

1. NORTHWEST RENDEZVOUS

Our committee team has been busy organizing this years rendezvous. Save the dates, July 14th through July 17th. Our festivities will be at the Poulsbo Marina. If you haven't been to Poulsbo you are in for a treat. The town is very colorful and full of Norwegian heritage. Poulsbo offers plenty of shopping, art galleries, antique shops, eateries and wonderful bakeries. We are fortunate again to have wonderful support from the Nordic Tug Factory and Skipper Cress Yacht Sales. Without their generous contributions we would not be able to put on such a gala event. We encourage you to register as soon as possible so that we can assure a slip for you. Registration forms are on the Nordic Tug Factory and SENTOA websites, or you can e-mail VCLTCL@aol.com for a form. We are asking that you include your first nights moorage with your registration. Any questions can be directed to Tim LeClair at the e-mail address above. We are looking forward to seeing you in Poulsbo!

2. NORTHEAST RENDEZVOUS

The Northeast Nordic Tug Owners' Association (NENTOA) will hold its 5th annual rendezvous July 27-29 in Essex, CT. Hosted by Wilde Yacht Sales and the owners association, this event grows bit by bit ever year. We invite all Nordic Tuggers to join us – with or without your boat! Come by land or sea to Essex, a New England boat-oriented town since before the revolutionary war. Still bustling with nautical flair, Essex is a magnet for today's yachting crowd. Our rendezvous will feature a rum welcome on the deck followed by a potluck supper. We'll have a brief owners' meeting led by last year's elected Board of Governors featuring an update of all that has happened since last year's rendezvous, a vote on the new bylaws, and an election of officers for next year. There will be a couple of fantastic short presentations on cruising destinations offered by members. Thursday morning after breakfast, Nordic Tug Factory reps will let us know what's happening at the factory and the Cummins reps will talk about their electronic engines. For those who want to follow up with Nordic Tug or Cummins reps, they will also host roundtable discussions. In addition, there will be

several new and informative roundtables lined up as well as some we've had in the past.

The most important aspect of any rendezvous is the opportunity to visit each other's boats and chat on a one-on-one basis. In the past we've scheduled events during Thursday afternoon, but this year we are not. After a buffet lunch, Thursday afternoon will be yours to schedule as you wish: invite reps from Nordic Tugs and Cummins aboard your boat to answer specific questions; visit other Tugs to see the changes their owners have made to personalize their boats; go for a swim in the marina pool; stroll the tree-lined historic village and peek inside the many shops – in all, make the rendezvous what you want it to be.

Thursday night is the infamous cocktail party, Lobster Fest (with alternative food just in case), and raffle at the Essex Yacht Club – within walking distance of the marina.

Friday morning, a buffet breakfast will be served on the deck, followed by a Captain's meeting with instructions for the noontime Connecticut River Parade of Tugs and raft-up in Hamburg Cove. Friday night in Hamburg Cove, Ben Wilde will host a BYO cocktail party on his Tug, with all arriving by dinghy from around the sheltered cove. Ben and his team also will run a shuttle between the marina and the cove for those who need to get back to Essex.

On Saturday morning several of the Tugs will leave for their own destinations while a Tug caravan will cruise down the river and across Long Island Sound to the anchorage at Three Mile Harbor on Long Island's south shore to continue the festivities, the highlight of which will be the 4th annual Les Petites Bateaux Raft-up complete with some hot hors d'oeuvres and elegant beverages. Sunday, some will continue to cruise together, others will head off to follow their own paths. Go to the web site for NENTOA www.ct-shoreline.com/nentoa for more information and registration. See you there.

3. BAY AREA RENDEZVOUS

Cathy and Cal Robie **RHUMB RUNNER** are well along with plans for the 2005 Bay Area Nordic Tug Rendezvous scheduled for June 3-5 in Benicia, CA. There will be a follow – up

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cruise to Rio Vista and points unknown after the Benicia gathering. Tracy Prescott and Laura Kaestner will represent Nordic Tugs. A Chevron tanker captain (retired) is scheduled to speak at the Saturday dinner at Benicia Yacht Club. Other activities will include roundtable discussions, dinghy races organized by Scotty and Carol Scott **THREE JEANS**, a photo screening by Bob Scura **NORMA JEAN** with highlights of his trip last June-September from San Francisco to Alaska and back. Other Nordic Tug related activities are still being planned. Call the Robies at (925) 938-6192 for more info.

4. SOUTHEAST RENDEZVOUS

The 2005 rendezvous was a great success. The consensus of those present was to hold the 2006 rendezvous in the Keys. Doug & Leslie Folkerth have already volunteered their fund raising abilities and will be assisting Brad & Judy Hogan for planning purposes. They would appreciate any support, suggestions and help.

5. THE BELT TENSIONER

Late last fall I began to have issues with my alternator. It would seem to stop charging for a few seconds, and this would happen at random times. Initial investigation of substitution of my spare regulator, and removing the belt to check it and the alternator for free turning bearings produced no solutions. Then one day while watching the engine idle, the belt just stopped turning! Yes – even with a half turn around the big crankshaft pulley the belt was not moving.

An investigation of the belt tensioner and discussions with mechanics educated me as follows: Even though the tension may seem OK when using the half-inch socket drive to unload the tension when removing/installing the belt, all may not be right. There are three possible modes of failure. The bearings of the idler pulley may go bad causing drag on the belt; the internal tensioner spring can break causing a reduction or loss of belt tension; or the swinging arm bushing through the center of the spring assembly can wear out, and its failure causes the tensioner arm to bind. I was told that due to very slight out of roundness of pulleys and irregularities of the belt itself, the tensioner must be “alive”, that is, the tensioner arm is to be actually moving back and forth a very tiny fraction of an inch. Disassembly of my unit showed that the arm

bushing was totally shot and would bind, thus the arm was not “alive”.

Interestingly, direct replacement was not possible. The unit from my 1988 Cummins engine had “DATCO3912246” on it. I learned (the internet is fantastic!) that Dayco is the successor to an original Dayton, Ohio tire company that now makes (among other things) rubber belts and belt tensioners. A call to Dayco (the proper division is in Oklahoma) and I was given a new part number that would be available at any Advance Auto or Car Quest parts store. A phone call to Advance led to no match on their computer system. A callback to Dayco and I learned that the number on my part was a Cummins OEM number and I had been given a replacement OEM number not the “retail” number (pricing is different) that would be available at Advance Auto. I then got smart and walked up the street to my local small town independent combined auto/marine store. They handle Gates belts and parts, and their Gates cross reference catalog had a section called “other numbers” and 3912246 was listed, although there was no reference to Cummins. I ordered the Gates part with the assurance that it could be returned if not correct for my Cummins.

A day later (the world lives by minimum inventory, just in time shipping) I was holding a completely different looking tensioner. Out of the box it looked totally wrong, but a longer bolt was supplied in the box with a crumpled up piece of paper saying to use the longer for Cummins B series engines. My big problem was that the unit seemed backward with the swinging arm on the outside and no way to get the belt over the tensioner pulley. The answer was to put the belt on the tensioner pulley first, bolt the tensioner to the engine, and then put the belt onto the other pulleys. The new unit works fine. It even has index marks on both the fixed part and the edge of the movable arm so one can easily see the slight movement of the arm being “alive”.

The new Gates part (having numbers 38504, C3473, and 12332) is actually an improved design. The old had the center line pull of the spring assembly, thus there was a slight cocking pull of the swinging arm on the spring bushing that would cause excessive wear, and mine went bad at 6,000 hours. I suggest that anyone who has an older engine very closely inspect their tensioner while the engine idles to

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see if the tensioner is "alive". My Gates part costs less than \$100. When I called the Cummins dealer to order some engine spray paint I asked the price of a tensioner from Cummins. It was more than twice as much.
From Bob Calves aboard **Diamond Sea**

6. GOT BOAT??

Is your boat languishing at the dock this summer? Want to do that dream cruise in parts of the Pacific Northwest, British Columbia, SE Alaska but not enough time? Knowledgeable, very experienced, licensed Captain, boating instructor and co-founder of a sailing & power boating school is looking for a 2-3 month lease/charter or trade cruising time for boat delivery on a 32' - 42' Nordic Tug this summer to cruise the Gulf Islands & British Columbia. Let's talk! Contact Carol at Captcarol@aol.com or call 727-384-4495

7. HOLD THE HORSES - SAVE FUEL

When cleaning out some files this winter I came across a couple of Cummins engine sales brochures and did some reading about our ubiquitous 6BT5.9-M diesels used in the 32s. We all know that these 210/220 horsepower engines use lots of fuel at high RPMs and only sip the stuff at low RPMs. I got to reading about these engines and did some horsepower/fuel calculations, and I thought that I would pass on some information. Many of you may already be familiar with this stuff, but some may not be. The two publications are the pocket sized Marine Products Guide, bulletin 3381946 revised 3/01 (hereafter referred to as Pub 1) and Recreational Marine Power, bulletin 3381864 revised 3/01 (Pub 2).

First a word about horsepower ratings from Pub 2. There is no difference between the 210 and 220 engines. The beast has a crankshaft power of 220 hp metric using fuel at 77 degrees F temperature and 210 break horsepower (bhp) at a fuel temperature of 104 degrees F. How warm is your engine room? Crankshaft power assumes there are no accessories like an alternator and no transmission - the former can take up to about 6 hp and the latter usually takes 3 to 4 percent off the power figures.

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Cummins, like all engine manufactures, rates their engines for different types of duty. In Pub 1 they use continuous duty, heavy duty, medium continuous duty, intermittent duty, and high output. The latter ratings are for fewer hours per year and less time at full power. Our engine is rated as 180 bhp at 2500 RPM for medium continuous duty, 210 bhp at 2600 RPM for intermittent duty and a "recreational rating" of 220 metric hp at 2600 RPM for "high output". High Output is for applications of less than 300 hours per year, and full power is limited to one hour out of every eight hours of operation. In other words, the engine will be short lived if pushed hard.

Engines are tested on dynamometers, but in real life they turn propellers. Fixed pitch props absorb power differently than a dynamometer, and a prop horsepower curve is different than the rated horsepower curve. In Pub 2 Cummins gives estimated fuel consumption at different RPMs, assuming prop horsepower, as shown in columns one and two in the table below. Interestingly they do not show the horsepower, just the fuel consumption. Cummins has come up with these figures using an air temperature of 77 degrees F (whose engine room is that cool?) and a relative humidity of only 30 percent. Diesels of this type have a specific fuel consumption of 0.4 pounds per horsepower per hour, and Cummins assumes fuel having a specific gravity such that it weighs 7 pounds per gallon. Thus, Cummins gallons per hour times 7 divided by 0.4 gives us approximate engine horsepower at each RPM as I have shown in the third column.

<u>RPM</u>	<u>Gal Per Hour</u>	<u>Prop HP</u>
2600	11.9	208
2400	9.4	164
2200	7.4	130
2000	5.9	103
1800	4.6	81
1500	2.4	42
1200	2.1	37

This tells us that fuel savings are dramatic as RPM is lowered, and this is because the engine's power output fall dramatically with RPM. In fact, if we keep our speed down to hull speed (about 7 knots) and below, our boats are very economical. Why is Cummins reluctant to show

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the horsepower data directly? My belief is that for an engine to really "go the distance", to last well over 10,000 hours, it must be operated at only around 1800 RPM where internal stresses and heat are drastically reduced. At this speed the output horsepower is less than half of the advertised power of the engine. In bygone times when engines were heavier and slower turning, they were given horsepower ratings at their expected operating RPMs. It is remarkable that to push a Nordic Tug 32 at hull speed takes less than 50 horsepower and a bit over two gallons an hour. The bottom line is to reduce RPMs to hold the horses and save the fuel! Your engine will last longer with less maintenance. From **Bob Calves** aboard **Diamond Sea**

8. SENTOA – ON LINE RESOURCE

In the Fall 2004 issue, we reprinted from SENTOA New Owner Reactions from Steve Weiser **SKYLARK**. In November, Al & Adry Ezcurra sent Steve an e-mail and Cc a copy to me. "With great pleasure we have read your report after 100 days on "SKYLARK", NT-37. We were witnesses of your goings through the San Juan and Golf Islands in the great Northwest. With **GIGI TOO** we followed your steps, with more interruptions by rain, fog and wind, but with many sunny days in between. The 2 months behind your stay made some differences; arriving at Friday, Roche and Deer Harbors were almost deserted. The whole island was exclusively for us. I will never forget, one morning in Roche Harbor after a good night's sleep with the Espar diesel heater on, I tried to sweep out water from the cockpit and, what a surprise, I picked up a block of solid ice. Your recommendations are very well explained and I would like to add one more that probably is necessary to look at different times of the year, that is fishing nets. Fishing nets look like a sequence of lobster traps, but be careful, don't try to pass in between them, they are connected to each other holding the nets under the water. I agree with you about the good response from the Nordic Tug Factory, more yet was nice to know that a phone call to Ballena Bay Yacht Brokers, Jim Moore and Dave Stewart were there to help.

M/V Gigi Too NT37120 has all the canvass, all the electronics, window covers and mainly my Ham Radio KF6FEO – All is

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working good. On December 13, the vessel will arrive in Alameda. Hope to see you both.

Tweaks to the tug. Alan Smith posted this item on SENTOA. Emergency Boarding Ladder. Since we have our RIB dinghy on the swim platform, both the swim platform and transom door are useless for climbing aboard from the water. I bought a stainless 5 step dinghy boarding ladder that telescopes to a small size. The Admiral sewed a case for it. The case has a double row of velcro the full length of the bottom edge. A piece of parachute cord attached to top row of velcro serves as a rip cord with a loop just at the water line. The MOB has to give a tug on the loop and the ladder deploys from the starboard cockpit rail far enough into the water to provide an easy climb aboard.

9. YOUR NEWSLETTER

If you haven't sent any money during 2004 or 2005, please send in \$10. Please let me know about address changes promptly, as well as changes in boat names, ownership names, homeports, phone numbers, e-mail addresses, etc. If you had a change, send the information to **Bill Owel, 6844 Main Sail Ln, Gig Harbor, WA 98335-5102, Ph (253) 858-3481, Fax (253) 858-6164, E-mail Ldybump@juno.com.**

10. BUY, SELL, TRADE, LEASE

For Sale: Engine, BMW D 50-2 Diesel with transmission. 3 newly installed Bosch factory rebuilt injectors. Owners & Workshop Manual, Instrument Panel included. Stored in Anacortes, WA Call Michael Stork (360) 293-6941

For Sale: 1988 26' Nordic Tug Hull # 26125 **NORTHERN LIGHTS** 77hp Yanmar 2950 hrs, Dickerson diesel stove, autopilot, GPS, radar, depth sounder, 3 axle trailer, located in Anchorage, AK call Lori Jones (907) 345-1595 or e-mail Laj@gci.net

Wanted: 26' Nordic Tug available for purchase. Would like in turn-key condition or small amount of work to do, with 2 pilot house doors and a galley. Prefer one on the West Coast but will consider from other areas. Call Don & Linda Belshaw (503) 557-7624 or Ldbels@aol.com

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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, 100lb Norcold freezer, Norcold fridge, alcohol stove & oven, Aqua Pro RIB dinghy, 2hp OB (253) 858-3481 \$135,000.

For Sale: 1990 32' Nordic Tug Hull # 32045 **NORDIC DREAM** Red Hull with white topsides Cummins non-turbo 115hp, with fire suppression in engine room. 5kw Northern Lights genset, bow thruster, electric windless, full electronics, lectrasan and holding tank, reverse cycle heat/ac and red dot. Propane oven/stove, Microwave, Fridge/freezer. AM/FM CD and TV/VCR. Sylray FG dinghy w/3hp Johnson OB Hauled and surveyed 11/04. Boat is in great condition, located in Sequim, WA \$139,900 e-mail grandpajohn@shaw.ca or phone (250) 478-8554

For Sale: 2001 37' Nordic Tug Hull # 37037 **WEE TUG** Red Hull 330 hp Cummins w/525 hrs, All electronics including auto pilot, 5.5 kw genset w/64 hrs + 2000 watt inverter. Extra teak paneling & valences. Many extras, maintained & operated by professional, seasoned yacht captain. LIKE NEW. Located in Poulsbo, WA Only \$299,000 Contact Paul (360) 509-5567 or e-mail holmbodies@hotmail.com

For Sale: 2000 37' Nordic Tug Hull # 37011 **NOMAD** Red Hull, 330 hp Cummins, 600 hrs, all Raytheon electronics, radar & auto pilot, 6kw genset, bow thruster, auto fire ext sys, 2 A/C units, Vac-U-Flush sys, all the best options, in Chicago, \$330,000 call Alan West (312) 266-6048 or cell (312) 953-6890

For Sale: 2001 42' Nordic Tug Hull # 42032 **HEART TUG** Blue Hull, Ivory superstructure, 330 hp Cummins w/272 hr, 12kw Northern Lights genset w/10 hrs. two state rooms, two heads. Full details and picture packets available www.nordictugs42.com Call George or Jeanne Duranske (218) 715-2236 or (218) 444-4300

For Sale: Items from the Ship's Store

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The Northeast Owners' Association has set up a Ship's Store for all Nordic Tug Owners nationwide. Here's how it works: go to the web site www.ct-shoreline.com/nentoa and click on "Ship's Store" Enter the store and see what's there – you'll find shirts, caps, tees, fleece vests and jackets. Make your selection and give them your size and the color you want for each item. Then – and here's the good part – provide your Nordic Tug size (26, 32, 37, 42, or 52) your hull color, and your insert color. Also give your boat's name. The prices are very reasonable, the merchandise has brand names you'll recognize, and the embroidery – complete with your boat's name and colors – is included in the price. Postage is extra. Shop online with your credit card on a reputable secure web site from a vendor who's been selling to Yacht Clubs and local Power Squadrons for many years. Our Owners' Association will earn a few dollars from every item sold. We've been pleased with the stuff we've gotten so far.

Thanks for supporting our Ship's Store. From the **NENTOA Governing Board**

11. ODDS AND ENDS

In the Fall 2004 issue, we had a salute to Lynn Senour, the designer of the Nordic Tug. One owner wrote "Hi Bill, I am sending in my membership and want you to know how much I enjoy all the history on Nordic Tugs. The passing of Lynn Senour was of great interest as I own and fish the hell out of the **ARTIC TERN** hull # 26004 in Alaskan waters between Juneau and Sitka Alaska. Of all the boats, the public seems to always comment on the style lines of my rugged sport fishing machine. It still has the same engine, a Norway built Sabb with a variable pitch prop and working mast above the stack. Hope you can continue the newsletter forever". **Bill Grasser**

Diesel fuel has risen from \$1.25/gal in March of 2004 to \$2.70/gal as of this week (April 21). While we are concerned of the effect this will have on Nordic Tug owners and prospects, we're mindful that high fuel prices were the genesis of Nordic Tugs. It appears we have gone full circle. Special thanks to Jerry Husted and the late Lynn Senour for their wisdom, foresight and good luck

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in creating such a wonderful legacy. **Jim Moore, Ballena Bay Yacht Brokerage.**

12. DEALER NEWS

Bay Breeze Yacht Sales and Charters. Nordic Tugs have gone north to Ontario for the first time in their 25 year history. This solid line of exceptional trawlers joins another trusted name in cruising – **South Bay Cove Marina.**

Traverse City, Michigan based Bay Breeze Yacht Sales has opened a new location for sales and service of Nordic Tugs at South Bay Cove Marina. From this vantage point, boaters now have a totally new way to have fun, relax and explore this premier North American cruising area in a totally different and distinctive line of boats. “Nordic Tugs are so well designed and built – we are happy to introduce them to boaters in this gorgeous cruising area,” said Rene Hunderup, head of Bay Breeze Yacht Sales – Ontario. “This is a tremendous opportunity and the first time in the 25 years of Nordic Tugs that their product is being offered for sale in Ontario with a full Canadian Service facility.” The 2005 NT-37 with flybridge will make its debut at Bay Breeze Yacht Sales – Ontario at a special Open House on Saturday, June 18 at South Bay Cove Marina from 10am to 3pm.

BBYS-Ontario Bay Breeze Yacht Sales Ontario is located near Honey Harbour in South Bay, on the southern tip of Georgian Bay, which is noted for having the best fresh water boating in the world. South Bay Cove Marina is only minutes away from great anchorages within the Thirty Thousand Islands. Offering modern, state of the art, clean facilities in a sheltered and intimate setting, South Bay Cove Marina takes pride in its personal customer service and makes a great home port or a wonderful destination for an overnight visit. Contact Bay Breeze Ontario and talk to their friendly associates – Rene, Bill and Andy – who are ready to answer your questions. Call Rene at (877)-727-2297 or Bill at (705) 756-3333 or e-mail baybreeze@bbys.ca Visit South Bay Marina at 375 South Bay Road, Port Severn for a personal viewing of the new NT 37 Fly Bridge or combine your visit with an affordable dining experience at Top of the Cove Restaurant; you can access South Bay Road directly off Hwy 400 or via Honey Harbour Rd.

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Bbys-Traverse City Meanwhile at their state side location on West Grand Traverse Bay in Northwest lower Michigan, Bay Breeze Yacht Sales and Charters has an increasing inventory of Nordic Tugs on display and waiting for new owners. The 2005 line up includes two NT-42s plus three NT-37s for a great selection of styles and options. A NT-32 is part of the charter fleet and is available from May through October on the northern Great Lakes. Charters by the week are available utilizing their fleet of 26 yachts ranging in size from 25 to 44 feet. Nordic Tugs information can be found at www.bbys.com, or contact the Traverse City office/dock by mail at 12935 West bay Shore Drive, Suite 120, Traverse City, MI or call (877) 941-0535.

Ballena Bay Yacht Brokers has welcomed several new owners of new and brokerage Nordic Tugs in the last few months. Nordic Tugs are now a common sight on San Francisco Bay and surrounding waters. On a recent Saturday morning, USCG VHF transmissions challenging vessels passing outbound under the Golden Gate Bridge to state their intentions included only **Mike and Jana Jensen's SUMMER SKOAL** and **Mike Ciaraolo's URSULA BARCA**

Nordic Tug 42068 departed Ballena Bay on Saturday, April 23, bound for Newport Beach Lido Boat Show with a stop in Santa Barbara. She's the first CAT powered Nordic Tug and is equipped with Brooks Marine new “Voyager” cargo mast. The entire package evokes a very commanding presence. Skipper Lenard Lee's crew will include his son Brian-just completing his second year at Cal Maritime Academy, BBYS office mgr, JP Sirey and associate Jim Moore. Weather conditions were a little uncertain before their departure. Jim said he once heard a professional skipper say, “If you want good weather follow me by 48 hours.” They hoped he left on the 21st.

Nordic Tug Charters of Alaska Some of our package offerings for our bareboat charters will include but are not limited to – customized fishing gear package for salmon, halibut, crab, and shrimp based upon client's stated desires; aluminum skiff w/motor; U.S. Coast Guard Licensed Captain and/or Biologist guided charters for those who want a real time learning

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experience; transportation to and from harbor; bedding and towel package; we are also offering "flotilla charters" for groups who would like to share an experience like this. In addition to cruising on your own, itineraries are being designed specifically with flotilla groups in mind; other packages will be offered in the future. Suggestions are welcome.

Our fleet will be built to accommodate the wishes of those who have chartered with us many times and also giving new customers a variety of charter trips and activities to choose from. Some of our Package options come from our love of cruising, the lifetime memories we have experienced, and activities we have especially enjoyed. We want our customers and friends to have those same opportunities and to return many times for new adventures. A recent new customer stated that he had no idea a trip such as this was even possible. Another customer, who has cruised Southeast Alaska waters for more than 20 years, said they could never see it all and every year is a new and exciting experience. We agree! The experience begins when you leave the dock. Visit our web site at www.nordictugcharters.com or call at (206) 919-7887 or (907) 789-5500

Skipper Cress Yacht Sales – Anacortes A familiar face has joined the sales staff at Skipper Cress Yacht Sales in Anacortes. Mike Jorgeson, who many of us recall as "Mike the Cummins guy" is the newest addition to the sales team of the largest Nordic Tug dealership. Last year Mike joined with Jeff Cress to set up their Customer Care program. The response from the owners who have recently taken delivery of their Nordic Tug, has been all smiles. At Skipper Cress Yacht Sales, customer care has become an important part of every delivery. To experience the joy of the Customer Care process at Skipper Cress Yacht Sales, contact Mike at (800) 996-9991 or mike@skippercress.com. He can show you the new 32+, the new 37 convertible, the custom 42, or the soon to launch 52 (hull # 3). And finding a new owner for your existing Nordic Tug would be a pleasure.

Skipper Cress Yacht Sales-Fort Lauderdale Jim Cress said he had a great time at the Southeast Nordic Tug Rendezvous just completed. Contact

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Jim and Andy at (800) 201-9622 or (954) 627-6848 or info@skippercress.com

Wilde Yacht Sales – Essex A traveling tugboat tour featuring Nordic Tugs of all sizes is planned for the New York State Hudson River, Canals, St. Lawrence River and Lake Champlain this summer. Cruising aboard a 2005 Nordic Tug with flybrige, teammates from Wilde Yacht Sales of Essex, CT are charting a course from the Connecticut River to the Hudson, weighing anchor from Essex Harbor June 20. The first night a "weigh anchor party" is planned at Sea Cliff, NY near Manhasset Bay. Among the major stopovers planned for the participating Tugs will be the Kingston on the Hudson River, Waterford, Schenectady, and Sylvan Beach, at the east end of Oneida Lake, and heading north to Oswego in the first leg of the 1374 mile journey by water.

On July 1 the Wilde Yacht teammates will change captains and crew in Oswego, NY for the second half of the journey with planned stopovers in Kingston, Ont., Montreal, the Reichlieu Canal, and Burlington, VT for a third crew change. After a leisurely cruise in Lake Champlain, a reception is planned at a Whitehall, NY marina for Tug enthusiasts before navigating the historic locks north of the Hudson River.

The host 37' Nordic Tug will drop anchor back in Essex Harbor by July 17 in time for the Fifth Annual Nordic Tug Owners North East Rendezvous scheduled to begin July 27 through July 29 starting at Essex Island Marina. Several couples have made plans to participate with their boats in this scenic four-week excursion. Tug owners are invited to join the trip at any time. Call 888-447-6944 or e-mail us at Info@wildeyachts.com for additional info and the itinerary. Future tuggers are encouraged to call for details.

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

13. THE PRESIDENT'S CORNER

It hard to believe Rendezvous season is here again! Recently Tracy, Bob and I had the pleasure of attending the SENTOA Rendezvous

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in Fort Lauderdale, FL – it was a great event and very obvious that a lot of time and effort was put in to ensure its success – thank you to the team that helped pull it off, and thank you to the owners that attended. It show us how important these events are to you.

Nordic Tugs will have factory staff at each Rendezvous this year. We hope to meet new owners and greet the existing owners. We really enjoy seeing all the boats and the personal touches that you add. After all, that is where we get the ideas for our product improvements we incorporate into the new models.

With the help of our great Nordic Tug dealers, we will have new models on display at each Rendezvous. This will help keep you informed on what the factory has been up to over the winter. So, please feel free to look around and share your thoughts with one of the factory personnel at the Rendezvous.

I would like to thank everyone who attended our 25th Anniversary celebration last January. We all had a wonderful time and a wonderful reason to celebrate. We are looking into doing something every year to open up the factory during the Seattle Boat Show, allowing everyone to look around and get a bite to eat – we will keep you posted on ant developments.

Thank you, **Eric (Ric) Reid, President Nordic Tugs Inc.** (360) 757-8847 e-mail at ricr@nordictug.com

14. LAP TOPS

An interesting exchange took place on SENTOA on the subject of lap tops. It started out with a question. “Have to replace a lap top soon ans wondering if there were any suggestions from the Group on what I should be looking for in the way of models and configurations?”

If you ever want to use the lap top for navigation, I suggest you get one with a lot of video memory, one with good “gaming” qualities is the best. I use a Dell Inspirion 8500 with Raytech 4.1. for my navigation and it works fine. I favor Dell. If I were buying new, I would not get anything less than a Insprin 6000 with a Pentium processor, 15.4 inch WSXGA display, 1GB SDRAM, 80 GB hard drive, 128 MB video and 8X CD/DVD Burner. All this for less than \$1,600. I paid \$2,700 for my 8500 less than 2

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years ago and doesn't come up to the 6000. **Jim Stimpson, Tug Jimary**

I would highly recommend you check with Steve and Pam www.sea-tech.com They are cruisers and build lap tops especially for cruisers. In fact I believe the new model includes a built in TV tuner with remote. We have used one of their lap tops very hard for the past 5 years for navigation, sailmail, WI-FI and general purpose fuctions all the way from Juneau, AK to the Sea of Cortez, Mexico on the boat, as well as numerous land trips with no problems. We are going to replace our lap top with a new one this summer and will probably go with Sea-Tech again. We own Dell equipment at home and are very pleased with it as well. **Kathy & John Walters, M/V JUBILATION**

I think you will do well with any of the high power lap tops. You want performance for rapid chart updating. The IBM ThinkPad is rated highest by PC Magazine. However, I looked at the fast, large screen models – 15 inch – and high resolution – which may not be needed – and I settled on a Dell Inspirion 8200. This has served me well for two years. I got the extra battery instead of a floppy drive, just in case the house battery went low. I use it with Nobeltech Visual Navigation Suite. One other thing you might look at is one of the models that is specially made for viewing in daylight. In the pilot house that is not so much of a problem but there are times when you can't avoid direct sunlight. I am thinking of making a simple sunshield for my Dell. **Al McKenney, NORDIC STAR**

Make sure you can read the display in bright light. Eg. TFT SVGA level. **Ron Carter, SEDONA**

1. NORTHWEST RENDEZVOUS

Our 2005 rendezvous was a great success. Over 60 tugs filled the docks at Poulsbo Marina with about 175 people in attendance. The weather for the 3-day event was warm and sunny with a brief rain shower on Friday, which didn't dampen anyone's spirit. Our emcee for the event was Greg Mustari from Skipper Cress; he kept us entertained throughout the rendezvous event with his sense of humor and endless energy. Our Thursday night cocktail party was the kickoff. We enjoyed seeing old friends and greeting new acquaintances. We had several first time attendees as well as guests who were interested in Nordic Tugs and wanted to see first hand what it was like to be a tug owner. Friday morning tug owners broke into groups for "Round Table" discussions. We were fortunate to have Bruce McDougale from Cap Sante Marine as well as Ric Reid and Joe Franett from the Nordic Tug Factory facilitate in the discussions. The feedback from tug owners was very positive. It was a wonderful way to learn from the experts, share thoughts and have questions answered. Charlie Billings topped off the morning with a very informative workshop on the art of "Knot Tying." On Saturday we had a series of excellent seminars given by Bob Meng from "On Water Training", Mark Bunzell, Columnist from Northwest Yachting Magazine as well as a very informative two part session on weather systems from Julie Roth. We were then treated to a very tasty BBQ lunch hosted by Cummins Marine. Plenty of activities throughout the event kept our owners and guests busy. There was a photo contest. We brought back the "great idea" from last year's rendezvous. Folks were able to go aboard and see creative ideas from other tug owners that made their boat more user friendly. The contest was judged and the winning tug proudly sported a big blue ribbon for remainder of the event. A first for our owners group was a live auction where folks brought slightly used or new marine items for bidding. All proceeds went to the Poulsbo Fishline, the local foodbank. Our tuggers were very generous with their donations. We collected over \$700 between the auction and the poker run. Volunteers at the foodbank were so appreciative stating that so many families in the area are in need of

assistance and our donation was a tremendous gift. A very special "Thank You" to Jeff Cress at Skipper Cress Yacht Sales for his involvement in our rendezvous. And a special "Thank You" to Laura Kaestner and all the wonderful people at the Nordic Tug Factory. Without their help we could not have put on this event with such grandeur. They helped us with planning the event, finding good speakers for our seminars, vendors with products of interest to our group and donations for raffle items. They provided catered dinners both Friday and Saturday and joined in our festivities throughout the VOUS.

Sidney, British Columbia is the location of the 2006 Nordic Tug Rendezvous, June 22-25 at the Port of Sidney Marina. We're planning some interesting speakers, optional trips to Victoria and the beautiful Butchart Gardens, good food and fellowship. Please contact Irene McDougall at 250-656-1600 or i.mcdougall@north60.com with your suggestions regarding topics of interest. We have reserved 60 slips. Please e-mail me of your intentions to attend as soon as possible so we can properly organize the facilities and caterers

. Please include your boat name and length. Also, indicate if you would be interested in post VOUS cruise of the Gulf Islands. Thank you and I look forward to hearing from you.

2. NORTHEAST RENDEZVOUS

Our recent 5th annual NENTOA rendezvous was the biggest one yet, with crews from 32 boats attending, representing CT, MA, NJ, NY, RI, SC, and FL. There were 29 tugs in Essex Harbor – we were quite a presence! NENTOA's elected Board of Governors was quite busy during the past 12 months maintaining our website, drawing up bylaws to provide structure for our association, designing a burgee, and opening a ship's store where Nordic Tuggers nationwide could order clothing – shirts, fleece, denim, and caps embroidered with their own tug's color and name.

At this year's rendezvous, our business agenda was short: Ratify bylaws, elect officials, and learn about our association's financial health. Ruth Jansson was elected Commodore and Jim McCrea Vice commodore. Treasurer Bette Conner reported on the state of our funds, including our burgee sales and revenues from our popular ship's store. Rounding out our 2005-2006 Executive

Committee are Finance Chair Bette Conner, Rendezvous Co – Chairs Bill Russell and Connie Connor, and Membership/Communications Chair George Bevad.

Following the brief business meeting, several owners gave presentations: Dick Seymour had breathtaking pictures to show taken this past winter when he and Mable were in Hawaii; Phil and Bette Clorite gave a slideshow of their trip with the Wilde Yacht team to Lake Champlain; Don & Marilyn Schulz told of their journey along the Erie Canal to the Cayuga & Seneca Lakes; Jim McCrea had a power point presentation entitled “Between the Forks” showing the various points of interest along the north and south forks of Long Island that he and Mim frequent; and Ruth Jansson and Bette Conner showed a movie they made of Rideau Canal in Ontario, Canada.

Day 2 dawned with a continental breakfast, hellos from our dealer Ben Wilde, Nordic Tug President Ric Reid and Sales and Marketing Director Tracy Prescott, and our Northeast Cummins branch manager Rusty Graham and Cummins’ diesel school instructor Jim Brown. Following two-hour long seminars on various topics we broke for a great lunch on the deck of our island marina followed by a leisurely afternoon. By 5pm we all reassembled for a cocktail party and lobster fest at the nearby Essex Yacht Club overlooking the Connecticut River. The evening ended with a raffle of scores of nautical items donated by members and marine businesses, raising more than \$600 for our association.

Day 3. A full buffet breakfast followed by a Captain’s Meeting lead by Jim McCrea outlining the procedure for the parade and raft up and cruising information for Saturday’s optional cruise to Long Island. At noon, with many boats dressed with colorful nautical flags, we left the marina to assemble for the parade through Essex Harbor to Hamburg Cove where we rafted up for a photo-op. Later we headed for moorings in twos and threes for a wonderful afternoon before gathering one more time on Ben Wilde’s host boat for cocktails and hors d’oeuvres.

Day 4. Thirteen tugs continued on, cruising to Three Mile Harbor and the barrel of fun dinghy raft up.

We thank our sponsors for helping to make our gathering so successful: Wilde Yacht Sales,

Nordic Tugs, Cummins, Beacon Marine Credit, Fitzpatrick Insurance Agency, and Essex Coffee and Tea. We also thank Connie Connor for all she does to orchestrate our rendezvous and the people from the marine companies who gave their time to lead seminars or who donated items so generously to our raffle. This kind of support is overwhelmingly appreciated.

We invite all tuggers to visit our website. Read about improvements owners have made to their boats, download our newsletters, find links to everything Nordic Tugs, and visit our ships’ store at www.ct-shoreline.com/nentoa and enjoy browsing the various pages. See you there.

In closing, I would like to offer an observation: There is something special about the people who own Nordic Tugs – and it’s more than sharing a love for our boats. Perhaps it’s because so many of us are seasoned sailors who drifted to the Nordic Tugs when navigating from a pilot house became more attractive than raising the main out in the elements. For the most part, our owners have acquired hard earned, knuckle bustin’ mechanical and maintenance expertise and a solid reputation for being knowledgeable boaters and navigators. We grew up on boats with charts and a compass, long before VHF, radar, Loran and GPS. Best of all, we are eager to share our sea stories and our knowledge base with each other. Perhaps that is why all Nordic Tug rendezvous – not just NENTOA’s – are so well attended. Jerry Husted started it all; he wanted to make a boat that was economical to run, good to look at, and one that appealed to both husbands and wives for all kinds of reasons. Thank you Jerry. You started a great family – one that we are all proud to be a part of. **Ruth Jansson, Commodore, Northeast Nordic Tug Owners’ Association**

3. SF BAY AREA RENDEZVOUS

Following a successful June Rendezvous in Benicia with 15 boats in attendance, a steering committee of volunteers was formed to organize the owners group and direct future operations and gatherings. The group is coalescing as San Francisco Bay Area Nordic Tugs Association (SFBANTA) and a web site is being built. First indications are that next year’s Rendezvous will be held in June at Encinal Yacht Club in Alameda with a closing day cruise to another

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Port, possibly Coyote Point YC, Petaluma or Glenn Cove. Details regarding SFBANTA will follow soon.

A mini Rendezvous was held on Sept 9-11 in Petaluma, with 6 boats in Attendance. Petaluma YC graciously invited all the attendees for cocktails on Saturday night which preceded a nice dinner at Cucina Paradiso. Presently, another mini Rendezvous is being planned by Bud Sheble for a cruise to Half Moon Bay the middle of October. Several owners have committed as of 10/4/05.

4. SOUTHEAST RENDEZVOUS

For a fun filled tropical island tug adventure, mark your calendar for the April 7th to 9th 2006 weekend. Join us for our SENTOA Rendezvous to be held at the beautiful Hawks Cay Marina on Duck Key in the mid Florida Keys. Judy & Brad Hogan are planning a Rendezvous you won't want to miss. In addition to the usual top notch seminars, Tug Crawls, and social events scheduled, we are planning some leisure time to kick back and enjoy some of the many activities available at Hawks Cay such as Off Shore Fishing, Golf, Snorkel & Scuba Diving, Parasailing, Dolphin Encounter, Swimming Lagoon, Kayaking, Fly Fishing, 5 Swimming Pools, Sailing, and a fitness center just to name a few. For a peak at Hawks Cay check out their web site at www.hawkscay.com/ (have your speakers on). We are also planning awards for the oldest and newest Nordic Tug, the Tug that ventured the greatest distance and a few others. To get us in an island mood, we are looking for anyone with a musical talent they would be willing to share at this Rendezvous. We are still in the planning stage, so if you have any ideas or suggestions, please contact Judy & Brad Hogan at jbh682@bellsouth.net or Chip & Louise Worster at olesalte@earthlink.net Dust off your old Jimmy Buffett tapes or CD's and plan to join us for the 2006 SENTOA Rendezvous.

5. SENTOA – ON LINE RESOURCE

SENTOA – 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. To subscribe to the list costs a donation

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of \$15 per year. You will find it well worth it. <http://lists.samurai.com/mailman/listinfo/sentoa>. Sentoa has about 250 subscribers at the present time. I send this newsletter to 700 addresses. Because of that difference in readership, I'm going to use a number of the postings from the Sentoa list.

Shower Valve. I installed a scanmix temperature shower valve in my shower as one of my first projects, Information is available from www.safeshower.com We just use the on-off valve, works great – no scalding or freezing when bumping in tight quarters. Saves water too. **Rich Losch, SEA RACER**

Leaking Windows. Spray around the rubber seal with Scotchguard, both inside and out. Let it seep down and then wipe the window clean. Windows can be cleaned with Windex if you spray the paper towel and then clean the window. I do this twice a year. We have been through 6 hurricanes and not a leak. **Don Adams SNUG**

Bronze Hardware. Up until 1997, bronze hardware was used on the tugs. Many owners have experienced breakage in the double jointed cabin door hooks and have not been able to find replacements or matching hardware for other applications. The solution to the problem has been found. The manufacturing is Phoenix Lock Company www.phoenixlock.com The web site includes dealers. **Gary Meisner, SARITA**

Replacement Fridge for 26'. Seafreeze in Bellingham, WA built me a new custom fridge which greatly increased the capacity from the Norcold and it actually gets cold. The gained space comes from going deeper into the cabinet, there was a lot of space available. The compressor is located in the lazaret. Seafreeze used the front frame and door of the old Norcold which made reinstallation easy. There is even a light inside that eliminates the use of a flashlight to see inside. If you want to increase the size of your existing fridge, you will need to order a custom made fridge shipped to you. I installed it Myself. **Doug Bishop, TUG'N TOGETHER**

Stuffing Box. My 1988 32' has the old type stuffing box. No wrench is needed. Assuming your shaft is not scored, remove old packing and replace with Gore-Tex packing, which is not available at places like West Marine. You must

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order it – try online. Tighten the stuffing box only hand tight, about as tight as you can using both hands. Loosen and tighten about 5 times to set the packing. Then tighten the lock nut only hand tight. By using a hammer tap medium hard about four taps on two adjacent flats (two taps each, alternating) of the locknut. This “shocks” the locknut tight. To loosen when necessary use the hammer to tap the locknut on alternate flats, then back off by hand. In the first several hours watch for leaks, adjustment maybe necessary as the Gore-Tex seats. A slight amount of Gore-Tex might ooze out initially, to prevent it being slung to the sides wrap a turn of duct tape around the forward end of the stuffing box so that the tape over hangs about 3/4 inch forward. This will contain any slinging. I switched to Gore-Tex several years ago and have put over 3000 hours on the engine since without repacking. After initial adjustments over maybe 50 hours, at my shaft speed of 800 RPM (engine 1700 RPM cruise) it does not leak. About once every 500 hours I readjust by un-shocking the locknut, straddling the shaft and using two hands to back off about a half tun, then retightening to a point about a quarter turn tighter than it was. Then I hand tighten the locknut and shock it tight with a couple or four blows of the hammer on different flats of the nut. **Bob Calves, DIAMOND SEA**

Helm Seat. For long cruises, and in rivers where the autopilot is not very practical, the helm chair is a nice seating alternative. I built mine about a year ago, have tested it since during the Great Circle Route, after finding that it functions nicely, have recently enhanced it cosmetically. The following are key measurements and materials.

- 1) I started with a piece of 3/4 inch plywood, 24 inches wide and 18 inches long (fore to aft).
- 2) On the bottom side of this plywood, which is the foundation for the seat, I trimmed the perimeter with 1” X 2” pine strapping (boards).
- 3) On the aft side of the seat, I added two teak 1” X 2” straps (boards) to provide stock for hinging the chair from the pilothouse bench. I also added some teak veneer to hide the screw holes
- 4) I then brought the seat, and some matching headliner vinyl to my canvasman, and had him upholster the chair with 4” reconstituting

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(regains its shape really fast) foam. The vinyl material was wrapped down around the underside of the seat and fastened with SS staples.

- 5) I then trimmed the bottom side with teak and fiddled the forward edges.
- 6) The side rails of the chair’s teak backrest are 2 7/8” at the bases, and 1 5/8” at the tops.
- 7) There is one teak backrest slat at the base of the chair’s back, 2 1/2” wide and 28” long, mortised to fit the vertical rails. This slat serves to keep the back in an upright position.
- 8) There is another identical slat, mortised into the lower forward side of the rails, to provide lumbar support.
- 9) The main teak slat at the top of the back is 29” long and 5” wide. It is mortised into the siderails as well.
- 10) There are two lower angular supports made of 1 7/8” X 18 1/2” teak straps. The topsides of the supports are angled to support the seat, and the bottom ends are cut to embrace the 1” tubular footrests.
- 11) The backrest assembly pivots on 1/2” copper tubing nipples.
- 12) The seat is hung from the pilothouse bench using breakaway hinges (West Marine) so that the chair can be removed easily.
- 13) The breakaway hinges are held together with a slide bolt, so that the chair will not slip out of position.
- 14) I then finished off the appearance of the chair by adding finials to the vertical siderails that also serve to brace the top slat onto the siderails.
- 15) I also made a teak stool, which performs as a footrest when sitting at the helm.
- 16) I finished the teak with Minwax marine urethane, and then bronze woolled in paste wax to achieve a soft but durable patina.
- 17) I added a few do-dads under the seat to hold it out of the way when collapsed, and to stow the angular supports.

Bill & Donna Hjerpe RESOLUTE

Man Overboard Ladder. I just finished installing the boarding/man overboard ladder that Nordic Tugs is now selling on my 32057. It is easily deployed from the water and is installed UNDER the swim platform, so it is not a “trip hazard” on the platform. We just returned from

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five days cruising Lake Washington and Lake Union (fresh water to clean the saltwater passages in the engine and the genset – as well as any growth on the bottom) after the NW Nordic Tug Rendezvous. We went swimming on three different days, and those on board the other two tugs that were with us, used our ladder for its convenience and accessibility. When deployed the ladder is not vertical, but has a slight angle to it, making it easier to use. I can't say enough good things about it. Just send an e-mail to Bob Shamek bobs@nordictug.com and he'll make arrangements to send you one (after you have made arrangements to pay for it of course). There is also one to fit the new 32's and 37's with hull extensions. The one I bought fits the older 32's and the 42's. Try it, you'll love it.
Charlie Billings, NOBSKA

Refueling, best practices. For what its worth, we've finally settled on the following practices:

- Carefully calculate anticipated requirements, each tank (I measure on the sight glass).
- To reach the off dock tank, I carry the hose through the wheelhouse.
- Have supplied gallonage called out when within 5 gallons of anticipated requirements (and begin to listen CAREFULLY to air outflow)
- Err on the cautious side (stop fueling if in doubt!). **Paul Turner, MANITOU III**

Other comments. What we have found is that when the fuel reaches the top of the sight tube, we take an additional 30 gal (per side). I have never spilled a drop of fuel or had a "burp", but I keep an absorbent cloth at hand. **George Bevad TRUE LOVE**

Some other thoughts. We have a 32' so we don't have the problem of tanks on both sides. I have set up a small pail with a lid in which I keep my refueling supplies.

- Rubber gloves
- Key (on a float) to unscrew the fuel intake
- Fuel additives (with small funnel because I can't pour it straight)
- Oil absorbent pads
- My best friend is a little collar that goes around the fuel nozzle. It is filled with oil absorbent material and closes off the fuel intake in case of a "burp" or a drip. This

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little collar is available at the marine supply stores (I think I got it at West Marine). It is the reason I have not spilled a drop of fuel.

- I don't try to fill the tank full. I find out much is in the tank and short it by a significant margin. To this point I haven't spilled any.

Dan Kellogg, KINDRED SPIRIT

I am reluctant to drag the hose through the pilothouse to fill the tank opposite the dock. With my wife's help, we can usually pass the hose forward of the pilothouse without leaving rubber marks on the decks. I always estimate how much I need in each tank. My wife watches the gauges and yells out the gallons as we approach our target. I heartily endorse this technique, it works. My unique contribution to this discussion is: Don't Be Distracted! One of the largest problems with refueling is the crowd of Looky Lous that is attracted to the fuel dock when a Nordic Tug appears. They always want to ask questions, look inside, and otherwise distract you from your objective. The only "burp" I ever had was when someone was talking to me. Fortunately, my oil absorbent material was handy and I caught the flow as it ran along the gunwale. You have some time before the spill reaches the cockpit and runs down to the scupper and overboard. **Herb Nickles, SNORRI**

When refueling your tug, the most common indicator of a full tank is when the fuel purges at the fuel tank. As the tank fills, the incoming fuel creates pressure in the decreasing empty space of the tank and causes air and fuel vapor to exhaust through the vent – and overboard – into the environment. The other major cause of spillage through the vent is thermal expansion. As fuel temperatures increase, pressure is built up and causes overflow. Another instance occurs after refueling. Agitated by the pounding of the waves, fuel is forced to the vent. It is not uncommon for up to a quart per tankful of costly fuel to be lost to refueling and thermal expansion. Obviously, all marine life is directly endangered. What can be of GREATER direct concern is that a fine of up to \$5,000 may also be levied. RACOR has come out with the Lifeguard LG100 Fuel/Air Separator that fits between your fuel tank and your fuel vent. It

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separates the fuel from the air that's forced into your vent line. The air is vented while the fuel is returned to the tank. The cost of this separator is approximately \$110 and come with the fittings and clamps required. **Nordic Tug News Spring Summer 1993 issue Bill Owel LADY BUMP**

6. YOUR NEWSLETTER

If you haven't sent any money during 2004 or 2005, please send in \$10. Please let me know about address changes promptly, as well as changes in boat names, ownership names, homeports, phone numbers, e-mail addresses, etc. If you had a change, send the information to **Bill Owel, 6844 Main Sail Ln, Gig Harbor, WA 98335-5102, Ph (253) 858-3481, Fax (253) 858-6164, E-mail Ldybump@juno.com.**

7. BUY, SELL, TRADE, LEASE

For Sale: Engine, BMW D 50-2 Diesel with transmission. 3 newly installed Bosch factory rebuilt injectors. Owners & Workshop Manual, Instrument Panel included. Stored in Anacortes, WA Call Michael Stork (360) 293-6941

For Sale: 1995 26' Nordic Tug Hull # 26150, **SAND DOLLAR** 100hp Turbo Yanmar 570 hrs, pro pilot auto pilot, layout A standard, new bottom antifouling paint, new red gel coat insert, Garmin 720, Standard radio, Bose CD six stack with bose speakers, alcohol stove, new trailer, \$125,000 (219) 923-8024

For Sale: 1990 26' Nordic Tug Hull # 26133 **TUGBOAT ANNIE** Dark blue hull/ivory cabin, Fresh water boat, 85hp Perkins 850hrs, Racor fuel filter, Groco sea strainer, Morse controls, Hydraulic steering, custom wood spoke wheel, teak interior, sleeps 4: twin V berth forward cabin, Salon settee converts into double bed. Manual head, stainless steel sinks, pressure H 2 0 Norcold refrig, 2 burner Origo stove/electric hot plate. Opening ports with screens, custom mini blinds, custom door screen, Garmin GPS/plotter, Apelco radar, Auto Pilot, VHF radio, depth sounder, Compass, battery charger, bilge pump, 30 amp shore power, Anchor/holder, rode, chain. Custom highway trailer. Located Gladstone, MI \$95,000 contact Ellis Movalson (520) 818-1840.

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Wanted: 26' Nordic Tug available for purchase. I want a faster tug with speeds of 10-12 knots. A Yanmar engine with 140 Or 170 hp. Any location Nick Lacy nicklacy@msn.com

For Sale: 1989 32' Nordic Tug Hull # 32029 **THE NORDIC TUG**, Red and Colonial Ivory, 210 Cummins turbo diesel with <1000hrs. New headliner and carpeting. 3-window salon and double berth with settee, Full galley, stainless steel rails and handholds. 125 gal fuel tank, 100 gal water tank \$135,000 Horst Roeck, Staten Island, NY (718) 987-3028 roeckw@msn.com

For Sale: 1983 26' Nordic Tug Hull # 26068 **HAMMISH**, charcoal grey hull, 40hp Luger diesel, >1400 hrs, 3 burner CNG range w/oven, GPS, radar, VHF, AM-FM CD, V berths in fwd cabin, \$84,750 Contact Ray & Sharon Baker (360) 297-1799 rcabin@myexcel.com

For Sale: 1984 26' Nordic Tug Hull # 26094 **ARCHELON**, cobalt-blue hull, 88hp Yanmar Turbo, 2000 hrs, Magic Chef 4 burner propane with oven, Ritchie compass, Hummingbird fish finder, Wesmar autopilot, VHF/FM radio, stereo with CD player, Perko searchlight, ship's clock, barometer, clinometer, espar heating system \$90,000 Contact Connor Ryan 781-771-8805 or e-mail cryan@marblehead.com

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, 100lb Norcold freezer, Norcold fridge, alcohol stove & oven, Aqua Pro RIB dinghy, 2hp OB (253) 858-3481 \$135,000.

For Sale: 1990 32' Nordic Tug Hull # 32045 **NORDIC DREAM** Red Hull with white topsides Cummins non-turbo 115hp, with fire suppression in engine room. 5kw Northern Lights genset, bow thruster, electric windless, full electronics, lectrasan and holding tank, reverse cycle heat/ac and red dot. Propane oven/stove, Microwave, Fridge/freezer. AM/FM CD and TV/VCR. Sylray FG dinghy w/3hp Johnson OB Hauled and surveyed 11/04. Boat is in great condition, located in Sequim, WA

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\$135,000 e-mail grandpajohn@shaw.ca or phone (250) 478-8554

For Sale: 2000 37' Nordic Tug Hull # 37011 **NOMAD** Red Hull, 330 hp Cummins, 600 hrs, all Raytheon electronics, radar & auto pilot, 6kw genset, bow thruster, auto fire ext sys, 2 A/C units, Vac-U-Flush sys, all the best options, in Chicago, \$330,000 call Alan West (312) 266-6048 or cell (312) 953-6890

8. ODDS AND ENDS

On August 31, there was a massive fire in a covered moorage marina in Gig Harbor, WA. The fire started on a 26' gasoline boat that had been worked on the night before. Both heads were off the engine. The exact cause of the start of the fire has not been determined. Within 15 minutes, the fire swept the entire marina causing the roof structure to fall on the moored boats and setting fire to those boats that were not already on fire. 50 boats were burned to the water line and sunk. The fire started about 7am and luckily there were no injuries to people. In an adjacent marina (about 50' away) a number of boats were damaged by the intense heat. My boat had an inflatable dinghy melted, canvas charred, windows blown out or cracked, teak charred and gel coat delaminated. But my boat was still floating. On this day, I was returning home from a two month road trip to visit family scattered from California to Michigan to Nebraska. My house sitter called me and comforted me by saying it could have been a lot worse. I got home the next day and called my insurance broker. He had about 6 boats in the Gig Harbor area and mine was the only one that had been damaged. He arranged for a surveyor to assess my damage right away and made arrangements for a shipyard that could take my boat in right away. I was very impressed with this service. The broker was Chris Gibbons of Robinson, Maurer, Welts Insurance Brokers of Seattle. I was also very impressed with actions of the Insurance Company – Premier Marine. They were up front, helpful and timely. The yard where the work was performed did an outstanding job on returning LADY BUMP to A-1 condition. I bring these things up because I saw a lot of others whose insurance companies just were not that helpful or responsive. With

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that many boats lost or damaged, I could make a lot of comparisons. **Bill Owl**

9. DEALER NEWS

Bay Breeze Yacht Sales and Charters.

BBYS-Ontario Bay Breeze Yacht Sales Ontario is located near Honey Harbour in South Bay, on the southern tip of Georgian Bay. Contact Bay Breeze Ontario and talk to their friendly associates – Rene, Bill and Andy – who are ready to answer your questions. Call Rene at (877)-727-2297 or Bill at (705) 756-3333 or e-mail baybreeze@bbys.ca Visit South Bay Marina at 375 South Bay Road, Port Severn for a personal viewing of the new NT 37 Fly Bridge.

Bbys-Traverse City Meanwhile at their state side location on West Grand Traverse Bay in Northwest lower Michigan, Bay Breeze Yacht Sales and Charters has an increasing inventory of Nordic Tugs on display and waiting for new owners. Nordic Tugs information can be found at www.bbys.com, or contact the Traverse City office/dock by mail at 12935 West bay Shore Drive, Suite 120, Traverse City, MI or call (877) 941-0535.

Ballena Bay Yacht Brokers received our first NT-37 flybridge model, which was recently driven from Alameda to Newport Beach for the Lido Boat Show by associates Rich Peterson and Jim Moore. The “fun meter” was way up in the green zone repeatedly while surfing down 7 – 10' following seas in Monterey Bay, approaching Morro Bay and Pt. Conception. Steady 10 knot running speed (fuel burn rate – 9 gallons diesel/hr) resulted in 11 knot average with “surf” speeds typically in the 14 – 16 knot range topping at 18.4 on GPS. Emerging from the fog at Pt. Conception, we picked up a nice wave and with the throttle all the way to the windshield we saw 21.4 knots on the fun meter, well into the red zone (and climbing) before we pulled the throttle back. It seemed like Mach 1. On October 1-2, the first Power Cruising Festival was held in co-operation with H & S Yachts (Mainship dealer) and Club Nautique, the largest charter group on SF Bay. There were seminars, demo rides and Trawler School sessions. First indications show at least one couple making preparations to purchase a NT-32 for charter on

NORDIC TUG NEWS

SF Bay, another couple has an appointment later this week to prepare a contract for a NT-32 purchase and one other party has indicated he's ready to place a deposit on a stock NT-42. Not a bad two day event.

JP Sirey, our former administrative Assistant and resident Frenchman has moved to a sales desk. Associate Jose Martinez, retired United Airlines Captain has joined Ballena Bay Yacht Brokers following a successful career flying "Heavy" jets. Jose denies rumors that he was United's chief stunt pilot. Call us at (888) 619-8600 or e-mail alameda@ballenabayyachts.com

Nordic Tug Charters of Alaska Some of our package offerings for our bareboat charters will include but are not limited to – customized fishing gear package for salmon, halibut, crab, and shrimp based upon client's stated desires; aluminum skiff w/motor; U.S. Coast Guard Licensed Captain and/or Biologist guided charters for those who want a real time learning experience; transportation to and from harbor; bedding and towel package; we are also offering "flotilla charters" for groups who would like to share an experience like this. In addition to cruising on your own, itineraries are being designed specifically with flotilla groups in mind; other packages will be offered in the future. The experience begins when you leave the dock. Visit our web site at www.nordictugcharters.com or call at (206) 919-7887 or (907) 789-5500

Skipper Cress Yacht Sales – Anacortes has just finished the September boat show in Seattle and it was a great success! We will have a few new owners to add to the NT owner's list. The new 52' was also in the show and was one of the crowd's favorites. The 37' continues to be a Skipper Cress best seller as 4 build slots have been pre sold in the last two months. We are all looking forward to next years boat shows starting in January and the Northwest Nordic Tug rendezvous in Sidney BC in June. To experience the joy of the Customer Care process at Skipper Cress Yacht Sales, contact the crew at (800) 996-9991 or info@skippercress.com. They can show you the new 32+, the new 37 convertible, the custom 42, or the 52 (hull # 3). And finding a new owner for your existing Nordic Tug would be a pleasure.

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Sipper Cress Yacht Sales-Fort Lauderdale

After our SENTOA rendezvous in April, many of our Tug owners have had an active cruising season, with cruises ranging from local, to coastal, to the Great Loop. We are truly excited to see people "living the dream", and enjoying it so much. We have had another "active" hurricane season, getting brushed by Katrina on its way by, then just 3 weeks later we caught the outer bands of Rita. We are blessed, grateful and extremely lucky that all 8 of our Nordic Tugs came through unscathed. As far as I know none of our Tug owners sustained any damage that we have heard about.

We are preparing for the Fort Lauderdale International Boat Show, being held October 27th through the 31st where we will be displaying the exciting new 2006 37' Nordic Tug **ALICE LEE** courtesy of her new owners, Russell and Lee Chubb (second time Nordic Tug owners!). Although we will have only one tug in the show, we will, as always, have the entire line up of Nordic Tugs available just a short distance up the river at our display docks. Any Tug owners (or prospective Tug owners!) interested in attending the show, please give me a call at 1-800-201-9622. I have a limited number of complimentary tickets available.

For those of you in the southern waters, your season is just beginning and I wish you a safe, happy cruising season, filled with many new friends and happy memories. For the rest of you, I hope you had a wonderful cruising season aboard your Nordic Tugs. Stop in and say "Hi" any time you find yourself in Fort Lauderdale. Happy cruising! Contact Jim Cress at 2019 SW 20th St Suite 103, Fort Lauderdale, FL 33315 or call (800) 201-9622 or (954) 627-6848 or info@skippercress.com

Wilde Yacht Sales – Essex

Call 888-447-6944 or e-mail us at Info@wildeyachts.com for information. Future tuggers are encouraged to call.

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

10. THE PRESIDENT'S CORNER