

THE NORDIC TUG OWNERS NEWSLETTER SPRING 2008



Issue # 51

Page 1

GREAT LAKES RENDEZVOUS JUNE 20 - 22

The ice is breaking up, can spring be far behind? This seems to be one of the longest Winters that we have had for the past several years. Usually we can count on a major thaw in January or February to get rid of the snow and fool us into believing that we really don't have 5 cold months. This year the mid-winter thaw didn't happen in Northern Michigan. We are all very ready for some nice warm sunny days.

The Great Lakes Nordic Tug Rendezvous is a good way to meet with your fellow Nordic owners and to kick off the season with a good time and helpful hints from some marine industry experts. This year we are pleased that we will be able to hold our rendezvous in the beautiful city of Charlevoix, Michigan. The City of Charlevoix is just completing a major marina renovation with all new docks, new boaters facilities and new Harbor Masters office. If you have not been to Charlevoix, you won't want to miss this event. Lake Charlevoix is considered one of the prettiest lakes in Michigan. The City Marina is in the protected waters of Round Lake which you enter by way of the Pine River and under U.S. 31. The draw bridge opens on the hour and the half hour. The City Marina is just to the South after you go thru the draw bridge and you will be docked in downtown Charlevoix with access to many restaurants and shops

.We will have a welcome reception on Friday June 20th, informative programs on Saturday and Sunday with a cruise to either Bay Harbor or Boyne City on Sunday afternoon. We are looking forward to meeting old friends and making some new friends. If you decide to come by car instead of by boat, there are nice accommodations right near the

marina.

To make reservations for the rendezvous and/or get additional information, call either **Bay Breeze at 877-941-0535** or **Randy Estes (D'Estes) 269-303-6646**.

Mid Atlantic Nordic Tug Owners Rendezvous 2008

Save the dates **May 18-21, 2008** for the **2008 Chesapeake Rendezvous**. The big event will take place at the North East River Yacht Club (www.neryc.com) in North East, Maryland. More info to follow. In the mean time, for any questions, feel free to contact **Brooke Hosler** at Annapolis Sailyard (410) 268-4100 or brooke@sailyard.com

Southern California Nordic Tug Owners Rendezvous

September 20-21, 2008

The Rendezvous will be held at Two Harbors on beautiful Catalina Island, where we will meet, share stories, tour other Nordic Tugs, and have great food and drink with old friends. Dinner on Saturday will be catered on the beach. Steve & Debi Rock, owners of Fiddler's Green Restaurant in San Diego will provide the drinks. Feel free to come a few days early or stay a few days after the event. For more info, contact **Michael Dickinson** at 949-495-3232, 949-322-2567 or see www.tuffythetug.com/rende2008.html

Northeast Nordic Tug Owners Assoc. Rendezvous

The 8th annual Northeast Nordic Tug Owners' Association rendezvous will be held this year from July 23 to July 25 in Essex, CT.

Our annual gathering has grown dramatically since 2001 and we offer a special invitation to all Nordic Tuggers nationwide to come and spend a delightful 3-plus days with us. If you come by boat, you'll enjoy traveling in some of the best cruising waters in the northeast. If you prefer to come by land, there's lots to see and do in picturesque New England during the summer.

For additional information, contact:

connie@wildeyachts.com or visit the NENTOA website at **www.nentoa.org** for the latest information.

Nordic Tug "Traveling Tug Tour"

Wilde Yacht Sales, Essex, CT announces the second Nordic Tug Cruise to Lake Champlain starting July 26, 2008. The Nordic Tug owners will be leaving their home ports or Essex, CT immediately after the 8th Nordic Tug Rendezvous, July 23, 24 and 25, 2008. The Rendezvous will be held at Essex Island Marina in Essex, CT.

The trip will take two weeks visiting towns along the Hudson River. We will visit Kingston, Waterford, Schuylerville, NY and Whitehall Lock 12 Marina at the end of the Champlain Canal. We will travel to Burlington, VT for two nights. The tugs will cross Lake Champlain and arrive in Treadwell Bay, north of Plattsburgh, NY. A Sunday barbecue will be sponsored by Wilde Yacht Sales for the tuggers and guests at Treadwell Bay Marina.

On Monday August 4, the tugs will start the return journey back to New York and then on to Essex and other home ports. For more information visit **www.wildeyachts.com**.

Wilde Yacht Sales

39 Pratt Street Essex, CT 06426.

Toll free telephone: **888-447-6944**.

SENTOA RENDEZVOUS APRIL 22-24

We are looking forward to seeing many of you at the 2008 gathering in historic Punta Gorda, Florida. The committee has put together an informative and entertaining two days of speakers and hands on experiences!

Here is just a sample of what you will find at the Rendezvous! Please visit **www.fishville.com** to see what the Punta Gorda area has to offer.

Claiborne Young, author of several cruising guides, will be with us to talk about cruising in Western Florida and the "Right to Anchor" in Florida. Actually, he was a witness in the court proceeding, that was won by the boaters, that is heading for appeal!

Having difficulty getting boat insurance? Al Golden, International Marine Insurance Services, will describe the problem and strive to answer your questions.

Have you ever put out a fire? The Punta Gorda Fire Department will give you hands on experience! Also, there will be hands on experience with an AED (Automatic External Defibrillator) and the new CPR Technique!

Has your tug had its Safety Inspection? Clois Kicklighter, NT 32-246, Commander, Coast Guard Auxiliary Flotilla 93 in Naples will address safety and perform inspections upon request. Lastly, we would like your feedback to these questions: If you're not attending the 'vous, is it the location, dates, or other reasons? Are you willing to become an officer (Commodore, Vice Commodore, Treasurer) or Rendezvous Chair for next year? Would you be our photographer this year at the Rendezvous? Any other thoughts and suggestions? Please respond to Minnie Osteyee, 2008 Rendezvous Chair, **mlosteyee@aol.com**

Northwest Nordic Tug Rendezvous

The Northwest Nordic Tug Rendezvous will take place at the Hudson Point Marina in Port Townsend, Washington, from **June 19-22, 2008**.

Port Townsend, one of the more popular spots on the Olympic Peninsula, has a 216 year history with both Indian and British influences.

This is a wonderful venue in a town well known for its Victorian homes, Wooden Boat Festival, its arts & craft shows, music, shopping, bakeries and ice cream parlors.

Plans include a welcome reception on Thursday evening, continental breakfast each morning, a series of informative lectures, lunches on both Friday and Saturday, evening dinners Friday and Saturday, and entertainment.

The Rendezvous organizing committee's goal is to provide a venue where you can socialize with friends, meet new owners who have recently joined the Nordic Tug family, swap stories, ideas, problems and innovations, and learn from one another and our invited guests.

For more information and a registration package, contact Jim Thorpe, Rendezvous Chair, at jthorpej@yahoo.com

Post NW Rendezvous Cruise

Jeff Morris and Kate Keener, Adventure-Us (37-144) are planning a cruise to Barkley Sound on the west coast of Vancouver Island right after the NW Rendezvous.

Here's the tentative itinerary:

Sunday June 22 – Port Townsend to Sequim Bay State Park

Monday 23rd – Sequim Bay to Port Angeles. We want to take this opportunity to go Walmartin' for the last time to stock up before heading back to Canada.

Tuesday June 24th – Port Angeles to Victoria. Up bright and early to sneak across the Strait of Juan de Fuca before the wind starts to build. After clearing Canadian Customs, tie

up at the Government Dock in front of the Empress Hotel. (Note that we're planning to kill a few days before going to Victoria. The Victoria to Maui sailboat race starts the weekend of 22-23, and the harbour will be a total zoo.)

Wed-Thurs Explore Victoria. Tea at the Empress? Visit Butchart Gardens? Royal BC Museum? Provision up for the long trip. Lament the very scary price of wine in Canada.

Friday June 27 – Victoria to Sooke. Gourmet dinner at the famous Sooke Harbour House.

Saturday June 28 – Sooke to Bamfield. Up at first light to chug 80 nmiles on the gentle swells of the Pacific Ocean to tuck safely around the corner at Bamfield.

July - Barclay Sound. After getting to Bamfield, I imagine we'll all head our separate ways to explore Barclay Sound depending on how much time our plans allow. The crew of the good ship Adventure-Us intend to spend about six weeks in the area before heading home, so we're looking forward to doing some crabbing and prawning, and maybe a bit of fishing.

It'll be a grand adventure!

If any of you old salts have done this trip, any advice or handy tips would be appreciated. Any "secret" anchorages or don't-miss spots? Is Port Renfrew a viable refuge for the night if the weather gets snotty?

For more information, contact Jeff Morris at morris@novuscom.net

San Francisco Bay Area Rendezvous

The SFBANTA Rendezvous will take place May 15-18, 2008, at Delta Bay Marina, Rio Vista.

Meetings, continental breakfast, lunches, and dinners will be held at The Point restaurant, adjacent to the marina.

A post rendezvous "Delta Cruise" is still planned.

Check the SFBANTA web site at www.sfbanta.org/ for details on both the Rendezvous and the Delta Cruise.

News, Ideas, Odds & Ends

Bob Shamek from the Nordic Tug factory passed along this comment: The following link will take you to a wonderful source for the **bronze hardware** you may need for older Nordic Tugs. www.phoenixlock.com

Mark Perlick (STEADFAST, 37-050) reports: Other owners might be interested in a source I found for square drive (Roberts) fasteners. www.mcfeelys.com has been able to supply almost everything I have needed. For what it's worth, square drive fasteners are quite popular in Canada (at least our neighbors in Ontario), and I have had no trouble getting stainless sheet metal screws, but machine screws have come from McFeely's. Also, Hatteras yachts uses square drive fasteners, so if you happen to be around a Hatteras dealer...

Bob Richard (JACQUELINE, 32-240) sent in this follow-up:

I read with some interest Jim Moore's account of windlass problems under Odds & Ends in the Fall issue of the Owners' Newsletter. The explanation given by Imtra for why, in Jim's situation, the contacts in the windlass controller got low voltage and welded together does not make sense to me. If the engine is running (I have no genset), it is supplying--and all my gauges show this--13 or more volts to the entire system. Thus, the windlass will not be receiving low voltage current, and so low battery voltage is irrelevant. But a little further investigation on my part revealed that when the engine is started cold the alternator at idle does not put out 13 volts until engine temperature reaches about 125 degrees. Further, because the combustion warming devices intermittently kick in on a cold start, the voltage then drops below 12 volts. The voltmeter on my DC panel showed at most just 12 volts going to the starting battery. The only way I could bring this up to 13 volts was by raising engine rpms to about 800. When the engine warmed up to 125 degrees, then all inputs showed a steady 13+

volts at idle.

So, here's what I'm thinking: At least in my case I could explain the problem of low voltage to the windlass resulting in a combination of low battery voltage plus a cold engine that is not putting out proper voltage to the system. This makes sense to me in terms of the windlass controller getting inadequate voltage. What I want to do is make sure my engine is either warmed up to 125 degrees or else run it at higher rpms before using the windlass to make sure the windlass is getting proper voltage. I've not yet had this problem with the windlass, and I'm glad Jim made me aware of the potential difficulty. I'm not sure what to say about Jim's genset not offsetting the problem by operating the charger in his inverter. However, in my setup the inverter charger only charges the house batteries. I doubt that the windlass is connected to the house batteries, so it may be that it is dependent on the other batteries charged by the engine alternator. If that is so, then Jim could have the same problem I've outlined above.

I have had another problem with the windlass, though. Because it gets infrequent use, the brushes got a bit corroded causing it to function erratically one time when we were leaving the Channel Islands, and then to stop working at all. An electronics guy and I spent a lot of time down below checking all the connections before we finally spoke with Imtra. Once we took out and cleaned the brushes all was great. The prevention is simple: Run the windless periodically while at dock with no load--just enough to keep the brushes free of corrosion.

I think both of our problems could be cured by some simple changes in procedures. I would be glad for comments from other tuggers. Send to roberterichard@cs.com

Jim Moore, RILEY (37-085) passed along this interesting bit of information:

Location is not disclosed here to prevent any repercussions but you might find this interesting and worthy of a chuckle.

Continued on page 5

All boats are not created equal.

Upon arriving at the guest dock last weekend at a public marina in the SF Bay area, we tied up directly behind an unoccupied, 25' USCG Homeland Security patrol boat. A short time later the crew came down the ramp and greeted me as they walked past RILEY, displaying proper USCG courtesy and slight professional reserve. I walked over to the two youngest who were releasing lines and joked with them about having a good job and asked how much they had to pay the government every month to be so lucky. The ranking member of the crew, the only one packin' heat stuck his head out the window and said, "I love Nordic Tugs. I've boarded hundreds of boats, probably a thousand and if I had my choice today of any boat I've boarded it would be a Nordic Tug. I board them every chance I get."

So, a tip of the hat to the Coasties, make sure your flares are not out of date and you have a copy of **Rules of the Road** on board.

While on the subject of Rules of the Road, **Ruth Jansson and Bette Conner (ANNIE B, 32-172)** passed along this tip.

Generally speaking, vessels 12 meters or more (39' 4") must carry a copy of the latest CG paperback book entitled Navigation Rules on board.

Go to the USCG Navigation Center website for Navigation Rules information.

<http://www.navcen.uscg.gov/mwv/navrules/navrules.htm>

The easiest way to get a copy is to go to a chandlery in person or online. The version we see most often when performing Vessel Safety Checks is a white book, a little bigger than reader's digest size. You can see what it looks like by going to the Landfall Navigation website at:

<http://www.landfallnavigation.com/-bpa014.html>

To be legal, make sure you get the **latest version -- "D"**

BOAT U.S. MEMBERSHIP

Chip Worster (CHIP AHOY, 26-145) reminds fellow tuggers about a savings on membership in Boat U.S. Last year, 21 SENTOA members enjoyed Boat U.S. Membership at half the regular annual dues. To be eligible, quote our SENTOA Cooperating Group Agreement number: **GA84925B**.

TUG ARTWORK

Russell & Carol Logan (RUBY DRUE, 26-127) report that they had a beautiful portrait of their tug done two years ago by Saltspring Island, B.C., artist, Lorne Shantz. He also painted a wonderful portrait of "Old Bro" at the '06 Northwest Rendezvous in Sidney BC. His work is really special.

Boat portraits by Lorne are available by sending him a photo of your Nordic Tug along with a choice of background. Lorne can be contacted at lshantz@telus.net or by telephone at: (250) 537-2483.

Communications Head Sets

For those of you who may not be hard of hearing, but have difficulty communicating with your deck hand, **Simon Bergen-Henengouwen (SINOMA, 32-217)** reports he hasn't left his wife on the dock once since he purchased a pair of **Mariner 500** self-contained head sets. They can be purchased from www.cruisingsolutions.com/headsets.asp Leaving the other half on the dock can be dangerous to one's health and well being!

CLICK BOND STUD KITS

In response to a question about attaching items to a laminated (cored) surface or the hull skin of a tug, **Joel Truher, Beach House (37-176)** suggested **Click-Bond Stud Kits** available in several sizes for mounting without screws (no holes of any kind required). For more info, see the web site at:

www.aircraftspruce.com/catalog/hapages/clickbondstuds.php

Steve Weiser, SKYLARK (37-114) recommends updating your Raymarine software for C-series chartplotters (they're up to version v4.26), if for no other reason than apparently WAAS behavior depends on two new replacement satellites being received and processed, and the old software won't do it for whatever reasons. For more info, go to the Raymarine website at www.raymarine.custhelp.com/

New Found Item -- COBRA CABLE TIES

We've all used cable ties in one form or another for years. I'm sure we've also experienced all too many snags and cuts as a result of coming in contact with the sharp stub that remains after the excess cable tie is cut. The best thing about the **Cobra cable tie** is that once tensioned and the free end of the strap is cut, the remaining stub retracts into the head of the tie, eliminating the sharp edge that exists with standard cable ties. All edges of the head are rounded, as well. They are available in 7, 11, & 14 inch lengths, in both natural and black nylon. Prices range from \$4.95 for 100 seven inch ties to \$16.75 for 100 fourteen inch ties. They're not universally available as yet, but can be purchased directly from the manufacturer. Check them out at www.cobracabletie.com
Charlie Billings, NOBSKA, 32-057

FALL CONTEST

No one guessed the identity of the lighthouse pictured in the **Fall 2007** newsletter. Actually, no one even entered a guess. It was **Grand Marais Light, Minnesota**.

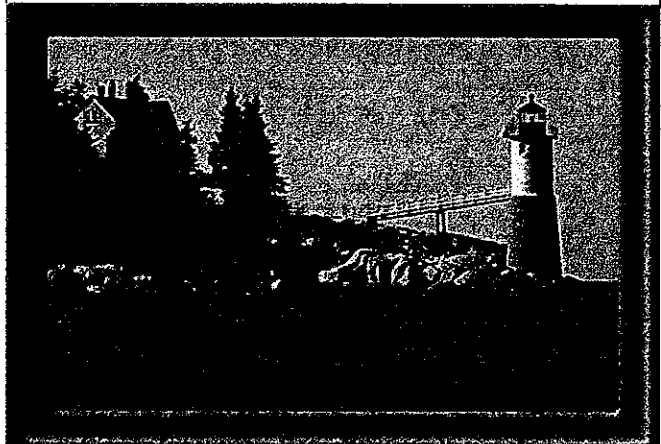
Identify the lighthouse in the column to the right, and send your entry to ceb@oz.net Include your name and address, tug name and hull number, to be eligible for the drawing for a "valuable prize", as yet undetermined.

YOUR NEWSLETTER

If you haven't sent any money during 2008, please send in your donation of \$10 – or more if you feel generous. **Please make checks out to Charles E. Billings.** Printing costs and postage for your newsletter add up quickly. Please let me know about address changes, 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 (**preferred method**) 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: 360-895-3825

Please check the fleet list for accuracy. There are many tugs listed by "Hull Number", some of which I have names of owners but not the name of the tug, or an E-mail address/USPS address to contact the owner(s). Please let me know the name and home port 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 or if you're not "on-line" use the mailing address noted above.



A Nice Bit of History

Your Editor received a nice note from **Jack Hennig** of Drummond Island, MI. He and his wife Dorothy own **JULIUS C, 26-034**

I thought you might be interested in his story.

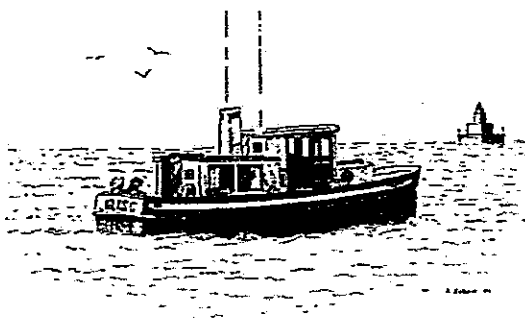
"Back in about '81, my wife and I had had a number of sailboats and decided we should try power. It was about that time that Nordic Tugs was getting started; we saw their ads, decided we liked the traditional look and went to take a look, including a short trip on the **RED APPLE** on Puget Sound (Editor's note Red Apple, 26-002 is now **TUGGER**, owned by Paul & Linda Dugger of Anderon Island, WA)

We didn't have much money then and Nordic was just getting started too, so it worked for both of us to purchase just the hull moldings.

I had built several boats, had a boat shed and shop, so finishing up the tug was just a matter of time.

We still have the **JULIUS C** at our dock here on Drummond Island and have had great pleasure using it over the years.

Being in our 80's now, we don't venture too far from our Drummond base – Canadian North Channel and the adjacent Great Lakes.".....



Editor's note:

How wonderful that Jack & Dorothy are still enjoying their tug after 28 years! If you have a short story you'd like to share with other "tuggers", please E-mail it to me at ceb@oz.net or send it to me at the USPS address noted on page 6. Please note that content may be edited due to space limitations.

Dealer News

BAY BREEZE YACHT SALES

We are anticipating a busy season here at Bay Breeze. Several people have indicated interest in new and used Nordic Tugs. Our present inventory of new Nordic Tugs include the following: 2008 Nordic Tug 42-096. - 2007 Nordic Tug 37-180 - 2005 Nordic Tug 37-137 (fly bridge). - 2008 Nordic Tug 32-301

Bay Breeze is participating in a number of springtime boat shows including West Michigan Boat Show at Muskegon May 2 - 4; Elk Rapids Boat Show May 17 - 18; Charleviox Boat Show June 6 - 8 and the Bay Harbor Boat Show June 13 - 15. These will be followed by our Nordic Tug Rendezvous June 20 - 22.

We would like to invite everyone to visit us in Traverse City if your are up this way.

BALLENA BAY YACHT BROKERS

Ballena Bay Yacht Brokers has added an additional person in our San Diego office, Diane Thompson. Diane is an experienced yachts sales person and live aboard boater, who is very excited to be selling Nordic Tugs. Give Diane or Steve Rock a call in San Diego.

Nordic Tug sales have been very good in California this last year and we are looking forward to replenishing our inventory with a new NT 32, NT 37 and NT 42 in the next two months. We also are excited about receiving hull # 2 of the new NT 49 later this year. As always, the brokerage market is very good for previously owned Nordic Tugs.

With the new boating season just about here we can be happy that we own Nordic Tugs. Its hard not to be smug about our economical Nordic Tugs that have some of the best fuel economy available in a cruising yacht. Lenard Lee - Proud California dealer for Nordic Tugs

Dealer News (Continued on back page)

The President's Corner

Greetings from Nordic Tug Land! I've been running really hard throughout the first quarter of the year with the Seattle Boat Show, Miami Boat Show, our annual Nordic Tug dealer's meeting, and various other events that have kept life moving at "light-speed". Meanwhile, Nordic Tugs has been busily working away on the exciting new 49' Nordic Tug. The hull is actually in the assembly process in our wonderful new production building. More to follow on the building.

The 49' hull has the engine and most mechanical systems in place; the engine room is taking place beautifully! Meanwhile, the interior is beginning to take shape in the below-decks areas. Staterooms are beginning to come together nicely! We should have the deck mold complete in late April and the first deck ready to go on the hull in late May.

The result? After all the myriad of details are tended to, we expect to launch the first 49" Nordic Tug this summer (probably in August). She will be on display at SkipperCress Yacht sales, until her official debut at the September Boats Afloat Show in Seattle, on Lake Union.

With cruising season finally getting rolling, I am very excited about the up-coming rendezvous here in the northwest, as I'm sure every one is at the several other Nordic Tug rendezvous in various regions of the country, beginning with the SENTOA folks in Ft. Myers, Florida earlier in April.

I really must run for now to try and keep up with all the excitement in Nordic Tug Land. I'll keep you posted as more develops. Happy Tuggin'!

Jim Cress
President

NORDIC TUGS OF ALASKA

Nordic Tug Charters is adding two new 42's, 42-105 and 106, to our SE Alaska charter fleet. There will now be 13 Nordic Tugs available for charter during the 2008 season. We welcome any tug owner from across the country to come to Alaska and experience the sights and sounds of nature in all its glory. It is like no other cruising experience in the world.

We have just completed a 30 minute DVD of a typical family charter experience we will be happy to send any tuggler who is interested in seeing what the experience is like. Email us using our "Contact Us" email system at www.nordictugcharters.com

"The experience begins when you leave the dock. Tight Lines!!"

Joergen Schade 206-919-7887

Wilde Yacht Sales' Nordic Tug 54

Wilde Yacht Sales, Essex, CT announces the arrival of the all new 2008 Nordic Tug 54 in May 2008.

The Nordic Tug 54 will arrive by ship in Port Everglades, FL about the first of May and remain in Florida at Billfish Marina. After set up work and electronics installation, the 54 will head north with Captains Ben Wilde and Bill Boyer at the helm.

The queen of the Nordic fleet will stop in Charleston, SC, Norfolk, VA, and Matthews, VA. After about 10 days of stabilizer installation, the Nordic 54 will proceed to Annapolis, MD, for some press opportunities and sea trials.

After Annapolis, the 54 will travel to Cape May, NJ, for an overnight and then on to Liberty Landing Marina before heading to its home port of Essex, CT.

Wilde Yacht Sales welcomes calls about the Nordic 54 tour. Call us at 888-447-6944.

Wilde Yacht Sales, 39 Pratt Street Essex, CT 06426

THE NORDIC TUG OWNERS NEWSLETTER FALL 2008



Issue # 52

Page 1

NORDIC TUGS® ANNOUNCES THE PASSING OF PRESIDENT/CEO JIM CRESS



Jim Cress, president/CEO of Nordic Tugs®, Inc., and owner of Nordic Tugs' largest dealership, SkipperCress Yacht Sales of Anacortes, Wash., passed away at 3:45 pm on Sat., Oct. 18, 2008, from injuries suffered as a result of a motorcycle accident.

Born on May 13, 1946 in Chicago, Ill., 62-year-old Cress joined Nordic Tugs in 1989 as sales manager. He left the company in 1993 to start SkipperCress Yacht Sales, Nordic Tugs' northwest dealer. Always passionate about Nordic Tugs, Cress and a small group of investors purchased the company on Dec. 13, 1996, and he has served as the company's president/CEO for a majority of the past 12 years.

Cress enjoyed boating, motorcycles and sprint cars, but his main passion in life was his family. He leaves behind family members including his wife Stephanie, three sons, Jeff, Allen and Steven, along with three grandchildren, plus many friends and coworkers whose lives he touched.

A memorial service was held on Saturday, Oct. 25th, 2008, at Christ the King Community Church in Mount Vernon, Wash. In lieu of flowers, the Cress family requested that memorials be made to Jim's favorite charities; the Skagit County food Bank (<http://www.skagitcap.org/donate.htm>) or The Friendship House (<http://skagitfriendshiphouse.org/>).

"Jim was passionate about Nordic Tugs, and this came through in all aspects of his lengthy career with the company," stated Nordic Tugs founder Jerry Husted, who retired in Dec. 2007. "He was a lively person – always exuberant, but at the same time showing a great deal of humility, and this combination of traits matured into amazing leadership qualities. Jim was a fun guy to be around, and I'm proud to have been associated with him in the boat business. He will be sorely missed by all of us."

A comment from your editor: I have been fortunate to have known Jim for a little over ten years. During that time, I was impressed by Jim's positive outlook on life, as well as business. He always saw the good in people and always "saw the glass as half full", no matter what the circumstances. One thing he continually preached was "live your dreams". It would be a fitting tribute to Jim if we could all see people and circumstances as Jim observed them. We are not part of a dress rehearsal; this is our one and only performance. Live it, as Jim did, to the fullest. Live your dreams, and take the time to help others live their dreams. We'll miss you, Jim.

Charlie Billings

Northeast Nordic Tug Owners Assoc.

The Northeast Nordic Tug Owner's Association (NENTOA) Rendezvous will be held **July 22-25, 2009**. The rendezvous will begin at the Essex Island Marina, Essex, CT. on July 22 and then move to Hamburg Cove on the morning of July 24 for a day and evening of swimming, visiting and relaxing. From there, the rendezvous will take an optional 3-4 hour trip over to the South Fork of Long Island and overnight at Three Mile Harbor. Then it is onward to an optional Nordic Tug Cruise which will visit several points to the East; likely including, Block Island, Narragansett Bay and other beautiful East Coast ports.

For more info on the rendezvous, contact Connie Conner, the Rendezvous Chair at: Connor35@aol.com

The new officers for 2009 are: Dick Seymour, Commodore; Russ Jones, Vice Commodore; Bill Anderson, Vice Commodore, Herb Nickles, Cruise Chairman and Mable Seymour, Treasurer.

Visitors to www.nentoa.org can review our yearly Newsletters and much more interesting Nordic Tug information.

Southeast Nordic Tug Owners Assoc.

The SENTOA Rendezvous will be held **April 21st - April 23rd, 2009**, at the Harborage Yacht Club and Marina in Stuart Florida. More information about the 2009 Rendezvous, as well as reports on all previous rendezvous, is available on the SENTOA website at <http://www.sentoa.org/rendezvous.html>.

Southern California Nordic Tug Owners Association

The Southern California Nordic Tug Rendezvous will be held Saturday, **September 10th, 2009** at Two Harbors on Catalina Island. For more info contact Michael Dickinson at mdickinson@socalsurveys.com

San Francisco Bay Area Nordic Tug Owners Association

The SFBANTA Rendezvous will be held **May 14th through the 17th, 2009**, at the Petaluma Turning Basin. For more information, check the SFBANTA web site at: www.sfbanta.org/

Northwest Nordic Tug Rendezvous

The 2009 Northwest area Nordic Tug Rendezvous will be held in beautiful Roche Harbor on San Juan Island from **May 28th - 30th, 2009**. Greg Mustari, TUGGABELLA (32-268) is heading up the event. Contact Greg at greg@skippercress.com for more information.

Great Lakes Nordic Tug Rendezvous

The Great Lakes Nordic Tug Rendezvous is going to be held **June 25 - 28, 2009** in Charlevoix, Michigan (subject to marina confirmation). Anyone interested is asked to contact Dave Jones at senojev@aol.com to be added to his e-mail address list so that further details may be sent as they become available.

Miscellaneous Odds and Ends

Jon Olnick, VALENTINE (37-031) writes that he recently had to replace the raw water pump on his B5.9TA 330 engine and discovered that the forward port engine mount has to be removed to do this. Also the impeller is held on the shaft with a key which 1) is very difficult to align for impeller replacement and 2) cuts into the face plate. To replace the spare Sherwood 1700 pump which was just installed he ordered a new pump (SEAMAX 1730 seawater pump) which has a splined shaft, two machine screws holding the cam (instead of one) and can be repaired or replaced without having to remove the motor mount. This pump is available from Seaboard Marine (www.sbmar.com) in Oxnard, Cal at a cost very close to that of a new Sherwood 1700 pump.

Dave Allen, SUNDAY (37-093) has developed an aftermarket flybridge for those owners that did not have the option to order one at the time of purchase. This new flybridge fits in place of the faux stack. Final drawings were done by Stewart Archer, naval architect. Consequently, after installing the flybridge, he has an original faux stack for a 2003, 37' Nordic Tug (ivory w/black trim) for sale – make an offer. For more info on the stack and/or the flybridge, contact Dave at (360) 708-6465 or turningpointmarine@verizon.net

Kirk Glenn, FIRST LIGHT (37-073) reports: My 9KW Onan generator swallowed its' impeller and I had noticed that there was a small leak in the heat exchanger. I pulled the exchanger and sure enough it was full of bits & pieces of the impeller. Also the end cap gasket was gummy and leaking. I gave the exchanger a good bath in muriatic acid and made sure all the tubes were clear. The exchanger also had a small leak coming from the zinc plug. It appears that the previous owner had cross threaded the brass base. I re-tapped the threads to fix this; then I noticed something I never would have figured out unless I could see in the end of the exchanger with the cap removed. The standard zinc that the evil empire sells is too long and hits the other side of the exchanger before you can completely tighten it down. I had to cut off about 3/8's of an inch so I could tighten it down and prevent leakage. What a learning process! I now have a supply of back up shorty short zincs for the Onan generator.

Mark Perlick, STEADFAST (37-050) reports: For anyone looking for replacement cabinet latches, as I was, Bob Shamek emailed me directly with the sourcing information: <http://www.bainbridgestore.com/servlet/the-template/doorcatches/Page>

Jeff Morris and Kate, ADVENTURE-US (37-144) sent along a couple of tips: A few years ago, Nordic Tug 37's came with fold-out dining tables, which actually made it possible to have another couple over and sit down for

dinner. We tracked down the guy who used to make the tables, and ordered one last winter. It's completely changed the dynamics of our dining space for the better. Contact Joel Marquardt of Little Mountain Woodworks littlemountain2@yahoo.com. He's a fine craftsman, and made us a table for around \$900.

The other tip is that we discovered a sturdy folding stool that your guests can sit on while gathered around the table, although we improve the bum-comfort by adding a "bottom-sider" cushion. The folding stool also doubles as a casual end table for sunny drinks in the cockpit. Check out www.ikea.com and look for the ROY folding stool for \$13.

Nick Lacy, DAISY (26-079) sent in this handy tip: I was told to find the serial number on my engine when I went to order a spare fan belt. On my 26 with an 85hp Perkins, it takes a gymnast with a flashlight to find it, but find it I did, port side forward. It took about 20 minutes and a lot of exertion. Then, with a blaze of intelligence not experienced before by me, I looked at the title, the survey and the bill of sale from a few years ago and ALL had the engine serial number on them! A tip for other boaters on a lesson well-learned.

Jim Moore, RILEY (37-085) would like to pass on the following: "I made a discovery today regarding the performance of the Jabsco variable speed freshwater pump used on NTs since 2003, I believe. I don't have the model number, because the manual is on the boat, but it's the one which doesn't require an accumulator to maintain water pressure. After very heavy use last summer, the original pump began to act up, so I pulled it, replaced it with a spare on board and repaired the original with the recommended repair kit. The new pump never provided as much pressure/volume as the old one so I decided today to replace it with the repaired original unit. I could find nothing in the Jabsco troubleshooting sheet with regard to the issue of low flow, only complete failure.

(Continued on page 4)

On a hunch I decided to tamper with the screw located behind the little square cap on the pump end of the unit. I found that by removing the cap and turning the screw to the right about one and a half turns the pressure/volume increased dramatically. Coincidentally I get an additional 2 knots out of the boat at WOT, fuel burn rate is decreased by 30% and the fridge/freezer is 5 degrees colder. Just kidding about the last part but it certainly makes for a better shower.

Mark Laffin & Judy Overholt, Respite (32-135) passed along this tip last July.

We recently had a string of hot days (believe it or not) on the south shore of Lake Ontario and the air conditioning was having trouble keeping the boat cool. The Admiral (Judy) had purchased some heat reducing window film from Home Depot for her office windows recently and it made a big difference.

We tried it on a couple of windows on the tug and the difference was quite dramatic, so we did the rest of the windows. The film we purchased was made by Gila Film Products; we used the "titanium" color, although there are several choices. It was simple and easy to install, but it takes two people to do it. You have to "freehand" the cutting of the curves in the corners of the windows, but it's easy if you take your time. Home Depot sells a kit that includes the tools as well as the spray you need to complete the job. We put it on the seven salon windows, the back door, the two small windows on the back of the pilothouse, and the rear side windows on the pilothouse.

The tug is now much cooler inside on sunny days and the glare is much reduced.

Frank Johns, REWARD (32-227) submitted this useful tip. On 32-227, I have anodized windows & wheelhouse doors with bare metal showing in spots and have been able to refinish them as follows: Light sanding with 320-grit paper just enough to remove loose stuff. Wipe with paint thinner. Apply two coats of Rust-oleum grey primer thinned 40-50% with

Penetrol (NOT a normal paint thinner). I use a foam brush. Sand again & wipe if needed to level runs and sags but use very light pressure. Apply 2 coats of Rust-oleum flat black paint, thinned 40-50% with Penetrol. (I tried gloss black but it turns out much too glossy for me.) I also use a foam brush for this. Finish with the reddish rubbing compound they sell at Pep Boys, NAPA stores, etc.

A car buff showed me how to do this and since these materials are not normally sold in marine stores, you will be pleasantly surprised at their cost. The secret of the Penetrol is that it makes the paint thin and runny enough to flow smoothly but does not destroy the hiding ability of the paint. Finally, I would practice on something other than the boat first.

For you weather buffs out there, **Chip Worster, CHIP AHOY (26-145)** suggests a great Marine Forecast site, check out <http://passageweather.com/> and it's free.

Joe Hildreth, SCRUFFY II (26-116) wanted to pass on an experience he had with a manufacturer. "The company, **Borel Mfg. (www.borelmfg.com)**, sells a raw water temperature alarm. I had lost a small part of the assembly and when I contacted them for a replacement, they sent free of charge, a complete new assembly. You can't beat that for customer service."

Joe also suggests putting some "Keelguard" on the bow of your tug to "prevent driftwood from banging up the fiberglass". Check it out at <http://www.keelguard.com/keelguard.html>

Want to cruise in Newfoundland?

Les Davids, SEA FOR TWO (26-143) says his tug is available on Conception Bay in Newfoundland for short term charter. He notes, "We're the most easterly tug in North America. If you have ever wanted to visit this area to experience its spectacular maritime scenery including icebergs and whales, you can now do this from a Nordic Tug. For more info please go to www.davidsnet.ca/c42."

Another cruising opportunity!

Don't want to cruise Newfoundland? How about further south, perhaps the British Virgin Islands? Wilde Yacht Sales of Essex, CT is pleased to announce that **NORDIC LADY (54-008)** is on its way down to the British Virgin Islands for Charter for the 08'/09' season. When you are aboard "Nordic Lady", you are embarking on a Caribbean adventure of a lifetime. This is a crewed charter, including a captain and chef (husband & wife team), which include all meals and beverages. She is fully equipped with a Caribe 6-Person Dinghy, two person Ocean Kayak, Snorkel Gear, Floating Mattresses, Fishing Gear, Rendezvous Diving, Surround Sound Home Theatre with 3 High Definition Televisions and much, much more. To find out how you can enjoy the charter vacation of your life, please visit www.nordiclady.net. For booking information, call Susan at Wilde Yacht Sales, 860-767-2540.

Spring '08 Photo ID Contest

There was only one entry in the contest to identify the lighthouse pictured in the Spring '08 issue of the newsletter. **George Knapp, ELLIE BELLE (32-189)**, who won the first contest, correctly identified the lighthouse as Isle au Haut lighthouse on the coast of Maine. His prize will be in the mail shortly. Since tuggers don't seem to be too interested in identifying lighthouse photos, I'm going to give you a trivia question to answer this time.

In the early days of production, Nordic Tugs built a number of true work boats using the 26' hull. What was the code name used for this project? E-mail your answer to ceb@oz.net. All correct answers will be thrown in a hat with the winner drawn from the hat. Be sure to include your name, tug name & hull #, and your current mailing address along with your answer.

YOUR NEWSLETTER

If you haven't sent any money during 2008, please send in your donation of \$10 – or more if you feel generous. **Please make checks out to Charles E. Billings.** Printing costs and postage for almost 900 "subscribers" to the newsletter add up quickly. Let me know about address changes, 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 (**preferred method**) 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: 360-895-3825

Please check the fleet list for accuracy.

If you don't see the name of your tug in the Fleet List, check under "**Hull #**" to see if your name is listed next to your tug's hull number. There are many tugs listed by "**Hull Number**" only. No name and no home port. Please let me know the name and home port 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, or if you're not "on-line", use the mailing address noted in the column on the left.

Thank you to all of you who have supported the publication of your newsletter with your donations.

Newsletter Archives

Did you know that copies of all previous issues of the Owners Newsletter are available? If you would like a copy of the past issues dating back to 1981, I would be happy to forward those to you at a cost of \$25 for the entire batch. The "archives" are very interesting reading and include a lot of worthwhile historical information and tips on Nordic Tugs.

Beth Stroh-Stern, SJØ RØVER (26-131), thought you readers should have the opportunity to read some really mind stimulating nautical poetry. Here it is:

It Reigned A Pawn The See
(a "Homonymily")

Sew hard it reigned a pawn the see,
The knight heir full of missed,
The gail had past, butt wins still blue
Hour tiny bat turd craft.
With sales come pleat lee torn aweigh,
Her broken massed into,
She looked two bee a dare a licked
From witch sum penance flue.

Weed maid a coarse four owe pen see,
Butt sew in tents it blue,
Their was know wrest oar respite they're,
Wee had two sea it threw.
Water pored rite ore the bough,
Her mane seem sprung a leek,
Wee baled for ours with awl our mite,
And preyed as wee grew week.

Four for long daze wee road it out
Until the storm a baited,
The whether dyed and rescue came,
Fore knot inn vane weed weighted.
Attune a bote had tide align
Four warred honor stem,
They gave us awl dry close two where,
And then they toad us inn.

Wee cited land inn won daze thyme,
And how hour spear it sword.
The bless said shore was under feat,
And hour bote see cure lee moored.
There is amoral too this tail,
At leased four us, ewe sea.
Hints fourth, wheel knot set sale again
Wile it reigns a pawn the see.

- Jim Woessner

International Retired Tugboat Assoc.

Tracy Wang & Giles Sydnor, members (and newsletter editors) of the International Retired Tugboat Association (IRTA) sent me the following:

The IRTA is a group of tugboat & workboat enthusiasts, mostly with older, retired tugs (some are still working and some are semi-retired). Our member boats include wood-hulled and steel-hulled boats that had served as log tugs, river tugs, ship-handling tugs, Army and Navy tugs, Coast Guard boats, fishboats, etc. We are mostly located in Puget Sound and British Columbia, but we also have members across the rest of the US and Canada. We publish a few newsletters a year and thought you might be interested in reading our letter. If you think your membership might be interested in reading this, please feel free to pass it along.

Anyone interested in receiving their newsletter directly or joining their group can contact them by E-mail at newsletter@retiredtugs.org or visit their web site at: www.retiredtugs.org

Glass Replacement

Mike Arnold, CHILULA (26-103) Sent in this tip: When I replaced all of our window gaskets on our tug, I broke a window. I replaced it with one that a local glass shop custom cut for me. Cutting safety glass is an art. They score the glass then put alcohol on it to dissolve the plastic in between the two sheets of glass - then start the breaking off process. As for the gasket, the glass shop ordered the gasket (C.R. Lawrence Co, part number #AS-1708). At that time it only came in 50' boxes. When you put in the new gasket, heating it up in boiling water first softens it up enough to work with. If you can find a glass mechanic to do it for you, that is a much better way to go. I had a tough time replacing mine and would have gladly paid someone if I could have found them at the time.