hosting the  
3<sup>rd</sup> Annual Nordic Tugs Traveling  
Boat Show this summer from Essex  
Harbor, CT to Boston, MA. Due to  
the popularity of last year's  
traveling tugs, 2 separate trips  
are scheduled for this summer's  
cruising season.

Staff came up with the idea two  
years ago to hold a traveling  
boat show up the Hudson River and  
Barge Canal to bring our tugs to  
potential customers, some who  
live quite a distance from our  
dealership. Last summer tugs  
were on display at scenic ports  
in Massachusetts and a second  
cruise with several tug owners  
featured Eastern Long Island, NY.

The first show this year will be  
hosted by Wilde Yacht Sales  
owners, Ben & Sue Wilde, who will  
weigh anchor on June 26 from  
Essex Harbor to Constitution  
Marina in the heart of Boston  
Harbor. The Wildes will stop in  
Newport, RI and Watch Hill, RI to  
show off the 2004 37' scheduled  
for this year's trip. The trip  
will end in New London, CT for  
Trawler Fest New England July 16  
and 17.

A second traveling show will be

hosted by Wilde Yacht Sales  
employees and avid tuggers Don  
and Connie will begin on Friday,  
July 23, at noon with a parade of  
decorated tugs up the Connecticut  
River, touring north to  
Gillette's Castle and down river  
to Hamburg Cove for an evening  
raft-up. Stops will include 3-  
Mile Harbor, Riverhead and  
Greenport, NY. The show will end  
with the Connors' return to Essex  
Harbor on Sunday, July 30.  
Nordic Tug owners and tug  
enthusiasts are invited to join  
the trip at anytime. Both trips  
will be detailed with daily  
updates on [www.wildeyachts.com](http://www.wildeyachts.com)

New Nordics of all sizes are al-  
ways ready to be toured with our  
staff at our Essex location 7  
days a week, year-round. Contact  
us at e-mail [wildeben@aol.com](mailto: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 docket  
for 2004.

Our brand new Nordic Tugs 37' and  
32' arrived and were on display  
at our Open House in July, 2003.

We met several current and past  
owners and were anxious to show  
off tugs to all attendees. The  
Bay Breeze Nordic Tugs were dis-  
played 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 many  
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](http://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 2-32's and 2-37's, all in great condition. Check out our website [www.bbvc.com](http://www.bbvc.com), call us toll free, **1-877-941-0535**, e-mail us at [baybreeze@bbvc.com](mailto:baybreeze@bbvc.com) or drop in and 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 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 is operational manager of the fleet. We also have the Nordic Tug Dealership 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, 3-37'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 020-006, 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 visit our Web site [www.ballenab-ayyachts.com](http://www.ballenab-ayyachts.com)**

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.**

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

Newly opened to better serve the



Nordic Tug market in the South Eastern US is **Skipper Cress Yacht Sales, 2019 SW 20<sup>th</sup> 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, Jim Cress and Andy Maurer.

Jim is happy being on **BIG FUN**, his 52' and being back in sales as the SE Regional Manager. His assistant is Andy, formerly a licensed 100-ton skipper and no stranger to coastal waters 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](mailto:scott@sailyard.com)

#### 14. THE PRESIDENT'S CORNER

Greetings to Nordic Tug owners. It's a pleasure to have this opportunity to talk with you and let you know what is happening at Nordic Tugs.

I've been President since December 2003. Following in Jim Cress' footprints is a humbling experience because he has taken Nordic Tugs to such a prominent position in America's marine industry. Jim, as you may know, continues to be chairman and CEO of the company, but is spending nearly full time at his new dealership in Florida, leaving the day to day operation of the company to me and the competent team here at the factory.

Our newest offering, the Nordic 52' was launched last year with two boats: Hull #1 (Jim's boat, now in Florida) and Hull #2, currently in Juneau, AK. Further orders are being discussed with prospects in several of our

dealer offices. This new tug is designed for either twin engines or a large single engine. We are curious - if you were thinking of moving up (even in your dreams), which would you specify?

The year 2004 started out with a nice uplift in the economy. It showed up at the factory with many orders from dealers and their customers. We have ramped up production and expect this to be a banner year for Nordic. The newly designed interior of the 42' has caught the eye of the buying public, and we are delivering a great many this year.

Your rendezvous have become more popular than ever, and here at the factory, we have recognized this and are sending factory representatives to each of them. I may even meet some of you at these "family" gatherings, and will appreciate getting your input on how we can do better. Call me or e-mail with any of your ideas or suggestions. I welcome them. **Happy boating! Ric Reid, President Nordic Tugs, Inc.** (360) 757-8847 [ricr@nordictug.com](mailto:ricr@nordictug.com)

## WAYPOINTS

**A life well lived. This issue is a salute to Lynn Senour.** Lynn Senour, Custom Boat Designer, died September 19, 2004, Seattle, Washington. He was 89. A self-taught Seattle boat designer, Lynn was best known for the custom lines of Nordic Tugs and American Tugs, high-end cruising yachts built by competing shipbuilders in Skagit County and sold nationwide. Lynn was considered a "designer's designer. "He designed thousands of cruisers but never owned one", said Lavinia Senour, his wife of 57 years. "Lynn did not produce coffee-table books of his best designs or write philosophical columns about design problems". "He just built nice boats that people love," said Bob Lane of Anacortes, a contributing editor for Passagemaker Magazine. "He was a designer. He didn't get rich off of it. He just loved the boats", said Mr. Senour's son, Norman Senour of Ferndale. As a high school student, Mr. Senour worked in local boat yards in the summer, where he picked up techniques of boat building and repair. He continued in the boat yards after graduating from Seattle's Lincoln High School in 1933. He later served a stint in the Navy on torpedo patrol boats in World War II, and came away with boat repair and maintenance skills and a love for fast boats, his son said.

He became a certified designer through a course in Naval Architecture offered by the East Coast based Westlawn School of Yacht Design, "but he really learned by working with other designers", his son said.

"Lynn was a real market analyst. He was always smarter than most of us in what the boat world was coming to", said Jerry Husted, a founder of the company that built the Nordic Tugs. Successful at designing and building all kinds of boats, Mr. Senour linked up with Husted in the late 1970s to produce the fuel efficient Nordic Tug line at a time embargoes were reducing fuel availability. The tugs are still in use. Husted said the Nordic Tug was introduced at the Seattle Boat Show in January 1980. "We had hoped to sell three in 10 days" he said. "We ended up selling one every three hours for ten days. It stunned the marine industry, and by the end of January, we had taken 52 orders."

Lynn Senour also designed boats for sports fishermen in San Diego. "From that, he got his reputation for high style as well as fast safe keeping boats", Husted said. In addition he designed hulls for sport and commercial fishing, Husted said. Mr. Senour's designs dominated the sport fishing industry along the West Coast.

During his career, Lynn Senour was responsible for yachts built by Grandy; Delta Marine, now a Duwamish mega-yacht builder; and The BoatYard on North Lake Union. His designs included commercial fishing vessels still in service in the Northwest and Alaskan pleasure boats built on the same hulls that are also still in use. He developed the line of Marlineer boats that opened up the sport fishing industry in Mexico.

Although Lynn Senour had announced his retirement several times, he continued to design at a drafting table in his North Seattle home. A few months ago he finished another design for American Tug. He did retire earlier this year. "He said he wasn't going to do anymore designs", his wife said. (Editor's Note: Most of the foregoing information came from the Obituary written by

Charles E. Brown of the Seattle Times which appeared in the September 25, 2004 issue of the Seattle times.)

I had the opportunity to meet Lynn Senour many times. The first time was in his home in North Seattle. Allen Rosenberg and I were doing a study for the Board of Directors of Nordic Tug, Inc on "Where should the Company be going". We wanted to get his ideas. While at his house he showed me the plans for the yet to be built 42' Nordic Tug. He gave me a copy of those plans drafted on his drafting table right there in his home. Of all the tugs he designed, his love was the 26' Nordic Tug. The one that got the Nordic Tug ball rolling.

## 1. NORTHWEST RENDEZVOUS

From Greg Mustari: The 2004 NW Rendezvous was a huge success! Thank you, thank you, thank you to all whom attended, contributed, volunteered for and sponsored the 2004 NW Rendezvous. It was a terrific weekend. It could not have happened without the participation of the many sponsors – most especially the Nordic Tug Factory and Skipper Cress Yacht Sales!! We are headed for Poulsbo for 2005. The 2005 rendezvous Committee consists of Ray & Sharon Baker (360) 297-1799 [rcabin@myexcel.com](mailto:rcabin@myexcel.com), Carol Conger (253) 759-0078 [congerm@hotmail.com](mailto:congerm@hotmail.com), Dave & Ardyth Hintzman (425) 384-3164 [dahintzman@comcast.net](mailto:dahintzman@comcast.net), Carol Kerley & Linda Dunham (360) 221-8360 [ckerley@whidbey.com](mailto:ckerley@whidbey.com), Tim & Vicki LeClair (360) 638-1066 [vcitcl@aol.com](mailto:vcitcl@aol.com), and Jim & Susan Sproull (425) 823-2380 [jimsproull@comcast.net](mailto:jimsproull@comcast.net).

The 2005 NW Nordic Owner's rendezvous will be held July 14, 15, 16 and 17<sup>th</sup> in Poulsbo, Washington. Come join us in picturesque Poulsbo for four event filled days of Nordic Tug Fun! Updates will be posted on SENTOA and the Nordic Tug News.

## 2. NORTHEAST RENDEZVOUS

Here is the 2004 Rendezvous at a glance. Once again our colorful tugs returned to grace the waters of the Essex Harbor during the period July 22-23. On day one, we had welcome and registration, rum concoction party, potluck supper, owners' meeting and cruising presentations. In all, 23 tug crews were there and 3 prospective crews as well. Day two started off with coffee, a welcome from NordicTugs' Jerry Husted and Tracy Prescott, followed by visits to boats to discuss individual concerns. After lunch, roundtable discussions wireless Internet connections demos. The evening brought on a cocktail party and a steak/sword fish/lobster feast. Day 3 started with a buffet breakfast, a Captains meeting, the parade of tugs through Essex Harbor. A raft up for photo ops, and then mooring in Hamburg Cove. WILDE ONE hosted a cocktail party in late afternoon. As the sun set and the skies dimmed, we returned to our boats for dinner, thinking about what a splendid rendezvous it had been.

The 5<sup>th</sup> Annual Northeast Nordic Tug Rendezvous will be held in Essex July 27, 28 and 29, 2005. The three days in port are packed full of events for tuggers including a pot luck dinner, a full day of informative seminars – July 27 the famous lobster fest, full buffet breakfast, great buffet lunch, ending on Friday, July 29 with a dress ship parade up the Connecticut River with

The "infamous raft up" of as many as 25+ tugs. On Saturday, plans are to travel leisurely to 3 Mile Harbor on Long Island, NY for a "dingy raft up party" at sunset. Some will continue cruising together to other favorite ports in Long Island with Riverhead, NY being a "must".

### 3. SAN FRANCISCO BAY AREA VOUS

We are in the earliest stages of planning for the 2005 SF Bay Area Nordic Tug Rendezvous. Cathie and Cal Robie have done such a wonderful job on the last two rendezvous, that we are hoping we can enlist their service again. Assistance and ideas from any Nordic Tug owners will be appreciated. Please contact Jim Moore at (510) 865-8600 or [jim@ballenabayyachts.com](mailto:jim@ballenabayyachts.com).

### 4. GULF COAST RENDEZVOUS

The 2004 Rendezvous was held at the Harbor House Marina in Galveston, Texas, October 9-11. It wasn't a great turnout but the seminars and dinners were outstanding. 4 Nordic Tug owners and a wannabe were in attendance. Plans for 2005 have been put on hold for now.

### 5. GREAT LAKES AREA RENDEZVOUS

Manitowoc, Wisconsin – Four Nordic Tugs made the 200-Mile Lake Michigan crossing to participate in the West Marine Trawler Fest on August 18-21. The Bay Breeze Yacht Sales contingent from Traverse City, Michigan traveled the longest distance and joined a dozen other boats and 500 attendees for the Wisconsin event.

Six dealers displayed 15 boats for the in-water event with 12 exhibitors showing their nautical wares in the vendor tent at the Manitowoc Marina on the Lake Michigan waterfront.

Bay Breeze Yacht Charters and Sales owners John and Jay Kraft motored their Nordic Tugs across Lake Michigan to attend the show and seminars and were pleased with the exposure they received. Bay Breeze is the Midwest dealer for the classic, solid Nordic Tugs, which are manufactured in Washington State.

"The Trawler Fest is a great opportunity for boat owners and potential buyers to see these vessels first-hand, but it is also a wonderful chance for them to speak with other cruisers and get their perspective on boat ownership," said John Kraft. "Most everyone there was tuned in to cruising and anxious to learn more and help the first-timers with their questions."

The Trawler Fest featured seminars on wide ranging topics from diesel engine selection and maintenance to weather forecasting and boat docking skills. A charity auction raised over \$3,000 for a mural in the local Wisconsin Maritime Museum.

For over nine years, Trawler Fest has been producing events around the country that combine a traditional boat show with high level education sessions in an intimate setting that encourages social networking with other long range cruisers on all types of vessels. Some attendees are new to cruising while others are concerned boat owners.

### 6. SOUTHEAST RENDEZVOUS

The Rendezvous is still on for the weekend of April 15, 2005 at the Hutchinson Island Marriott Resort. This resort took a major hit from two hurricanes but the dockmaster

reports that they will be ready for our event. Look for updates on the SENTOA list or e-mail Al Casanova at [ALCCA@aol.com](mailto:ALCCA@aol.com)

### 7. SENTOA – ON LINE RESOURCE

SENTOA stands for Southeast Nordic Tug 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 posted 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. Visit the list <http://lists.samurai.com/mailman/listinfo/sentoa> and then follow the on screen instructions. Here are some examples of the items that presented on SENTOA.

**Paint peeling off metal frames of windows and doors.** John Walters responded with "We own JUBILATION 37008 and have reprimed and repainted the back door and several window frames with all of the rest yet to do. I believe you will find the Western Metals did the doors and windows on your boat and most boats equipped from this supplier have similar problems. Diamond Seaglaze is the newer window and door supplier. We found that you must virtually sand doors and frames to bare metal and then use a good primer for aluminum. We used 1 part epoxy paint from West Marine and have brushed it on up to now due to marina painting restrictions. As we do more we will probably try a good spray paint as the 1 part epoxy must really be thinned and you still get brush marks. The big problem with spraying is all the masking of adjoining areas that is involved and most marinas and boat yards are really stringent about this type work, especially overspray.

**From Steve Weiser, SKYLARK, Musings on Cruising.** Now that our 100-day summer cruise of the beautiful Northwest is over, I jolted down some impressions as it came to an end. We flew back and forth from our Northern California home for long intervals of boating. Here are some musings about boating in the Northwest.

Most boats have heaters. We used ours quite a bit in the summer, mornings and at night before bedtime.

Three anchors dominate the scene: Bruce, Delta, and CQR in that order. We chose a 44 lb. Bruce without knowing that in advance. Most NW boaters don't undersize their anchors to the extent I see in California.

The weather changes a lot. When a front is coming, the wind clocks around to the SE or S.

The tidal range is a serious business.

There are not enough public mooring buoys.

U.S. Custom docks are extremely busy on certain days in the summer.

The Washington State Government is not friendly to out-of-state boaters. It is not good for their economy to adopt that attitude.

Marinas have doublewide slips. We're used to single slips with docks on both sides. You quickly learn to hang the fenders high on the outboard side.

Never saw a single Orca, dead or alive. The widespread tourist hype on Orcas is suspect.

Marine services businesses are very good and they deliver what they promise, usually on time.

Know how to handle your boat in a crosswind in

the marinas, with or without a thruster.

Northwest boaters are ardent, die-hard crabbers.

You can (and we did) get rain and 200 yards visibility in fog at the same time, in the summer. Have a good radar and know how to navigate with it and use it to avoid traffic Glad we got the 4 kW.

There is better discipline of Channel 16 than in California, although some in the NW use it to gripe about someone making wakes in an anchorage, unidentified, of course.

Ignorance of flag etiquette is widespread, including proper display of the Stars and Stripes, and of courtesy flags. If we respect our flag, we should display it properly. The rules are easy to look up.

Tough little inter-island powerboats are popular.

Most marinas have good showers, except Roche and Friday Harbors, two of the busiest.

Sidney BC is a jewel.

I saw lots of badly rigged radar reflectors of various makes. Some makes received bad ratings by boating consumer magazines, too, but people are buying them anyway. Highest rated is the Davis Echomaster.

Be vigilant about ferries!

When the wind is against the tide, conditions can be rough, especially in the Straits of Juan de Fuca.

#### From Steve Weiser, SKYLARK, New Owner Reactions

A few reactions after enjoying our new NT37' for about 100 days.

The Factory is very responsive to warranty issues. The Link 2000 and its manual are confusing. Portholes don't drain rainwater.

The boat maneuvers very well in marinas. The Diamond Seaglaze windows and screens are very, very tight, although of high quality. The Espar diesel heater works great.

Our brooks Cargo Mast works great. The split rings on the turnbuckles are a pain if you want to unhinge the mast. The mast is heavier than I thought. Don't try to drop it by yourself. (A reply to Steve's concerns from Irwin Scott: Use of 1 9/16" stainless hitch pins, available at Orchard Supply Hardware here on the West Coast, \$1.09 each, through the hole at the end of the threads will stop the turnbuckle from turning more than a few degrees at most. I have to fold the brooks Cargo Mast every time I enter my covered berth. Be sure to rest the boom and relax its line before lowering it. Then, when you raise it you will only be lifting the weigh of the mast itself, a job easily done by one person.)

The AC and DC breaker panels are outstanding, as are the chart table and the electronic shift controls.

Steering is not as quick as I would like in tight quarters, and yes, I understand how to adjust it and did so.

Placement and recovery of midship fenders is difficult; I need to figure out my own solution to that issue. (A reply from Irwin Scott: I installed Perko Fender Locks above and between the cabin windows for the midship fenders. Their use is quick and easy for even the most inexperienced crewmembers and minimizes the time spent in a sometimes-precarious location.)

The Admiral loves the 3-burner Force 10 propane stove, and our Broan Trash Compactor (optional extra).

**Charles Billings, NOBSKA, Anchor floats & trip lines**  
Check out the comprehensive article with illustrations on anchor floats and trip lines in the November 2002 issue of Pacific Yachting Magazine, page 64, or on their web site [www.pacificyachting.com](http://www.pacificyachting.com). If you send Charles your e-mail address he will send you a copy [ceb@oz.net](mailto:ceb@oz.net).

Maintaining the appearance of the black rub rails and whisker guards has been a long running topic in this and other newsletters. Last issue we included input from Bruce Campbell, **LIMELIGHT VI**, that he used Vaseline to keep the rails and guards bright. He says easy to apply, and does a nice job of making them look like new. The rain will eventually wash the Vaseline off, but it's really cheap to reapply. Alan Smith said on his former boat, **ENIGMA**, he bought a half pint of MEK from the hardware store and wiped (easily) to new shinned look. MEK stands for Methyl Ethyl Keytone. Don Klopfer, **GOOD NEWS**, offered some advice about MEK. "It works very well but is nasty stuff. Do not breath fumes and wear butyl gloves. Use small bits of cloth cut into 4" squares. Work in small areas, 6 to 12 inches at a time. The stuff dissolves the hard rubber. Wipe in one direction only. The results are like new. Read the label precautions." There is a product used by car detailers made for bringing the color back to rubber and plastic moldings. It is called Forever Black. Their web site is [www.foreverblack.com](http://www.foreverblack.com). Bob Calves, **DIAMOND SEA**, has another solution, paint with high grade black enamel from your local hardware store. Paint the screw heads also. Once a year, touch up the areas on the side where the paint has been damaged. The high gloss looks great. Fran Olsen, **BLUEBELLE** has used Protectant 303 for a number of years. It does have to be reapplied quite often.

Joe Colletto, owner of **WEE WONDER & LITTLE TOOT** offers this solution for getting rid of Hull Slap. Those noises that people either love or hate when they are at anchor. It is made with two bike tubes. Each tube is cut with a single cut and the ends sealed. Two of the ends are joined together, forming a large inflatable semi-circle across the bow. The water laps soundlessly against the tubes and there is no slap noise against the hull. Check with a good tire shop for the sealer.

## 8. YOUR NEWSLETTER

If you haven't sent any money during 2003 or 2004, please send in \$10. For the SPRING 2004 issue of the Newsletter, I spent \$405 on stamps, \$543 on printing, \$58 on supplies, for a total of \$1,006. Since publication of that issue, I have collected \$796. I never intended to make a profit, but I hoped not to lose money on this labor of love. Please let me know about address changes promptly, as well as changes in names of boat, names of ownership, homeports, phone numbers, etc. If you have had a change, send the information to Bill Owel, 6844 Main Sail Lane, Gig Harbor, WA 98335-3481, Phone (253) 858-3481, Fax (253) 858-6164, E-mail [Ldybump@juno.com](mailto:Ldybump@juno.com).

## 9. BUY, SELL, TRADE, LEASE

**For Sale:** 1992 32' Nordic Tug Hull # 32060, **SPRINGSONG**, 175 hp Yammer w/5000 hrs, 5 kW genet, new Furuno Navnet Radar, sounder, plotter, and GPS, new 9' hard bottom inflatable dinghy with 5hp

outboard, down riggers, propane stove and oven, Blaupunkt stereo with CD and cassette, many extras, located in Valdez, AK \$115,000 call Don Ives (907) 479-5959

**For Sale:** 1986 Nordic Sport Tug Hull # 26118 **JACK & 4 LADIES** 100hp Yanmar, Galley in Pilot House, V Berth, Marine head, Garmin color GPS, boat located in SW FL, \$55,000 OBO, call Jack Lamberg (239) 283-1302 or e-mail [saltysal01@earthlink.net](mailto:saltysal01@earthlink.net)

**For Sale:** 1983 26' Nordic Tug Hull # 26085 **SINVELA**, 50 HP 3 cylinder BMW w/900 hrs, Red Dot heat, diesel heater in Salon, new bottom paint, new bilge pumps, cute boat, located in Seward, AK call George Thiel (907) 522-5773 or (907) 229-3769, Custom trailer, \$66,000 OBO.

**For Sale:** 1991 32' Nordic Tug Hull # 32055, **LADY BUMP** Ivory hull w/blue insert, 6 cyl Cummins 115hp Naturally aspirated, 2300 hrs, 5kw Northern Lights genset w/520 hrs, Vigil radar, Echo Pilot forward looking sounder, Icom GPS, VHF & AM/FM radios, new carpet, new upholstery, 100 pound Norcold freezer, Norcold fridge, alcohol stove & oven, Aqua Pro RIB dinghy, 2hp OB, (253) 858-3481 [Ldybump@juno.com](mailto:Ldybump@juno.com) \$135,000

**For Sale:** 2000 37' Nordic Tug Hull # 37011 **NOMAD** Red Hull, 330 hp Cummins, 600 hrs, all Raytheon electronics, including radar & auto pilot, 6kw Genset, bow thruster, auto fire ext system, 2 A/C units, Vac-u-flush system, All the best options, located in Chicago, \$333,000. Call Alan West (312) 266-6048 or cell (312) 953-6890.

**For Sale:** 2000 42' Nordic Tug Hull # 42019 **HOLY COW**, 330 hp Cummins, 12kw Genset, bow thruster, electric davit, vac-u-flush heads, KVH sat TV, Ivory Hull w/blue inset, call Tom (772) 633-2076 boat is in Vero Beach, FL \$390,000.

**For Sale:** 1999 32' Nordic Tug Hull # 32128 **SEASTAR**, loaded with options that will serve well on either coast. Let me know if you have an interest and I will send you an Excel spreadsheet showing options, etc. Lots of spares, asking \$220,000 located in Seattle, WA Larry Trambly [trambly@msn.com](mailto:trambly@msn.com)

**For Sale:** 1998 42' Nordic Tug # 42009 **MOXIE**, One of a kind, customized 242 items, 45 ft (stretched) Mint condition, Lugger engine, 630hp for full info and pictures log onto <http://www.moxietug.com/> Contact Wiff Rudd at (239) 394-2279. Cell (416) 464-6266 Marco Island, FL. E-mail [moxietug@cs.com](mailto:moxietug@cs.com).

**For Sale:** 8 hp Yamaha short shaft outboard motor. It was run one time in fresh water. Will to swap for new 3 to 5 hp outboard. Will sell for \$1000 [omega32earthlink.net](mailto:omega32earthlink.net) motor located in Florida near Tampa.

**For Sale:** Custom full boat cover for 32' Nordic Tug. Located Port Ludlow, WA. \$500 OBO contact Martin Daniell at (360) 437-0992.

**For Sale:** Rubberized cove for a 26' Nordic Tug that covers the entire boat. I would sell that as is, where is, for \$175. Located in Wrangell, AK e-mail [luckydog1@gci.net](mailto:luckydog1@gci.net) or call (907) 874-2156 evenings.

## 10. ODDS AND ENDS

**Trailing:** There have been some questions recently on trailing Nordic Tugs. For those interested, you should read the article "Trailing made easy" in the FALL 1995 issue of Nordic Tug News. Copies are available as part of back issues for \$25. Copies of the FALL 1995 issue only are available for \$10 each. Contact Bill Owel.

**Bruce Campbell** has continued to expand his web site, which covers "Hiking Trails in British Columbia for Boaters or where to walk your dog". Access this web site at [www.island.net/~bcamp/](http://www.island.net/~bcamp/). Last update was October 2, 2004. Bruce has 488 trails listed and he has had 19,201 visits to the web site since December 25, 1998.

**Dave & Barbara Ellias, JOLLYMON**, own TUGWEAR and they are the printers/distributors of the Nordic Tug T-shirts and other miscellaneous Nordic Tug "STUFF" visit their web site [www.tugwear.com](http://www.tugwear.com).

## 11. ASK THE FLEET

From Phil Kaltenbach, **LOUISE K** Hull # 32031. I am so pleased with my Nordic Tug. She has a small problem in that the port water tank leaks. I have replaced the hose bib and put Marine-Tex all around it, but the leak continues. My thinking is that I will have to have a bladder installed. If anyone has addressed this problem in the past, I would appreciate you sending me the information. I am on SENTOA or can be reached by mail %Trust Dept, Box 457, Las Cruces, NM 88004.

## 12. DEALER NEWS

**Wilde Yacht Sales, 39 Pratt Street at Essex Landing in Essex Harbor, Essex, CT 06426.** New Nordics of all sizes are always ready to be toured with our staff at our Essex location 7 days a week, year-round. Contact us at e-mail [wildeben@aol.com](mailto:wildeben@aol.com), phone (860) 767-2540 or toll free 1 (888) 447-6944, fax (860) 767-1989.

We are busy making plans for 2005 – now that a very busy boat show season and fall open house has ended. We are looking forward to participating in the **Trees in the Rigging Parade** November 28 in Essex Harbor. Every year 25 or so vessels decorated with Christmas lights and trees join in the parade with Santa Clause to usher in the holiday season, while carolers with lanterns sing carols at the Connecticut River Museum docks. Its a great location to watch decorated boats of all sizes as they sail by the museum.

Our annual "winter" Open House will feature a tour of tugs and refreshments on February 19-20 during the annual Eagle Fest in Essex, which draws thousands of Eagle watchers to the Connecticut River Valley that weekend. (Last winter the "tugs in the water" were frozen in – but potential customers were not deterred).

Mid April, the sales team hosts a spring open house with tug tours and refreshments.

Wilde's fourth traveling boat show with a 2005 37' flybridge Nordic Tug will begin June 20, 2005. The Wilde tug, departing from Essex at 8 AM, will be accompanied by several Nordic Tugs whose owners have already made plans to do this exciting trip. Stops will be scheduled for New York City, along the Hudson River to Waterford, NY, up the Barge Canal with stops planned along the route to Rochester, NY for July 4<sup>th</sup> weekend. Don and Connie will host the first leg of the trip

Connor at the helm. At Oswego the team changes captains with Ben and Sue Wilde at the helm for the second leg of the trip. From Oswego we travel up the St Lawrence, through Lake Chaplain and south through the Hudson, New York Harbor and Long Island Sound back to Essex. Please call the Essex Office 1-888-447-6944 for more details. **All tuggers are encouraged to join with their Nordics for any or all of the journey.**

**Bay Breeze Yacht Sales and Charters, 12935 West Bay Shore Drive, Suite 120, Traverse City Michigan 49684.** Bay Breeze Yacht Sales has substantially enlarged its offerings and fleet of Nordic Tugs since becoming the Midwest and Great Lakes dealer.

Three new Nordics are moored at the Bay Breeze docks on West Grand Traverse Bay and are creating lots of interest and traffic. They include a 2004 NT-32, a 2004 NT-37 single cabin model and, the most recent arrival; a 2005 NT-37 with two cabins that is packed with options and beautifully appointed. The Bay breeze Nordic Tugs have made recent trips over the past several months and were displayed at the Michigan City Boat Show, the Manitowoc Trawler Fest, the Sandusky Boat Show and the Metro Beach (Detroit) Boat Show. Once again they were well received and attracted a lot of attention at each location with hundreds boaters taking tours. We enjoyed meeting Nordic Tug owners from all over and hearing the many reasons why they are so enthusiastic about cruising these well built trawlers.

The first season of chartering for the NT-32 **RED GRIFFON** was very successful. Bay Breeze has six weeks of charters on the tug, which cruised the northern Great Lakes during 2004. Bay Breeze expects additional booking next summer as more people discover the fun and ease of cruising on a tug. If you would like charter rental information on this tug or if you are interested in adding your tug to the fleet, please give us a call.

Bay Breeze is happy to announce the following brokered boats that are now available. They include **BYE BYE SHOO FLY**, a 1999 NT-32, 1998 NT-32, a 1999 NT-37, and a 2000 NT-37, all in great condition.

Want to share your experiences, words of advice and questions with other tug owners? Great Lakes Tug Owners have their own web site just for that purpose. 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](http://www.GLANTOA.com) to register and take a look at several Midwest tugs, their locations and owners comments.

Contact us at [baybreeze@bbyc.com](mailto:baybreeze@bbyc.com) or phone (231) 941-0535, toll free 1-(877) 941-0535, fax (231) 941-9548. We invite you to our web site [www.bbyc.com](http://www.bbyc.com) or drop in for a visit with Bill Allgaier and Jay Kraft

**Nordic Tug Charters of Alaska, 4360 North Douglas, Juneau, AK 99802.** Nordic Tug Charters has provided "bareboat" charters, using a fleet of Nordic Tug trawlers, for over 24 years. Our fleet of 9 Nordic Tugs is currently comprised of three each, 32', 37', and 42' boats. From inception, the fleet has been moored in Juneau, Alaska. We are growing the fleet to meet the increasing interest in "bareboat charter" cruising the "Inside Passage" waters of Southeast Alaska.

Take a cruise through our web site and consider reserving a charter time. Our goal is to provide you with

an experience you will never forget. We know the beauty of the area and the wildlife will do their part and we will do everything we can to provide a great charter experience! Let us know if we can provide you with any information or answer any questions. We, at Nordic Tug Charters, believe that anyone who cruises the waters of SE Alaska will find it to be a memorable life experience. Memories such as:---the adrenaline pumping excitement of seeing and hearing live the breaching of a humpback whale. ---sitting in silence, listening to the thunder sounds of ice cracking and calving on a tidewater glacier. ---the instantaneous response, from those who are fishing, to the sharp jerk on a rod tip and the words "fish on". --- everyone on board huddling up on the stern to see the first discernable shape of something in a surfacing crab or shrimp pot. ---the awesome and overpowering magnitude of one of natures landscape presentations which a photograph can not replicate. --- an eerily beautiful and peaceful look of an Alaskan sunset. --- the quite elegance, unique blue hues, and changing outlines of floating ice. We guarantee you will experience something you will never forget! Our desire is for you to feel the same passion about the experience as we do and come back again to share in the wonders of cruising in SE Alaska. If we can help you in the process of deciding if what we offer represents an opportunity you would like to experience, contact us at (907) 789-5500, fax (907) 789-3050. [www.nordictugcharters.com](http://www.nordictugcharters.com)

**Ballena Bay Yacht Brokers (BBYB), 1150 Ballena Blvd Suite 121, Alameda, CA 94501.** It has been a busy season since the last edition. BBYB has delivered new Nordic Tugs to Mike Ciralo (37107 **URSA LABARCA**), Steve & Janet Weiser (37114 **SKYLARK**), Jim & Charmaine Moore (37085 **RILEY**), Al & Adriana Ezcurra (37120 **GIGI TOO**) and last but not least, John & Mary Muff who moved up from a NT 37' to (42049 **JEANNE MARIE III**). We've enjoyed hearing about their maiden cruises in the Northwest. Interesting to note that two Nordic Tugs 37s have made the trip from the Puget Sound to the Bay Area on their own bottoms, Mike Ciralo \$ crew and John & Nancy Olenick (**VALENTINE**). The Olenicks have proceeded to Southern California with plans to continue south. Not a bad commentary on the capabilities of these special boats.

Mike Ciralo can now respond to questions about the unique fuel transfer system installed at the factory aboard his NT-37107. BBYB is pleased to report that the control console installed atop the pilothouse of John & Mary Muff' NT-42049 offers another alternative in addition to the fly bridge option. We'll be happy to provide photos, details and suggestions via e-mail. Contact us at [info@ballenabayyachts.com](mailto:info@ballenabayyachts.com) or phone (510) 865-8600 or fax (510) 865-5560.

BBYB is awaiting delivery of NT-42068, now being built with a Caterpillar C-9, 505 hp Main Diesel. We are anxious to see how it performs and we expect it to be well received at the San Diego Boat Show in January. (How's that for a nudge to the factory to pick up a week on the production schedule?) Contact us at (510) 865-8600, or [alameda@ballenabayyachts.com](mailto:alameda@ballenabayyachts.com)

**Skipper Cress Yacht Sales at Cap Sante Marina, PO Box 726 (1019 Q Ave, Suite B), Anacortes, WA 98221.**

Contact us at (360) 293-9411, 1 (800) 996-9991, fax (360) 293-7874, or [info@skippercress.com](mailto:info@skippercress.com).

Jim & Jeff Cress have added a new position and a new member to the staff at Skipper Cress Yacht Sales. The position is Customer Care and the member is Mike Jorgeson!

Most Nordic Tug owners know Mike as "Mike the Cummins guy". As of October 4<sup>th</sup>, Mike has joined the crew at Skipper Cress Yacht Sales and is looking forward to serving past and future Nordic Tug/Skipper Cress customers. And from Mike: "I have been given an opportunity to share my passion for boats with all of you who own a Nordic Tug. We all know that Skipper Cress yacht Sales as the oldest and largest Nordic Tug Dealer. Located in Anacortes, Washington and Fort Lauderdale, Florida, Skipper Cress is having yet another record sales year. This leads to the new Customer Care position. Our goal is to make the delivery and follow up process a smooth and memorable time. My role is to familiarize a new customer by conducting Captains briefings, sea trial runs, systems orientations, review of owners manuals, warranty procedures and send out a new owner's review."

#### Skipper

Cress Yacht Sales at Fort Lauderdale Marine Center, 2019 SW 20<sup>th</sup> Street, Fort Lauderdale, FL 33315. Contact us at (954) 627-6848, 1 (800) 201-9622, e-mail [info@skippercress.com](mailto:info@skippercress.com). Greetings from Paradise! Or is it Hurricane Alley? Just kidding. Actually we are extremely grateful to report that we (and all our tugs) survived the recent excitement without a scratch. While the hurricane damage over the Summer was certainly devastating to many boats and marinas, all the "Tuggers" down here reported coming through safely, and undamaged. Probably due, in no small part, to extremely careful preparation resulting from many years of cruising experience. That seems to be the type of "old salts" attracted to our fine Tugs! Several of our Tuggers actually moved aboard their Tugs and lived quite well while many of their neighbors were with out electricity and water! The Fall Boat Show season is upon us. We will be displaying a 42' and a 52' in the Fort Lauderdale Show beginning October 28<sup>th</sup>. Then the 42' will move north to the St. Petersburg Show beginning November 18<sup>th</sup>. After a brief respite in December to celebrate Christmas, we will get back into the "Show Mode" in Stuart, FL in January and of course, Miami in February, followed by West Palm Beach in March.

Earlier this year, Stephanie and I were fortunate to attend SENTOA Rendezvous in Fort Myers with our 52' **BIG FUN**. We certainly look forward to next year's event. That was great! Also, we had the opportunity for a brief (1 week) cruise to Bimini, in the Bahamas in company with Fernando and Sonia Fernandez aboard their Nordic Tug, **SONIA LOURDE**. They sure do know all the right spots.

For those of you who remember Ian Bannerman, he has once again happily retired to Thailand, where he is enjoying a life of leisure farming with his lovely wife, Tik.

That's about it for now! I hope to see many of you at one or more of the up-coming show. In the mean time, have a great Fall and Winter. Happy Tugging!! Jim Cress, Skipper Cress Yacht Sales

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

### 13. THE PRESIDENT'S CORNER

**GREETINGS!** What a busy summer we had at the factory! New boat models were shipped; we attended all the Nordic Tug rendezvous, and had a sizeable increase in production. Best of all, it was one of the best summers I can remember in the great Pacific Northwest! I hope you tug owners enjoyed your boating summer wherever you are.

Our hearts go out to Nordic family members in the southeast with one of the worst hurricane seasons to date. Anyone out there with damaged tugs, please call the factory with questions or parts needs. If we can't be direct help, we will steer you in the right direction to get help. Everyone at the factory is saddened with the recent passing of Lynn Senour. Lynn was a talented boat designer from the Northwest who was responsible for many famous boats including the Marlineer, Grandy 28, Delta charter boats and Nordic Tugs. Lynn's designs were a departure from the slow displacement hulls of the time. His designs incorporated a semi-displacement hull, which were fast, seaworthy, comfortable and handsome. Look for more information on Lynn's life to follow in other publications, including Nordic's fall issue of Waypoints and some boating magazines.

The 2005 model boats are currently being shipped. Be sure to see them at fall boat shows. The biggest change is the new "Oyster" gelcoat color. It was a lengthy decision process with many colors to choose from. We also added a flybridge option to our 37' & 42' models. They are being widely accepted nationwide with over 65% of our current production now in flybridge models. If you have not seen one yet, call your dealer for a preview if they have one in stock.

Production levels at the factory are continuing to climb. Our schedule calls for fifty to sixty boats this model year. We have also begun construction of new 52' and are planning for a spring delivery. This boat will be a single engine, three stateroom, and configured for more extended cruising. Contact your local dealer to arrange a factory tour during construction of this boat.

I want to take this time to personally thank everyone who attended one of the rendezvous this year. Our goal is to make these events into one of the premier gatherings of boat owners in the industry. Since most product improvement ideas come directly from tug owners, the factory is sending representatives to each rendezvous. With your support we can make it an event all boat owners will love to attend and a boating family to be proud of.

Thank You. Eric (Ric) Reid, President Nordic Tugs Inc, (360) 757-8847 [rier@nordictug.com](mailto:rier@nordictug.com).