

1. NORTHWEST RENDEZVOUS

The 2006 Northwest Nordic Tug Rendezvous is quickly approaching and plans are progressing smoothly. Presently, we have 82 confirmed boats bringing 200 people to the Port of Sidney. Space is limited, so if you are thinking of attending act promptly by downloading the registration form from www.nordictugs.com and sending your \$60 US payable to 2006 Northwest Nordic Tugs Registration to Irene McDougall, whose address and contact info is on the form. To check out the three tour options, go to www.butchartgardens.com, www.victoria.ca, and www.chruchandstatewines.com. To participate in the Post Rendezvous Cruise in the Gulf Islands, contact Jim Fergus at jferg4@juno.com. There will be lots of door prizes and some surprises so come and participate in the first Rendezvous to be held in Canada and experience the beauty of British Columbia.

- Thursday, June 22 Welcoming Cocktail Party on the dock.
- Friday, June 23 Breakfast on the dock, catered by Jazzaniah Café.
- Morning: Presentations by Capt. Fred Triggs on Meeting Commercial Traffic, Graham George on Engine Maintenance and a panel for Nordic Tugs for Q & A. Concurrently - For First Mates Tips on provisioning, packing, storage, recipes, Epicure Spices and lots of sharing and fun.
- Afternoon: Tour options to Butchart Gardens and /or Church and State Wines, shopping in Sidney, Poker Run, visiting with friends
- Evening: Buffet Dinner with a presentation on the Broughtons by Lorne & Colleen Shantz.
- Saturday, June 24 breakfast on the dock by Jazzaniah Café.
- Morning: Presentations by Captain Kevin Monahan with professional training on Radar, Dealing with Tides and Currents.
- Afternoon: Tour Options to Victoria, shopping in Sidney, Poker Run, checking out the Tugs
- Evening: Buffet Dinner, sing-a-long with Charlie.

- Sunday, June 25 Breakfast on the dock by Jazzaniah Cafe

2. NORTHEAST RENDEZVOUS

The 6th annual NENTOA Rendezvous will take place July 26-28 in Essex, CT. We've put together a special program and would like to invite all tuggers near and far to attend. Come by sea or come by land. If you come by sea, make a reservation at Essex Island Marina 860-767-1267; if you come by land, you can stay at the historic Griswold Inn 860-767-1776, a 4-minute walk from the marina, or the Comfort Inn in nearby Old Saybrook 860-395-1414.

Our seminar offerings will include the following topics: Cummins, Nordic Tugs, Energy Independence Afloat, Your Outboard Engine, How to get the most out of your Chart Plotter, Fire Aboard!, Hors d'oeuvres for Cruisers, and 75 Tips and Tricks for your Nordic Tug

- Day one, first night-will feature a Pusser's Rum cocktail party and potluck supper, a brief business meeting, and special cruising presentations by tuggers, including dramatic Hawaiian photographs and a movie of a Canadian canal cruise.
- Day 2 includes breakfast, Welcome & Introductions, two seminar sessions, lunch, and an afternoon reserved for one-on-one consultations with the pros, boat-hopping, free Vessel Safety Checks, and/or a leisurely afternoon poolside or shopping in the picturesque riverside town of Essex with all its quaint shops. That evening, we'll gather at the Essex Yacht Club on the river for an elegant cocktail party on the deck followed by a traditional New England Lobster-Steak-Sword Fest. The highlight of the evening is The Raffle – buy your tickets during the cocktail party and win your items after coffee. It's always a lot of fun and a great fund raiser for our Association.
- Day 3 brings a full Buffet Breakfast and a Skipper's Meeting to plan the parade through Essex Harbor and raft-up in Hamburg Cove, where, for the very first time, we will hold the First Annual Poker Run. Participants must row or paddle or swim (human power only) to 5 boats to collect cards; the winner will be

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Declared at the 5 o'clock cocktail party on Wilds Yacht's host boat in the cove. Those who come by car are invited to crew on a tug for the parade and raft-up; they will be shuttled back to Essex in late afternoon.

The following day, crews interested in continuing the fun are welcome to join a flotilla heading across Long Island Sound to the Three Mile Harbor anchorage on the outskirts of East Hampton, NY on the South Fork. There we will enjoy our 4th Annual Dinghy Raftup, with BYOB liquids and hor d'oeuvres to share.

You get all this for \$50 a person – it includes all meals, two cocktail parties, seminars, entertainment, raffle prizes, lots of tug talk, even a parade and a gigantic raftup of Nordic Tugs! Come dressed in style in your Nordic Tug shirts and hats from our Ship's Store on our web site at www.nentoa.org. What do you need to come? Just download registration materials from the Rendezvous page at www.nentoa.org, send in your meal choices, your seminar selection sheets, and your check before July 1 – and remember to bring something to the potluck supper and a donation of a Nautical item to the raffle. (Ask your favorite marina, boat store, or chandlery to make a donation to our raffle. All gifts accepted, from a night's free dockage to cruising books to cocktail napkins!) All in all, we're expecting to have a ton of fun – and we'd love it if you'd join us. For more information, e-mail Bette and me at JansCon@aol.com. Don't miss this spectacular event. **Ruth Jansson, SENTOA Commodore**

3. SF BAY AREA RENDEZVOUS

With planning in process for an NT rendezvous in SF Bay area and SoCal as well, this may be the last time Ballena Bay Yacht Brokers will be reporting owner news. At the last SF Bay area Rendezvous, a steering committee was formed which has been busy on 2 fronts; planning for the Rendezvous at Encina Yacht Club in Alameda, July 6-9, 2006 and forming a "non-profit" Nordic Tug owners association. SFBANTA by-laws are formulated, Nordic Tug rendezvous program planning is in the final states and sufficient momentum has been attained, and it appears, for the group to take off. Adoption of by-laws and election of officers will take place at the Rendezvous. For more

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information on the rendezvous, go to the web site at www.sf-banta.org. Co-incidentally, Frank Johns, NT-32 **REWARD** has been co-ordinating a rendezvous for Southern California owners with the hope of forming a similar owners organization. For more information go to [sdjohnsfam@adelphia.net](mailto:sjohnsfam@adelphia.net) or phone 858-509-3010. Support from owners in both areas is most welcome.

4. SOUTHEAST RENDEZVOUS

The 2007 SENTOA Rendezvous will be held in St Augustine, Florida at the Municipal Marina. The dates are the 17th, 18th, and 19th of April 2007. Our business meetings and banquet will be held in an old historic building called the AIA Ale Works which is directly across the street from the Marina. Jack Nostrand and his team are putting together a great program. Go to our new web site at www.sentoa.org for more info as it is posted. **Chip Worster, Co-President**

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 of \$15 per year. You will find it well worth it. <http://lists.samurai.com/mailman/listinfo/sentoa>. Sentoa has about 265 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.

Wiper Blade Removal Tool. I found the tool on the JC Whitney web site, (key word search, wiper arm removal) or just click on the link below www.jcwhitney.com/autoparts/search. It works absolutely great if you are taking off a wiper arm. Best part only \$5.00 plus freight. **Leslie Folkerth, HAPPY CLAMZ**

Running Gear Anti-Barnacle Protection. I have just finished a two-year test on what was promised to be one of the best running gear anti-barnacle protection finishes. It has proven itself. Prop Speed should be considered on your next haul out. Grind your running gear down to fresh metal, apply part one and within 15 minutes

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apply part two. It was very easy to do. The preparation took some time but the yard let me borrow their air grinder and it went fast. Again, that was two years ago. Last week we hauled out and power washed the bottom. There was some barnacles along the bottom shoe, and bolts but the rudder and propeller had hardly any to speak of. What were there could be easily removed (a diver could do this with no problem every now and then). I borrowed the air grinder and within 10 minutes all the running gear was ready for a new application. **Jim Wood, WHY KNOT**

Through-Hulls. Our 32' is a 1991 model. I've had this nagging feeling in the back of my mind for a while that I should check, I mean REALLY check, my through-hulls and ball valves. I'm consistent in exercising the ball valves at least once a month for the two years I've owned the tug, and have had no problem rotating the handles of the valves through 90 degrees – every thing appeared to be working fine. I even go so far as to travel through fresh water two or three times a year to allow all the water passages in the engine and gen-set to get a drink of FRESH water since they have a steady diet of salt water at home on Puget Sound.

However, in February I made the decision to replace all of the underwater fittings and ball valves with Marelon at my next haul out. After considerable thought and research, listening to MANY opinions, pro and con, having good experience on our previous boats (sail), I ordered Marelon (Forespar) through-hull fittings, hose barbs, and ball valves for the five underwater through-hulls ahead of time to make sure I had everything on hand.. This past April, I hauled my boat on our marine railway at our club. We removed all of the hoses, pulled all of the ball valves, and felt like it was indeed, a lucky day that we decided to take on this project. The ball valve on the raw water intake to our Cummins engine had no ball in the valve. The ball valve for the output side of the macerator pump had a few pieces of the last remnants of the ball, which proceeded to fall out of the valve when I rotated the handle. Another big surprise was that the valve on the raw water intake side of our Northern Lights gen-set was screwed on the through-hull fitting no more than 2-3 turns, at the most. All of these bronze fittings and valves appear to be original to the tug. I have had no

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visible electrolysis problems on the tug, my electrical system is bonded and the plate zinc on the transom still has some life left in it when I replace it at my yearly haul-out.

Lessons Learned: It might be a good idea to check your ball valves and through-hulls when you next haul your tug. I hope you don't have any surprises, either in the water or at your next haul-out. **Charles Billings, NOBSKA**

Shaft Ground: While we are enjoying cruising and learning the systems on our new 37' we are discovering a few "Nordicisms". One of them is the shaft ground. We must be neglecting its care and feeding somehow, it rewards us by squealing intermittently. Any tips on how to silence it would be appreciated! **Jim Waskowich, GRAND ADVENTURE.**

And the responses –

Gentlemen, the shaft needs cleaning (WD-40) or like product. Then a spray of lubricant like BOESHIELD T-9 to stop the noise. **Ben Wilde, WILDE ONE.**

Put a lot of pressure on the contact end while underway to help seat the "brush" to the shaft contour. May still squeal a bit in reverse but ultimately it will become happy and you will forget it's there. **Jim Moore, RILEY**

Quick way to fix the brush noise, (well, maybe not real quick). Tape some 320 grit (close) sandpaper around the prop shaft where the brush shaft rides. Spin the shaft three to four rotations that will arc the brush to the shaft, remove the sandpaper and hold the brush tight to the shaft while running and it should be done. If it still makes noise, bend the arm to increase the brush pressure on the shaft. **Bob Shamek, Nordic Tugs Inc.**

TV on a Tug: While we don't have a 37' we do have a TV available on our 32 Nordic Tug. I installed a "flying saucer" type antenna on the mast above the radar dome. The TV cable from this antenna runs through the mast, into the pilothouse inside the cabinetry and back to a wall plate adjacent to the TV in the saloon. I also installed a stainless TV/Phone receptacle that matches the shore power receptacle right above the shore power inlet. I ran the TV cable from

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the receptacle to the same wall plate in the saloon, (there are two TV cable connect fittings on the wall plate – one labeled “cable” and one “antenna”) Several reciprocal clubs in our cruising area offer cable TV on their “reciprocal docks”. When there, I just hook up my 100’ coil of TV coax to the box on the float, connect to the TV/Phone receptacle, connect the TV to the “cable” outlet on the wall plate, and we have “cable TV”. When at anchor or places where there’s no cable, I connect the TV to the “antenna” outlet on the wall plate and we can get the local broadcast channels with the Shakespeare “saucer style” antenna – some better than others depending on where we are located.

This worked okay for several years, but my wife is an avid (some would say rabid) baseball fan (I am too actually), and we noted that most of our team’s games are not broadcast on the local “broadcast” channels, but on FSN.

To keep peace in the family, I purchased an Az-Trac dish antenna from a friend who happens to be the distributor for Az-Trac in our area. We have Directv at the house, so when we are out cruising, we just take one of the receivers to the tug, plug the Az-Trac antenna into the cable inlet in the TV/Phone receptacle, and we have all the channels we have at home. The Directv receiver is not a power hog so it can be run with a small inverter (I use a 175 watt one) if AC is not available. I also added a “four-prong” outlet for the 12V DC to power the antenna, as well as the signal wires for the “little black compass box” that comes with the antenna. While the AZ-Trac will track azimuth, it will not track elevation, so that has to be set manually, no big deal. It works beautifully in marinas (unless some building or huge boat is in your way), as well as at anchor. The antenna can be purchased from several outlets – I just “googled” Az-Trac and came up with the following link at the top of the page www.geosatsolutions.com/AzTrax.htm I keep the antenna on the saloon roof when under way, and put it up on the pilot house roof when we decide we would like to watch TV. It’s easy to set up, is considerably less expensive than the major Satellite TV antennas, and does not have to be permanently mounted as do the “major brand Satellite TV antenna domes” and the “Follow-Me” TV antenna. A couple of added features of having the Directv on the tug is the

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availability of “The Weather Channel” in addition to all of the other channels, plus XM Satellite radio. Come check us out in Sidney.
Charles Billings, NOBSKA

Roof Seam: I personally do NOT like silicone anywhere near my boat. In my humble opinion there are many other products that are far superior to silicone. When we bought our boat used it had been leaking at the rear of the pilothouse at the point where the saloon cabin top meets it. I scraped out the badly applied silicone and carefully applied a good coating of 3M’s 5200, terrible stuff to remove, but it’s a joy as a sealer. You could lay a piece of tape along the bottom edge and the back edge and before the 5200 cures, remove the tape, it will never leak if you use 5200. It will look like a piece of quarter round molding if applied correctly. It’s there for the duration. Also, it’s the only thing I would use on anything that is below the water line, such as fittings, through-hulls, and so on.
Ron Smith, TUGBOAT ANNIE and MARLO ANN.

Wave Slap Noise: I have two small panels of sail cloth into which I had a pocket made to hold two each of the swim noodles. The panels are connected together with three small lines, which slip under the bow. The panels can be easily slipped into place so that the swim noodles in the pockets fit into the space under the chine where the wave slap occurs. The top of the panels are then connected to stanchions with three small lines on either side of the bow. This arrangement totally eliminates the wave slap noise. I have tried just the swim noodles alone but could not keep them in place to sufficiently eliminate the wave slap noise. The sailcloth panels keep the noodles exactly in place and is very easy to deploy and retrieve. The sailcloth panels also serve to cover the hard chine and this aids in elimination the noise. If you are interested in this arrangement, go to www.sentao.org and click on Maintenance Tips. There is a more complete description and a picture. **Dick Seymour, SEA MISCHIEF**

6. YOUR NEWSLETTER

If you haven’t sent any money during 2005 or 2006, please send in \$10. Please let me know about address changes promptly, as well as

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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: 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.

Wanted: 26' Nordic Tug available for purchase with 120 to 140 hp. any location. Nick Lacy nicklacy@msn.com

For Sale: 1982 26' Nordic Tug Hull # 26057 **TOOTSIE**, since 1982, this little gem has been the delight of only two families who have kept her in top condition. She has character. One of her many strong points is that she's the ideal cruiser for folks who have been sailing for many years and have decided, for one reason or another, to go to power craft. Her perky Perkins engine gives a frugal hour of cruising at 7 knots on only one gallon of fuel. Kids delight in her Kahlemberg Air Whistle. 36 HP Perkins Engine (1300 hrs), sleeps four, Galley, New Jabsco head, New Jabsco 10 gal holding tank with built in macerator, 2004 ICOM DSC VHF, 2002 Raymarine Autopilot, Raymarine Depth Sounder, Lowrance GPS, Si-Tex Radar, \$75,000. Fred Bauer, 6 Fountain Inn Lane, Marblehead, MA 01945. (781) 631-7256 or e-mail at fred.bauer@comcasr.net.

For Sale: 1998 32' Nordic Tug Hull # 32123 **ISLE OF SOMEWHERE** Ivory hull with black

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pin striping, Cummins 220 with 1977 hours, 6KW Gen Set, Carrier A/C with reverse cycle heating, Bow thruster, electric windlass with 35lb SuperMax anchor, Propane stove, New Sea Freeze side-by-side fridge/freezer, New Vac-U-flush head, auto pilot, transom door, Heart Interface Inverter with Freedom Link 20 battery monitor & 6 6-volt golf cart batteries, Belmar 210 amp alternator with smart regulator, 2 Seimens solar panels, dual Racor filtration system, fuel polishing system, Sony Cassette/CD radio with 4 Bose Speakers, Pilot forward looking sonar, speed log, plus many more options too numerous to list. This boat has extensive improvements including a 3-part sound deadening system and many shelf and storage modifications, etc. This is a one-owner boat that has been meticulously maintained by a knowledgeable owner. \$185,000 unless you want to barter, then the asking price is \$200,000. Contact owner at lbnt@aol.com for complete spec sheet and phone number.

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 Victoria, BC \$145,000 e-mail grandpajohn@shaw.ca or phone (250) 478-8554

For Sale: 1996 32' Nordic Tug Hull # 32093 **ADRIANA** Forest Green HULL Cummins RECON engine new 7/05 1500 hrs 1+ years remain on full warranty, 6KW Gen Set, Factory installed Fly Bridge, Bow Thruster, Cruiseair heating and A/C system, GPS, Radar & Auto pilot systems, XM satellite radio/FM stereo with Bose speakers, Loaded with extras, ready for cruising, call Chuck Berry 321-258-1396 \$169,000 located in Florida.

For Sale: 2002 32' Nordic Tug Hull # 32225 **BUFFALO WINGS** Ivory Hull /Ivory boot stripe/black accents. Last of the 2002's with more space in the salon and pilothouse, most

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2003 model upgrades, 220 Cummins, A/C and Espar systems, "Brooks Mast", Ray Marine electronics, Sea Wise dinghy system, extra teak, bimini, bow bags, custom screens, day night shades and privacy covers. Located in central NY State, Contact John/Carol Sloan 716-632-8931 or cell 716-570-5465. Sloan.carol@att.net

For Sale: 2000 37' Nordic Tug Hull # 37011 **NOMAD** Red Hull, 330 hp Cummins, 850 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, \$295,000 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 with 397 engine hours and 46 Gen set hours. Always in fresh water. Currently located near Syracuse NY stored indoors. Full details at www.nordictugs42.com or call George or Jeanne Duranske at (218) 751-2236 or (218) 444-4300

8. ODDS AND ENDS

Dick & O'Linda Learman sent me this letter. "Since purchasing this vessel in May, 2005, near Fort Myers, FL, we have made the first half of the "Great Loop", across Florida, up the east coast to New York, the Hudson River to Albany, west on the Erie Canal to the Oswego Canal and north to Lake Ontario where we visited home and got our new purchase registered. We then crossed Lake Ontario to Trenton, Ontario, where we met friends and continued through the Trent Severn Canal system, Georgian Bay, the North Channel, Lake Heron, then south through St. Claire and Detroit Rivers to Lake Erie and eventually to our homeport near buffalo. NY. It was quite a "Shakedown Cruise". We find the boat to be a comfortable and competent coastal cruiser with much above average fir, finish and workmanship. However, it does give new meaning to the words "wet boat". We are looking forward to a "1000 Islands" cruise in 2006 and hope to meet other "Tuggies" in our travel. May Your tides be rising and the seas calm." **HALF FAST**

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I also received a letter from John Woolsey. "Eileen and I purchased "Somewhere in Time" from John & Sharon Kelley last June. We first saw the boat when John & Sharon were cruising in Florida. We bought her two days after seeing her and took delivery in Naples. The Nordic Tug 42 is quite a change from the C & C 30 sailboat we owned previously, but the transition to a large trawler went smoothly. We live in Toronto and decided that the best way to get our new boat home was on her own bottom, We left Naples on July 1st and headed north to Ft Meyers, then east on the Okeechobee Waterway to Stuart, north up the ICW to Chesapeake Bay, through the Chesapeake Delaware Canal to the Delaware River, around the bottom end of New Jersey, then north to New York, up the Hudson River to the Erie and Oswego Canals and finally across Lake Ontario to Toronto. We reached Toronto on July 25th after traveling 1,861 nautical miles. It was a wonderful trip, but there was no time for sightseeing. In two years time we plan to catch up on the missed sightseeing by taking a year to head south to Florida in the fall and follow the spring back north again. **SOMEWHERE IN TIME**

Butch Wrocklage sent me an e-mail with this tip. "The owner before me had the boat for 5 years and had a Mermaid 16,000 BTU AC/Heater installed. They ran the condensate hose to the bilge. NOT GOOD!! Water should stay in the lake. Mermaid does offer a simple unit that is attached to the exiting discharge hose that will vacuum/suck the condensate water out along with the water discharge. This unit will work with any like type AC system. Mermaid calls this unit "The Condensator" and costs \$170 and takes about 30 minutes to install. The vacuum is so strong that it will pull the water up-hill. **NECESSITY TOO**

George Mosher sent me a note about his 42' Nordic Tug. "I made a wrapping paper pattern of my swim platform and had a steel railing made with a swim ladder in the center (fold down). It was copied from Frances Langford's yacht; "Chanteclav" viewed in North Channel, Little Current, Canada. Anyone interested, I could take some pictures. The railing attaches to the stern with Pelican hooks and swivel joints for stability and entrance and exit. The result is a good

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loading platform and a good place for fishing.”
FLORENCE CAMILLA

Waypoints – Bruce Horowitz of Los Gatos, CA, passed away. Bruce with his wife Kitty owned NT-42043 **CODA**. Bruce had outfitted the boat with paravanes, extensive electronics and a complete cruising package. A heart attack ended the dream cruise 3 weeks prior to their scheduled departure. There is a message here for all of us.

SF Bay Nordic Tug Charter At long last a NT-32+ is available for charter on SF Bay. Lewis and Adele Greenman (and Buster) have contracted with the major CA charter agency, Club Nautique to charter their beautiful **LUCKY G**. This IS a good news/good news situation – Lucky G is working her little transom off for pay and Club Nautique would be happy to place another 32 in charter in the Sausalito facility. BBYB will pass along any inquires, either to Lewis and Ade3le or to Club Nautique.

9. DEALER NEWS

Bay Breeze Yacht Sales and Charters.

BBYS-Ontario We are looking for a well maintained NT 26 – preferably 1995 or newer. Please e-mail details to Rene@bbys.ca We also have clients interested in pre-owned 32's. 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, Michigan is making a big splash as they launch the 2006 season on the northern Great Lakes with their line-up of new and formerly owned Nordic Tugs.

After showcasing their tugs at the Grosse Pointe Yacht Club Show and the Catawba Island Boat Show, the Bay Breeze Trawler Team is looking forward to a busy summer and fall. Catch up with Bill, Jay, and John on their “round the state tour”:

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Bay Harbor, MI-June 16-18, Trawler Fest,
Manitowoc, WI -Aug 17-19, Michigan City, IN-
Aug 24-27, Sandusky Cedar Point, OH-Sep 13-
17, Detroit Metro Beach, MI -Sep 20-24

For a personal look-see at the Nordic Tugs, join Bay Breeze on August 11 and 12 as they co-sponsor the 2nd Annual Latitudes and Attitudes Cruisers Party in Traverse City. Trawler owners and prospective buyers can meet and greet others tug owners and experts during the two day event featuring seminars and information. Socializing at this popular national magazine sponsored experience that's open to cruisers and their families will follow the boating sessions.

Bay breeze's inventory of Nordic Tugs is constantly changing with new arrivals and brokerage trawlers. An array of 42, 37 and 32 foot NT's are in stock and looking for new owners. Now sure you want to purchase before trying? Bay Breeze offers sea trails and welcomes the opportunity to show these quality constructed boats. **RED GRIFFON**, an NT-32, is in the BBYC Charter Fleet and can be rented for weeklong charters on the Great Lakes.

New this summer is the Bay Breeze Trawler School. The three-day course is designed to give students confidence at the helm of 25-foot boats and larger, with extensive instruction on docking, harbor handling and anchoring. Students will also become familiar with the mechanical, electrical features and all the operating systems on board. A Nordic Tug 32 Pilothouse Trawler from the Bay Breeze Yacht Fleet will be used for the course. Known for its safety, fuel efficiency and maneuverability, the NT 32 is powered by a single Cummins diesel engine and is equipped with bow thrusters.

As a final note, congratulations to Doug and Janet Plzak of the Detroit area. They recently moved up from a NT 32 to a brand new NT 37!

Bay Breeze, the authorized Midwest dealer of Nordic Tugs, specializes in finding new homes for used trawlers. Call Bill Allgaier, BBYC Sales Manager, 877-941-0535, or send an e-mail to bill@bbyc.com. Be sure to keep in touch by visiting our web site www.bbyc.com.

Ballena Bay Yacht Brokers is pleased to announce the addition of 2 new associates; Frank

Hooper has many years in the business as manufacturer, manufacturer representative., and

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yacht sales associate. His experience will be an asset to BBTB's efforts both in new Nordic Tug and brokerage boat sales. Carisa Aguon joined BBYB as administration assistant. Her knowledge of IT and her bright personality are most welcome. Steve Rock has enjoyed a successful run since the last newsletter with 2 new NT-32+'s and a new NT-37 flybridge delivered recently.

Lenard and Victoria Lee, BBYB owners are departing shortly to bring their BRUT up from Puerto Vallarta, ahead of the hurricanes. We will be watching the weather channel for them. Call us (we love to talk Nordic) 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 The biggest change at Skipper Cress is the amount of activity the new 52' Nordic Tug has had. Within the last 4 months we have received deposits on the next 3 hull! All the tugs were a big hit as always at the January Seattle Boat Show, but the 52' is still rarely seen at shows so it grabbed most of the attention. We look forward to visit with all the tuggers at the NW Rendezvous 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

SPRING 2006

for your existing Nordic Tug would be a pleasure.

Wilde Yacht Sales – Essex, CT has a busy agenda planned for Nordic Tugs this season. Known for its personalized dealer/brokerage service, the Wilde territory includes New England, New York and New Jersey for Nordic Tugs. They provide custom decorating service in their Lighthouse show room, extensive training on tugs and trawlers in the water and a one-on-one trawler school course.

In April the Wilde professional sales team of 5 began their 7th year with an annual Spring Open House at the Lighthouse in Essex. The last two weekends in April featured tug tours of three sizes of Nordic Tugs and sea trials. Three tugs were exhibited at the Spring Newport Show in May, and the team will be active participants in the Trawler Fest in Mystic August 3-5. The Groups' third annual traveling tug trip will begin June 23 with stops this year in Block Island, Edgartown, Nantucket, Chatham, Hyannis and Jamestown, returning to Essex July 9. For additional information on this tour, please call 888-447-6944. All tuggers are invited to join up for all or any of this exciting tug tour. 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

Massey Yacht Sales & Service Nordic Tugs, Inc. recently signed new dealer Massey Yacht Sales & Service of Palmetto, FL. In Business since 1977, Massey Yacht Sales and Service operates three dealership locations in Florida including Regatta Pointe Marina, Palmetto; Centennial Harbour Marina, Fort Myers; and The Harborage Marina, St. Petersburg. They will provide sales and service to the Southeast and Gulf States territory. For more information on Massey Yacht Sales and Service go to www.masseyyacht.com or contact owner Ed Massey at (800) 375-0130.

10. THE PRESIDENT'S CORNER

NORDIC TUG NEWS

Greetings from Nordic Tug Land! Boy! If there's one thing constant in life, it's change! I, once again find myself back at the Nordic Tugs facility in beautiful, downtown Burlington, Washington. Been here before and certainly honored to be back.

After a brief (3+ year) tour of duty selling Nordic Tugs in Fort Lauderdale, Florida, I am proud to announce the newest addition to the Nordic Tugs Team: Massey Yacht Sales and Service, serving you with 3 offices on the West Coast of Florida. Please see Nordic Tugs new web-site at www.nordictugs.com for contact information. Congratulations to our Marketing Director, Laura Kaestner for a truly great new web-site!

This has allowed me to return to my previous position and hopefully, bring some positive energy to exciting new developments here at the factory. The first of these is the long-overdue success of the 52' Nordic Tug in terms of marketing and sales. With the first 2 (both two cabin, twin engine flybridge models) sold by Skipper Cress Yacht Sales and launched in 2003, the factory built a "special evaluation model" to introduce a single engine, 3 cabin LRC version without flybridge. This boat is now tentatively sold and will be delivered directly upon its return from a promotional cruise to Glacier Bay, Alaska. Congratulations to Ballena Bay Yacht Brokers on this sale! Hull # 4 was purchased by, and is being chartered through Nordic Tugs of Alaska. Hull # 5 has begun construction as a sold boat for a very anxious owner in Tennessee and is expected to deliver later this year. We also have deposits for Hull #'s 6 & 7, also sold by Skipper Cress.

All of this, coupled with general growth over the last several years brings us to the need for another building dedicated to our larger boats. We will be breaking ground on that building in the next few months. Lots of exciting stuff going on! Stayed tuned as more is revealed over the next several months.

Finally, I would like to extend my heartfelt thanks and gratitude to Bill Owel for his many years of producing this newsletter. His efforts have been invaluable in bring the Nordic Tug owners together to share information, ideas and

cruising for many years. I wish Bill and his wife Marilyn many years of good health and happiness. Thank You!

Jim Cress, President, Nordic Tugs, Inc.

Swan Song: This will be my last newsletter. I first started doing this in the spring of 1993. A lot of water has gone past the hard chine since then. Thirteen years of the newsletter while 15 years at the helm of **LADY BUMP**. There has been a lot of tug rendezvous, tug trips and information sharing that will give me a lifetime of memories.

I have a lot of people to thank for the help they have given me in gathering information for the newsletter. First on that list would be Jim Cress. He always had time for me no matter what role he was fulfilling at the time. Loretta Murphy at the factory was someone I sent to or received from e-mail on almost a daily basis. I started my Fleet List from data given to me by Jerry Husted back in 1993. Much later I was able to pass an up to date list to Loretta when the US Coast Guard decided that Nordic Tug Inc should have a current list of where their Tugs were once they left the factory. That process has kept on going. Most of the Dealers have been helpful with information on new owners. Jim Moore from Ballena Bay Yacht Brokers; Connie Connor from Wilde Yacht Sales; John Kraft from Bay Breeze Yacht Sales; and Jim & Jeff Cress from Skipper Yacht Sales. Florida and Washington have all provided input when asked. The real advancement in information sharing has come from the Regional Associations like SENTOA, NENTOA, SFBANTA, and GLANTOA. The SENTOA list posting is amazing when you consider the amount of information that goes back and forth between owners, dealers and the factory.. Thanks to Ruth Jansson and Bette Conner for all of their input. And a special thanks to the owners for responding to my Welcome letters and requests for monies to help defray the costs of printing and mailing these newsletters. It has been a labor of love, but it is time for me to move on. Hull # 32055 is in good hands and being well taken care of. Most of my time is being spent in trying to be a good caregiver while my spouse recovers from the rigors of a stroke. May I wish you all Happy Tugging. **Bill Owel**

THE NORDIC TUG OWNERS NEWSLETTER FALL 2006

1. NORTHWEST RENDEZVOUS

The 2006 Northwest Nordic Tug Rendezvous in Sidney, BC was a huge success with 89 boats and over 200 people in attendance. The “tuggers” were very impressed with Port Sidney Marina, the friendly merchants, homemade cinnamon rolls by Jazzaniah, Theo’s delicious food, Butchart Gardens, the chocolate and wine pairing at Church & State wines and the tour of Victoria. Friday and Saturday lectures were well attended and included Captain Fred Triggs on “Meeting the Big Boys”, Graham George on Engine Maintenance, Q & A’s with Dan Hilsinger and Joe Franett from the factory, and Captain Kevin Monahan on Radar 101 and Managing Tidal Rapids. The First Mates shared tips on provisioning, packing, recipes, as well as sampling and purchasing Epicure Spices and Weekender clothing. A video visit to The Broughtons by Lorne and Colleen Shantz inspired us to make the journey north and Charlie entertained us Saturday evening after the numerous door prize draws. Fewer door prizes and more of Charlie’s choice songs are the call for next year. We were blessed with beautiful sunny weather which made visiting on the dock with former and new friends very pleasant.

On behalf of the organizing committee, I thank everyone for attending and making the experience very worthwhile. It was a pleasure to meet you after communicating just by email over the months of planning. I thank Nordic Tugs, SkipperCress Yacht Sales, Cummins Northwest, Trident Funding, The Boat Insurance Agency, and Pacific Maritime Title for their generous donations, which greatly contributed to the success of the rendezvous. I also thank Vic & Francie Wilson and Lorne & Colleen Shantz for

their valuable gifts for the raffle and all the contributors of the door prizes. Thanks to Cap Sante Marine, ZF Marine Electronics and Philbrook’s Boatyard for their presence at the lectures and on the dock to answer questions.

The Sidney merchants have expressed their gratitude for the enthusiastic attitude of the “tuggers” as well as the increased business brought to their establishments. The Nordic Tug Owners are most welcome in Sidney.

Irene McDougall

Editor’s note: Please don’t forget to send in your NW Rendezvous questionnaire with your comments and suggestions. If you have a suggestion on a location for the 2007 NW Rendezvous or would like to volunteer to chair next year’s event, this is your chance to do so. Send your response to Jim McDougall at j.mcdougall@north60.com. He’ll be compiling the feedback information for next year’s committee.

2. NORTHEAST RENDEZVOUS

There were a record number of Nordic Tugs at Essex Island Marina for this—our 6th annual—NENTOA Rendezvous. Of this marina’s many attractive features, the best one for us is that they can accommodate us all in one yacht basin. With such an ideal arrangement we are all together, bow to stern and hip to hip, making it easy to visit boats, get to know each other, and share stories.

By late afternoon, 20 tugs and their crews were nestled in the marina, and 10 others were close by on moorings or at other facilities. Nine crews came by land this year.

In all, 39 tug crews were present. That’s

our highest number yet! And some folks cruised a long way to come to our rendezvous: Lee & Dee Barber and their tug Aerie came from South Carolina; Bob Calves aboard Diamond Sea arrived from his home port in Virginia.

The Pusser's Rum Party** on the marina deck, sponsored by — who else! — Pusser's, was a raging success. Their rum and Painkiller and Old Grog mixers slid down real easy accompanied by delicious hors d'oeuvres supplied by tuggers. The island music from the Bose was soon drowned out as everyone met old friends and made new ones, talking tugs and swapping stories.

A pot-luck supper brought out the best from our galleys, and Wilde Yacht team member Bill Boyer cooked up scads of hamburgers on the barbeque.

The brief business meeting was followed by a slide show of photos and a cruising presentation. Exhausted from travel and a full evening of activity, the deck was quiet by 9 pm and the tugs were dark shortly thereafter. Wednesday morning's continental breakfast brought people together once again. After welcome and introductions, the first of two hour-long seminar sessions began.

Our caterers served a lunch of sandwiches and salads, and tuggers spent the unscheduled afternoon doing whatever suited their fancy—lounging poolside, visiting the shops in town, boat-hopping, consulting with the many experts available to us, having Vessel Safety Checks, getting to know each other better. It was a perfect prelude to the evening's activities at the elegant Essex Yacht Club, a short stroll from the island marina.

The evening's festivities began in grand style. Cocktails and hors d'oeuvres preceded the lobster/steak/sword fest, accompanied by steamers and mussels, boiled potatoes and corn. As dinner plates were cleared, the raffle began. Across the indoor/outdoor dining area, folks were pulling out their share of the 696 raffle tickets sold, and attention was focussed on Sue Wilde and Connie Connor who were displaying and delivering the prizes. In all, the very successful raffle distributed prized gifts to just about all of our members, bringing in a total of \$580 for our association!

After Friday morning's full buffet breakfast, Vice Commodore Jim McCrea held a captain's briefing to explain the parade and raftup procedures. As the meeting drew to a close, tuggers signed up for the 1st Annual Dinghy Poker Run to be held later in the day at Hamburg Cove.

At noon the colorful tugs paraded through the mooring fields and along the historic Essex waterfront on the way to Hamburg Cove. With the raftup and photo-op complete, crews headed toward moorings around the beautiful cove and the poker run began. A thunderstorm delayed our BYO cocktail party on the Wilde Team's host boat by about an hour and a half, but it certainly didn't spoil our fun!

Saturday morning brought sunshine and blue skies as tuggers left Hamburg Cove. Several boats headed off to Three Mile Harbor, a few began their solo summer cruises, and others returned home. The weather was perfect for boating.

Our 6th annual NENTOA rendezvous had come to a close. It was proclaimed a grand success by all!

**** The Pusser's Rum connection**

Like the sailors in Great Britain's Royal Navy of yore, we were served our daily ration of rum on the deck late Wednesday afternoon by ambassadors of the Ship's "Pusser" (corruption of the word "purser"), the person onboard responsible for all ship's stores. And, like the British pursers of yore who watered down the rum, ours, too, was diluted—but nicely.

You ask how this watered-down issue of rum began? Well, it seems back in 1740, British Admiral Vernon, who always wore a program cloak while on the quarterdeck, was fed up with the daily drunkenness and resulting bad behavior among his men. He ordered that all issues of rum be diluted with water; those men who exhibited good behavior would also receive lime juice and sugar to improve the taste. This mixture became known as "Vernon's Grog."

Pusser's Rum, one of our Official Sponsors, sent us their rum along with two kinds of mixers: Grog and Painkiller. Grog is the identical stuff Admiral Vernon gave his men—a mixture of lime juice, water, and dark cane

sugar. The Painkiller mix is a combination of cream-of-coconut, orange and pineapple juices.

Mixed in our own "scuttlebutts" (the jugs into which the ingredients are poured and served) by our own ambassadors, the drinks went down *oh so smoothly*.

We are pleased to report that, as Admiral Vernon would have predicted, not a single one of our sailors became drunken and unruly. It was truly a delightful rum party.

Thank you, Pusser's!

2007 NENTOA Rendezvous

Next year's rendezvous will be held during the same time slot, the last week of July—Wed-Sat, July 25, 26, 27, & 28, 2007

Ruth Jansson, Commodore, NENTOA

See www.nentoa.org for more on the "Vous

3. SF BAY AREA RENDEZVOUS

On San Francisco Bay, Nordic Tugs have formally organized and are growing in number.

Sixteen boats and 42 people gathered at Encinal Yacht Club on the Oakland Estuary for the 2006 Nordic Tug Rendezvous July 6-9. On Sunday, five boats headed south to Coyote Point, below San Francisco Airport in San Mateo, to continue the festivities.

Highpoint of this year's rendezvous were informative speakers, "Tug Tweaks" and unanimous approval of the formation of SF-BANTA (San Francisco-Bay Area Nordic Tugs Association) and selection of its Founding Board of Directors.

Registered Nurse and EMT Mike Ciruolo Jr. captivated the audience with a discussion of "On Board Medical Emergencies." All left with resolutions to learn or relearn CPR, inventory on-board first aid kits and consider taking more advanced first aid courses.

Using model boats as aids, Captain Peter Cameron, Senior Training Instructor of The Trawler School at Alameda, CA, discussed "Close Quarter Maneuvering by Single Screw Vessels." His talk produced many questions, particularly regarding man overboard piloting procedures.

Other speakers included a demonstration of new chart plotters and EPIRBs by Ian Wall, President of Star Marine Electronics in Alameda. West Marine provided a display of first aid kits and environmentally friendly boat maintenance products. Bob Shamek, Sales Manager of Nordic Tugs brought the group up to date on factory activities and made himself available to answer individual questions.

On Saturday afternoon everyone toured boats, ballots in hand, to inspect and vote on an amazing array of "Tug Tweaks," minor and major. Tweaks were as simple as a rock to keep napkins in place or a wine cork cut diagonally to prevent doors from sliding, to chart racks or a hose reel to hold 400-plus feet of stern line for mooring to buoys.

Friday and Saturday group lunches and dinners provided plenty of time to socialize, share stories and make new friends.

On Sunday morning, we went our various ways, but tuned our AM radios to KNEW to hear our own Jim Moore interviewed. He did a great job praising Nordic Tugs while piloting Riley and bouncing around in the chop and wind waves on the way to Coyote Point.

The five boats who continued on to Coyote Point on Sunday drew lots of attention rafted together at the CPYC guest dock in front of the clubhouse. Boats were open for inspection from 2-5 p.m. and generated much interest; dinner at the club offered more opportunity to answer questions and socialize. A minus tide allowed a leisurely breakfast, and then most departed.

The SF-BANTA Founding Board of Directors will serve for one year. They are:
Irwin "Scotty" Scott, President
Cathy Robie, Vice-President and Treasurer
Bud Sheble, Secretary
Bob Lee, Director – Member Communications
Steve Weiser, Director – Member Activities
Richard Smith, Advisor
Jim Moore, Advisor

A vote of the membership will elect a new board next year at the 2007 Rendezvous.

For more information on the rendezvous, go to the web site at www.sf-banta.org.

4. SO. CALIFORNIA RENDEZVOUS

The first Southern California Nordic Tugs Rendezvous was held in Oceanside, CA on September 23-24 at the docks below the Jolly Roger restaurant. 13 boats were in attendance with owners of an additional 2 boats present. Nordic Tugs 26, 32, 37 and 42 models made the trip from Marina del Rey to the North and from San Diego to the South. Bob Scura had cruised from San Francisco in August aboard his Nordic Tug 32 NORMA JEAN. Also in attendance were Dan Hilsinger, Nordic Tugs Warranty and Service Mgr, Lenard and Victoria Lee- owners of Ballena Bay Yacht Brokers (California dealers for Nordic Tugs), Steve and Debi Rock from the San Diego office of BBYB and Dave McGowan BBYB Alameda office.

The event was organized by Frank and Marian Johns, owners of NT-32 REWARD and was a remarkable success, according to all attendees. The Saturday night program featured a presentation by Bob Scura; a photo show and commentary of his cruise aboard NORMA JEAN from San Francisco to Alaska and back to San Francisco, April to September, 2004. Dan Hilsinger, Nordic Tugs Warranty and Service Mgr. spoke to the group about maintenance procedures and correcting minor service issues. The very low number of specific problems and malfunctions spoke well of the reliability of Nordic Tugs. The Jolly Roger restaurant provided meeting space and catered the Saturday dinner as well as the Sunday morning brunch. Sponsors of the event included Nordic Tugs, Inc., Cummins Northwest, West Marine and Ballena Bay Yacht Brokers.

A steering committee is being formed to create a SoCal Nordic Tug Owners Association and to plan next year's event.

Frank Johns
1818 Seaview Ave
Del Mar, CA 92014
Phone 858-509-3010
sdjohmsfam@adelphia.net

Editor's Note: Anyone interested in being a part of the SoCal group, and/or helping next year, contact Frank via the E-mail address above.

5. SOUTHEAST RENDEZVOUS

The 2006 SENTOA Rendezvous was held at the Hawks Cay Marina on the 7th, 8th, and 9th of April 2006. The upscale Hawks Cay Marina is located in the central Florida Keys on Duck Cay. Nearby attractions include diving, fishing and golf. On site facilities include a swimming lagoon, dolphin encounter, several swimming pools, fitness center, and tennis and excellent meeting rooms. Kudos to Judy Hogan for coordinating this years rendezvous.

This year we awarded appreciation awards to three special people: Bob Shamek from NordicTugs, Jim Cress from Skipper Cress, and our own Al Casanova. All three recipients have contributed greatly to the success of our organization. We also presented Nordic Tug coffee mugs from Tugwear for the newest tug to Nevermore, and a mug to the oldest tug. The tug that came the greatest distance was Bill and Diane Keltner from Green Cove Springs. We also presented the "Bent Prop Award" (one year unlimited towing from Tow Boat US) to Steve and Chris Hightower who had to be towed into Hawks Cay because of bad fuel.

Thanks to the effort of Doug and Leslie Folkerth, we were able to award a door prize to every person attending this year. The special door prize this year was a Boss Boat dingy donated by Clearwater Marine Group and the happy winner was Jack Nostrand on Tranquil Tug.

We are able to maintain a top notch rendezvous due to all our contributors. A special thanks for continuing support from Nordic Tug, Cummins Diesel, and Jim and Stephanie Cress. Jim moved back to Nordic Tugs in Washington State in February. Ed Massey from Massey Yachts Sales and Service was introduced as the new Nordic Tug Dealer for the Southeast. Ed presented everyone with a new Nordic Tug Burgee as well as a West Marine gift certificate. We look forward to a long and pleasant relationship with Judy and Ed Massey.

SENTOA's 2007 Rendezvous will be in the historical city of St. Augustine, Florida, April 17 -19, where there is much to see and do. Boaters will have the option of staying at the St. Augustine Municipal Marina, next to the Bridge of Lions, or pick up a mooring ball south of their

marina. There are also several excellent hotels located close by. Directly across the street from the marina is the AIA Ale Works. We have reserved the second floor banquet room for many of our meetings and meals.

Following the rendezvous a cruise is planned on the St. Johns River for those who are interested. The St. Johns River abounds in flora and fauna (eagles, osprey, manatees, gators, etc.) along with state parks, restaurants and quiet anchorages. It is old Florida at its very best.

For a review of a recent Nordic Tug cruise on the St Johns River, check out: [http://www.sentoa.org/cruising_notes/st_johns](http://www.sentoa.org/cruising_notes/st_johns/st_johns_river.html)

[/st_johns_river.html](http://www.sentoa.org/cruising_notes/st_johns/st_johns_river.html)

Tuggers who may be interested in attending the SENTOA 07 Rendezvous are encouraged to E-mail Jack Nostrand, Rendezvous Chairman, at jnostrand@earthlink.net.

Chip & Louise Worster Co-Presidents SENTOA
Aborad "Chip Ahoy" NT26145
Satellite Beach FL 32937

6. GREAT LAKES RENDEZVOUS

GLANTOA did not hold a rendezvous this year.

7. 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 \$15 donation per year. You will find it well worth it. <http://lists.samurai.com/mailman/listinfo/sentoa>. SENTOA has about 265 subscribers at the present time. This newsletter is sent to 700+ addresses. Because of that difference in readership, a number of the postings from the Sentoa list will be published in this newsletter.

8. NEWS, IDEAS, ODDS AND ENDS

SAD NEWS

The following was noted on the SENTOA listserv from Rick Quarles, BARRIC II, 32-147, New Bern NC

I hate being the bearer of bad news, but I just heard from Ed and Bonnie Shelton that Pete Tatro was killed in an automobile accident near his home just outside of Southport, NC. I have few details, just that someone apparently pulled out in front of him on the highway. Pete and Linda were friends we had made because of our Nordic Tugs. Pete was one of Ed Shelton's partners in selling Nordics and has a red 32' like ours (except Lady Linda has a 330 Cummins, rather than a 220, and will go about 22 kts). Pete will be sorely missed in the Nordic Tug community and we wish Linda the best for the future.

NEW ELECTRICAL PANELS

I have recently installed new and relocated electrical switch/metering panels and the information herein may be useful to others thinking of a similar project.

My 32 hull number 27 was built in late 1988. Like others of its vintage the electrical panels were part of the fold-down helm assembly. The DC panel was on the inboard (port) side and the only metering was a small round analog volt meter. The AC panel was low down on the aft face of the helm assembly. This panel had no metering and was actually tilted towards to floor making access and reading switch labels difficult. I have owned the boat since 1992 and had made a couple of small previous changes. For the DC, I had added a digital voltmeter below the panel and used the spare breaker positions for additional electronic equipment circuits. For the AC, I had added an analog amp meter above the panel and used two spare breaker positions to split my electrical outlets throughout the boat from one to three circuits. I had also added a galvanic isolator to separate the AC and DC ground systems.

The following factors caused me to revamp the whole system. On both the AC and DC panels the common side of the breakers were connected by a copper bus bar arrangement that made it very difficult to change a breaker, and my breakers were beginning to fail due to age and full time liveaboard use. Last winter I had a melt-down of some wiring in the AC panel that could have caused a fire. Although no visible corrosion was present a crimp apparently overheated melting insulation back up the wire to

where the wire touched another wire. All AC wiring was excessively crowded with the neutral (white) and grounding (green) busses all jammed together with the hot wire (black) breakers behind a poorly designed safety cover. As mentioned above there were also accessibility and metering deficiencies. After many weeks of thinking I decided to install relocated and completely new panels in a manner that would involve purchased parts and materials, but minimal labor effort that could all be done by me to avoid boatyard labor costs.

Many good companies make boat electrical panels. I chose PanelTronics (paneltronics.com) because of their reputation, excellent printed catalog for detailed study, and their wide selection of semi-custom panels and enclosures. I wanted an up-side down version of their #3401, so as to have the AC section above the DC section to minimize the crossing of wires when I extended circuits. They accommodated this by selling me a #3305 AC over a #3203 DC panel both in the same metal box enclosure. There are thousands of switch labels to select from and PanelTronics did this just as I specified for each breaker location. The aluminum enclosure and panels are nicely finished matte black, the panels hinge down for access, and a smoked Plexiglas hinged cover protects the front. I had to use a metal hole-saw to cut eight one-inch wiring access holes (protected with rubber grommets) in the right side near the rear.

The new enclosure is mounted to the left of the fold-down helm assembly; the top of the panel being about 10 inches down as my auto pilot controls are already there. I removed the old DC panel and cut the fiberglass helm assembly so wires could be mounted on the bulkhead and the helm assembly still open and close. About half of the DC wires went down to the engine space and these were long enough to route to the new panel by shortening and adding new lugs. A new wiring harness was made for those that had to route from the panel to the helm assembly. The AC common busses for the neutrals and grounding wires were moved from the helm assembly to the bulkhead in the same area but lower down. This gave extra wire length to better space these busses and clean up the wiring with new terminals. Single "unified" neutral and grounding wires were run to the new

panel. For the hot side of the AC circuits all wires were extended with carefully installed butt splices going up one wire size. A small terminal board was installed on the bulkhead for the incoming shore power and this then extended to the new panel. For safety and to satisfy surveyors all this AC stuff is covered by a removable panel having "DANGER 120VAC" in red letters.

A few other details: Although the new system has full digital metering I found it a pain to come from the forward cabin to the pilot house to check DC volts which I often do in the night or early AM as I live for days at a time at anchor or on a mooring. I cut a two-inch hole in the left side of the enclosure and installed my old digital DC volt meter there so I can check this critical reading by just sticking my head around the corner. The new panels came completely pre-wired, but the best folks can make a mistake. The metal panel itself was grounded with a small three-inch jumper to the white neutral bus rather than the green bus. I called them about this and made the change; they asked for the initials of the QA inspector on the QA sticker! I ordered from PanelTronics plain matte finished black panels to cover up the open areas of the old breakers; this being important especially on the left side of the helm assembly to provide strength.

Cost was a bit over 1500 dollars for the panels/enclosure and about 500 dollars for miscellaneous stuff. A ratchet type wire crimper is a must to get proper safe crimps.

If anyone wants more detailed info or wants to see this installation I can be reached at **bob@calves.name** or at 703-408-2693.

Bob Calves, DIAMOND SEA, 32-027

Editor's note: Check out the "Great Ideas" section of the NENTOA web site for color photos of Bob's handiwork.

<http://www.ct-shoreline.com/nentoa/>

HINGED ENGINE ROOM HATCHES

For some time now, I've wanted to hinge my engine room hatches. They have an extra layer of sound deadening insulation on them, so are quite heavy. It seems like no matter where I

put them, they are continually in the way when accessing the engine room of my 32' Nordic Tug. However, the helm seat on our tug is deeper than stock, so the hatches could not be raised to vertical when opened. They would hit the front of the seat, well before being vertical.

I solved the problem by adding three spacers between the base of the helm seat cushion and the top of the cabinet beneath the seat. These spacers are positioned above the stock knees that supported the seat cushion sliders. The hatches can now be raised to vertical when opened and are held in position by bungee straps. They are completely out of the way when working in the engine room.

An added benefit is that I now have a place to store my paper charts and large chart books in the area between the spacers. I added some nylon straps that snap into place to prevent the charts from sliding forward, out of their storage spaces, in rough weather.

The hinges are standard 3" brushed nickel plated brass door hinges held in place with inch and a half stainless screws. I used two hinges for each hatch. Photos may be seen at the NENTOA "Great Ideas" web site at:

<http://www.ct-shoreline.com/nentoa/>

Be sure to check out all of the "GREAT IDEAS" when you visit NENTOA's website. Charlie Billings, NOBSKA, 32-057

PROP SPEED ANTI-FOULING PAINT

This spring we pulled our boat for a bottom job and inspected the two year test of "prop speed". Hey I'm not selling the stuff, but after twenty four months, our running gear looked almost fresh and ready to go. Just a few spots along the shoe had barnacles. I will never again splash without its application. Great stuff, rather expensive, but when you factor in speed, fuel cost, propeller balance, and engine loads, it's cheap.

Jim Wood - Why Knot, 32006

FOLLOW-UP ON THRU-HULLS

After my comments on thru-hulls and valves in the Spring '06 issue of the NT Newsletter, I

received the following from Bob Torson (DISCOVERY, NT 26-049):

"You might be interested to know that in New Zealand, bronze through-hulls are not allowed. Marelon is required."

NAVIGATION PROGRAMS

In response to a query on SENTOA, Herb Nickles, Snorri, 37-049, Chatham, MA responded:

I've used Nobeltec for over 10 years and been more than satisfied. However, with 37-years of experience as an IT professional, I would say that it is far from being user friendly--especially the initial configuration and learning curve. Last year I was provided with a copy of Rosepoint Navigation's Coastal Explorer to review. I was so impressed that I used it this past season exclusively on my tug. It's easy to use, easy to configure (almost self configuring) and it accepts the free vector charts from the U.S. Government. I've also used the Cap'n and would recommend Rosepoint out of the three I'm most familiar with.

HARD TO FIND PARTS

Dean Raffaelli, Carrie Rose, 32-044, responding to a thread on SENTOA said: I thought I would mention Lewis Marine Group as a source for most hard to find parts. It was the only place that had my galley sink. They are wholesale, so you have to call them to find the closest distributor who will order the part. I ordered a catalog from them and it has helped me find many obscure parts. Their phone numbers are: 800-327-3792 and in Fort Lauderdale 954-523-4371.

FILTERS & STUFF

Mark Perlick Steadfast, NT37-050 reports:

I have found a couple of good sources for filters. www.marinefilters.com for Racor products and www.wholesalemidwest.com for Fleetguard products. Both companies have been very responsive and price competitive in my experience. Zincs at attractive prices from www.surplusunlimited.com

Another interesting source for diesel

information is www.boatdiesel.com - for some parts such as impellers try www.sbmar.com

I have found www.boatdiesel.com well worth the \$25 annual membership fee.

9. YOUR NEWSLETTER

If you haven't sent any money during 2006, please send in your donation of \$10 – or more if you feel generous. Printing costs and postage for your newsletter add up quickly. 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 by E-mail to: ceb@oz.net or by "snail mail" (US Postal Service) to Charles E. Billings
5599 Perdemco Avenue, SE
Port Orchard, WA 98367
or call me at: Tel: 360-895-3825

Please check the fleet list for accuracy, as I'm still on a "learning curve" as your editor. There are many tugs listed by "Hull Number", for which I have names of owners but not the name of the tug, or E-mail address to contact the owner(s). Please let me know the name of your tug if yours is listed by "Hull Number". Any suggestions, changes, additions or comments regarding your newsletter are solicited and welcome. Just send me an E-mail at ceb@oz.net or if you're not "on-line" use the mailing address noted previously.

10. BUY, SELL, TRADE, LEASE

For Sale: 1981 26' Nordic Tug Hull # 26021 **SHERRY LYNNE** Green hull, ivory cabin, 88 HP Yanmar with 1600 hrs, SITEX Video Sounder, Raymarine VHF, Bristol stove, Furuno 1621 Radar, Garmin GPS Map 2006/2010 Chart-plotter, work tug model with large open aft deck, currently being used for trolling in Alaska, Located Yakutat, AK. Asking \$50,000. Contact Matt Wheeler 907-784-3338

For Sale: 1985 26' Nordic Tug Hull #26-110 **LADY BUG** – Bright red hull, Yanmar 66HP

Turbo engine w/1200 hours. New color GPS, new auto pilot, 9.5' Gig Harbor sailing dinghy on custom davits, new prop (plus spare), new marelon thru hulls 3/06, Espar Hydronic heating, new Red Dot heater, Raymarine radar, complete teak package with teak cap rail, flawless varnish (boathouse kept since new), smart charger, galvanic isolator, galvanic flow gauge, Dickinson diesel stove, built-in fold-down electric hot plate. \$95,000 Call Mike Conger at 253-759-0778 or E-mail at congerm@hotmail.com

Wanted: 26' Nordic Tug available for purchase with 120 to 140 hp. any location. Nick Lacy nicklacy@msn.com

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 Victoria, BC \$145,000 e-mail grandpajohn@shaw.ca or phone (250) 478-8554

For Sale: 1996 32' Nordic Tug Hull # 32093 **ADRIANA** Forest Green HULL Cummins RECON engine new 7/05 1500 hrs 1+ years remain on full warranty, 6KW Gen Set, Factory installed Fly Bridge, Bow Thruster, Cruiseair heating and A/C system, GPS, Radar & Auto pilot systems, XM satellite radio/FM stereo with Bose speakers, Loaded with extras, ready for cruising, call Chuck Berry 321-258-1396 \$169,000 located in Florida.

For Sale: 2002 32' Nordic Tug Hull # 32225 **BUFFALO WINGS** Ivory Hull /Ivory boot stripe/black accents. Last of the 2002's with more space in the salon and pilothouse, most 2003 model upgrades, 220 Cummins, A/C and Espar systems, "Brooks Mast", Ray Marine electronics, Sea Wise dinghy system, extra teak, bimini, bow bags, custom screens, day night shades and privacy covers. Located in central

NY State, Contact John/Carol Sloan 716-632-8931 or cell 716-570-5465. Sloan.carol@att.net

For Sale: 2001 42' Nordic Tug Hull # 42032 **HEART TUG** Blue hull, ivory superstructure, 330 hp Cummins with 397 engine hours and 46 Gen set hours. Always in fresh water. Currently located near Syracuse NY stored indoors. Full details at www.nordictugs42.com or call George or Jeanne Duranske at (218) 751-2236 or (218) 444-4300

For Sale: 9' fiberglass Nordic Dinghy, equipped with Weaver Snap Davits and a set of oars. \$250 obo. Located in Port Orchard, WA Contact Charlie Billings, ceb@oz.net or phone 360-895-3825.

11. 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, Michigan

Bay Breeze, the authorized Midwest dealer of Nordic Tugs, specializes in finding new homes for used trawlers. Call Bill Allgaier, BBYC Sales Manager, 877-941-0535, or send an e-mail to bill@bbyc.com. Be sure to keep in touch by visiting our web site www.bbyc.com.

Ballena Bay Yacht Brokers

A couple of notes from California - Ballena Bay Yachts has a new sales associate named Dave McGowan. Dave has circumnavigated a couple of years ago, has a 100 ton USCG license, was the West Marine store manager in Hawaii for six years, is a web master and has lots of direct sales experience. Dave is very excited about selling Nordic Tugs, and we are excited about having

him on board Ballena Bay.

Jim Moore, Dave and I will be departing Anacortes Saturday, Oct 21st with the Nordic Tug 52 that I recently sold. The boat will live in Alameda for a month or so and then depart for our San Diego location. On or about Dec. 1st, I will be taking the Nordic Tug 52 to La Paz, Baja California Sur, her new home for the winter. The owner Mr. John Duckett plans on cruising the Sea of Cortez this winter. In late May, he will be putting the "Lucky Day II" on Dockwise Transport bound for Vancouver, BC.

Everyone is invited to contact us in Alameda or San Diego to view this beauty. Call us (we love to talk Nordic) at (888) 619-8600 or e-mail len@ballenabayyachts.com Lenard Lee

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

First of all, I would like to thank Nordic Tugs for allowing us to serve the Florida and southeast market until they finally found a great dealer to represent them in that part of the country. Thank you, as well, to the wonderful Nordic Tug community in Florida for making us feel welcome.

Now that Stephanie and I have returned to the northwest, along with our 52' Tug, "Big Fun", we would like to publicly thank our staff

for doing a great job while we were away. We owe a debt of gratitude to Jeff Cress, Greg Mustari, Bob Olson and our office manager, Michelle Minor. Thanks to you all for a job well done!

The Northwest Rendezvous held this year in beautiful Sidney, British Columbia was a rousing success, and enjoyed heartily by everyone attending. My personal thanks go out to all who helped to make that event come together! There are too many to acknowledge individually here, but you know who you are. Great job!

More recently, we have participated in the largest-ever Boats Afloat Show on beautiful Lake Union, in Seattle, and the more intimate Anacortes Floating Boat Show earlier this month. Both events were a great chance to see old friends and talk about Nordic Tugs (our favorite subject!).

As always, we have a great selection of new and "pre-loved" Nordic Tugs on display in all 5 sizes here in Anacortes, Washington. Stop by for a visit when you're in the area!

Happy Tugging!
Jim Cress
SkipperCress Yacht Sales

Wilde Yacht Sales **Trawler Specialists in the Northeast**

Fall boat shows in Newport RI and Norwalk, CT followed by a well-attended Open House in Essex, kept the Wilde Yacht Sales Team busy since September.

The 3-day Fall open house with sea trails by appointment was a great success - with several couples experiencing Nordic Tugs underway while aboard the new 32', the new 37' flybridge and the new 42' flybridge. Prospective tuggers had two gorgeous sparkling days and one rainy, windy day, which did not discourage those who made the trip to Essex and wanted to see the boat perform in rough weather.

Wilde Yacht tugs participate in the annual Tree's in the Rigging Parade in Essex Harbor the Sunday after Thanksgiving each year. Decorating the boats for this festive holiday affair will begin in the next couple of weeks. The parade draws hundreds of people to watch

the spectacular sight of this event - which brings Santa to town on a "working tug boat".

Wilde Yachts is conducting their first "trawler school" in the spring of 2007 - dates to be announced on the web site www.wildeyachts.com

Plans are currently underway for the 4th annual "traveling tug tour" the last week of June and first week of July - 2007. For additional information on this tour, please call us at 888-447-6944 or E-mail us at Info@wildeyachts.com.

The Wilde team members are Ben Wilde, Bill Boyer, Connie and Don Connor, Alannah Dutchess and Paul Tortola. The offices are open all year - Monday to Saturday and Sundays by appointment.

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

Massey Yacht Sales & Service

In Business since 1977, Massey Yacht Sales and Service operates three dealership locations in Florida including Regatta Pointe Marina, Palmetto; Centennial Harbour Marina, Fort Myers; and The Harborage Marina, St. Petersburg. They will provide sales and service to the Southeast and Gulf States territory. For more information on Massey Yacht Sales and Service go to www.masseyyacht.com or contact owner Ed Massey at (800) 375-0130.

12. THE PRESIDENT'S CORNER

Greetings to everyone from Nordic Tug Land! It feels really great to be "back in the saddle" at the factory after 3 years of spending way too much time traveling and working out of the area. Our team here has done a wonderful job in my absence, and I am grateful beyond words.

Demand has really picked up for our 52' Tugs, with hulls # 3, 4, 5 & 6 all selling so far this year. Hulls # 3 & 4 have already delivered, while #'s 5 & 6 are currently under construction.

It seems that there are potential orders pending for the next two or three 52's as well.

With that in mind, we are getting ready to begin construction of a new assembly building for our larger Tugs. Ground breaking is scheduled for next month, with completion early next summer. The new building will provide over 30,000 square feet of additional "state-of-the-art" assembly space, and be located adjacent to our lamination building. Speaking of the lamination shop, it will be growing by nearly 10,000 square feet as well, as a part of the upcoming construction project. Most importantly, the new facilities will be oriented towards improved quality through the use of better technology, lighting and access for our outfitters. Everyone wins!

As all of this comes on line, it will allow much more refinement of our existing facilities, as well. More will be revealed as those processes move forward.

As many of you know, our naval architect, Lynn Senour passed away a couple of years ago. We all miss Lynn greatly. Needless to say, that leaves a tremendous void in a boat-building company. After a lengthy selection process over the past several months, I am proud to announce that we have been fortunate to secure the services of the highly renowned Howard Appolonio. Howard will be involved in the continued refinement of our existing models, as well as any future developments in the Nordic Tug model line-up. Welcome aboard, Howard!

To those of you who are long-time Nordic Tug owners (and in some cases "repeat customers") I can't begin to tell you how grateful I am for your loyalty and continued support. For those of you who have joined us more recently, (or who are about to!) welcome to the family!

'Till next time.....

Jim Cress, President
Nordic Tugs, Inc

13. A NOTE FROM YOUR EDITOR

I figured it might be appropriate to tell you a little about myself since I've assumed the mantle as your editor and am trying to fill the huge shoes vacated by Bill Owel.

I'm a life long sailor, having started boating in South Florida (winters) and Cape Cod, MA (summers) before entering grade school.

After high school in Florida, and college in Vermont, I spent the next 20+ years in the US Navy, retiring in 1979.

I then spent the next 20 years in the manufacturing business with K2 Corporation (skis, snowboards, inline skates, mountain bikes), on Vashon Island, WA, retiring in 1999.

My wife, Sharon, and I enjoyed sailing (racing and cruising) for many, many years. Unfortunately, I had a terrible accident in 1994 rendering sailing a bit too much work for me.....even after roller furling, windlass, autopilot, cruising spinnaker with dousing sock, and all of the things that were supposed to make it easier, and less uncomfortable.

So, as my sailing friends like to say, I crossed over to the "dark side" in 1998, with the purchase of a powerboat - BeBe, NT 26-001 (after my first winter cruise in the nice warm pilot house, I knew I'd made the correct decision). After 6 years of restoration on BeBe, a real labor of love, a good friend called me to say he was going to sell his 32, and questioned if we would be interested.

As soon as Sharon saw the 32, the decision was easy. BeBe found a new home and caretaker in Sequim, WA shortly thereafter, and we've been cruising with NOBSKA ever since, having put almost 600 hours on the engine since April '04.

We look forward to many more hours cruising the waters of the greater Pacific Northwest. And, as you all know, we have found that not only does Nordic Tugs build a superb vessel, you won't find a nicer group of folks than "Nordic Tuggers". Get out on the water and enjoy your tug!

Happy tuggin',
Charlie Billings

