

THE NORDIC TUG OWNERS NEWSLETTER SPRING 2009



Issue # 53

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GREAT LAKES RENDEZVOUS JUNE 25 - 28

June 25, 26, 27, & 28 are the dates for the 3rd annual Great Lakes Area Nordic Tug Owners rendezvous in Charlevoix, Michigan. We're getting wound up about the event this year. The marina is finished, the bath house is done and the entire park landscape is complete. We've added a day for more relaxing and lounging for those coming from far away ports. Some great fun, activities and camaraderie is the plan for this year. Plan now to attend. The registration and agenda will go up the first week in April. Please let us know if you have an idea, suggestion or want to participate in some way. Now is the time. More information can be found on the GLANTOA web site, Nordic Tug Rendezvous page, at <http://www.glantoa.com/> or call 866-941-5884

North Carolina area "Mini Rendezvous"

Nordic Tugs home-ported in the eastern North Carolina area are having an informal mini-rendezvous at Beaufort, NC, over the weekend of May 1-3. It's just a "meet and greet" type of rendezvous, with no formal program. We'll visit each other's boats, wander around the Beaufort waterfront and perhaps have a drink or three. If there are any other tuggers that are going to be in the area, you are welcome to join us. Contact me to make arrangements.

Rick Quarles
Barric II, Nordic Tug 32-147
New Bern, NC
919-635-6290 or rquarles@coastalnet.com

Chesapeake Bay Area Nordic Tug Owners Rendezvous 2009

The Chesapeake Bay region Nordic Tugs Rendezvous will be held at Smithfield Station, VA on May 17, 18 & 19. All tuggers in the area or those who may be transiting the area are invited to attend. If you are interested, please contact terri@sailyard.com or call (410) 268-4100

Southern California Nordic Tug Owners Rendezvous

The Fourth Annual Southern California Nordic Tug Vous, to be held on Santa Catalina Island, Isthmus Cove.

You can come as early as Thursday, main events will be a mixer Friday night. Activities on Saturday, and dinner on the Beach Saturday night after the group picture.

You can see pictures of previous 'vous on the website www.tuffythetug.com For more info E-mail: mdickinson@socalsurveys.com

SENTOA RENDEZVOUS APRIL 21 - 24, 2009

By the time you receive this newsletter, the Sentoa Rendezvous will have taken place at the Harborage Yacht Club & Marina in Stuart, Florida. Knowing the exuberance of the tuggers in the area, I'm sure everyone had a rousing good time. Look for a report and photos on the Sentoa web site at <http://www.sentoa.org:80/rendezvous.html>

Northwest Area Nordic Tug Rendezvous

The Northwest Nordic Tugs Rendezvous will be held at beautiful Roche Harbor on San Juan Island, **May 28, 29, 30, & 31**. Cost is \$120 per person. This covers all meals, except Saturday lunch. The schedule includes a Thursday evening (4/28) reception with wine & cheese & non alcoholic beverages. Breakfasts on Friday, Saturday & Sunday (Depart after breakfast on Sunday 4/31/09). Friday BBQ lunch. Friday & Saturday night - sit down catered dinner. For more info and to register, contact **Greg Mustari** at **360-507-9999** or by E-mail at greg@skippercress.com

San Francisco Bay Area Nordic Tug Owners Rendezvous

The SFBANTA 2009 Nordic Tug Rendezvous will be held May 15-17 at the Petaluma Turning Basin in Petaluma, CA. Everyone with an interest in the Nordic Tugs experience is invited. For more details, check our website www.sfbanta.org.

A bit of background about Petaluma: most of the towns in Northern California were built during or right after the Gold Rush out of our abundant wood from nearby forests. After not long, the wood dried and the buildings were not much more than stacked kindling and succumbed to fires. They were then rebuilt out of more substantial materials by the turn of the century only to be leveled by the 1906 earthquake. For some reason (geologists can explain why) Petaluma was spared the destruction that ensued and remains one of the few Northern California towns with pre 1906 homes and buildings. The Petaluma Turning Basin is right in the center of the original town and is within walking distance of these historic buildings and many are now small town businesses – much to a shopper's delight! The film American Graffiti was filmed in Petaluma and by coincidence there will be an American Graffiti Weekend celebration during the same

weekend as our Rendezvous. Just north of Petaluma is the Russian River wine area, while only a few miles east are the Sonoma and Napa Valley vineyards and wineries. This is a beautiful vacation destination! If you'd like any additional information about the Rendezvous and Petaluma, email info@sfbanta.org

Irwin "Scotty" Scott
President, SFBANTA
Three Jeans (NT37-063)
Concord, CA

Northeast Nordic Tug Owners Assoc. Rendezvous

Mark your calendars for the **9th Annual Nordic Tug Rendezvous** in Essex, CT - **July 23 to 25**. All Nordic Tug owners (even if you are not from the northeast) are invited to come and share in the camaraderie of this three-day event held at Essex Island Marina. Among the many favorite programs are the cruising presentations (after the Pot Luck Dinner on deck), seminars, boat hopping, dinner-festival and more. The colorful parade of Nordic Tugs will gather in Essex Harbor for the short cruise on Friday to Hamburg Cove for a "huge raft-up photo opportunity". Reservation forms can be downloaded from www.wildeyvachts.com **Dock reservations** can be made by calling Essex Island **860-767-1267**. Those attending on wheels can make Inn reservations at www.thegrismoldinn.com or by calling **860-767-1776**. The historic and quaint village of Essex is located 6 miles north of Long Island Sound on the beautiful Connecticut River.

Many tuggers will join the optional two week post rendezvous **NENTOA Cruise** including the ports of Block Island, Wickford, Cuttyhunk, Edgartown, Redbrook Harbor, Provincetown and Quissett. The cruise begins July 25 from Hamburg Cove and ends August 9. Call 888-447-6944 for additional details or email the NENTOA Fleet Captain, Herb Nickles at captain@allhandsandthecook.com

News, Ideas, Odds & Ends

Bryan & Linda Genez, SARAYU (32-265) reports a very inexpensive recommendation for prevention of deck leaks is Permatex Flowable Silicone Windshield & Glass Sealant. It flows into the hole and seals it, permanently preventing any water intrusion. You can buy a tube of this stuff at any auto parts store.

Rick Maresca, CARISMA (32-144) passed along this suggestion. I used LED truck side markers in amber color for cockpit lighting. They look great, aren't bright like white can be at night, yet illuminate enough. Most auto parts stores carry them. They are totally water proof and much less expensive than a marine version.

For those tuggers who have block heaters in their engines, **Len Zuvela, SARATOGA (42-048)** reports he uses a device called a "Thermocube" to automatically turn on the heater when the temperature drops. Plug your block heater cord into the Thermocube, plug the Thermocube into the a/c outlet. The device is preset to turn on in the high thirties. Cost is about 12-15 dollars. The Thermocube or similar devices are available at most big box home improvement stores in addition to West Marine.

Nordic Tugs in the United Kingdom

Clive Palmer, Coolaba Bay (NT 37-179), sent me a note about his cruising in the first Nordic Tug purchased in England. "Our favourite passage from Weymouth Dorset is to the Channel Isles or the north coast of France or farther afield if time permits. The English Channel is a very busy seaway and is used by most commercial vessels to access north European ports and the south and east UK ports. Cherbourg is a pleasant port of call especially on Thursdays' as it is the local market day with a great number of stalls. If you are a "gros gourmet" you will be delighted. So many types of cheese, meats and pastries

make the mind boggle and the tummy swell. Swilled down with a bottle of vin ordinair ensures a future return. Alderney is also an interesting destination, as it is but fifty-eight miles from Weymouth and the second smallest Channel Island. Just two thousand inhabitants, a couple of good pubs and a good fish and chip shop.

Fish and chip shops are an important source of sustenance in the UK for sailors, and shops can be found close to most harbours, convenient and quick, and if you are a commoner like myself, there is no washing up, as they can be eaten from the paper, usually helped down with a glass of bitter (Beer). I have sailed from Weymouth for about sixty years, first with my uncle and later in a boat of my own, both sail and power. Our first trips were to nearby Portland Harbour to see the ships which had returned from the Second World War.

Editor's note – Makes one want to ship one's tug to Europe to experience cruising there.

John Cook, MORNING MIST (32-066) Valdez, AK reports on the engine flush process he uses whenever he leaves his tug. He placed a "T" and ball valve in the fresh water line ahead of his domestic water pump to gain access to the fresh water supply from his tanks. He then simply hooks up a clear "see through" hose between the "T" and the flushing fitting on top of the sea strainer, closes the seacock, opens the ball valve, and starts the engine, running it for two to three minutes while fresh water from his water tanks is pumped through the engine, flushing out the seawater. He uses the same process for his genset. This also works great to empty the water tanks in the Fall. By using a clear hose, he can make sure there is fresh water flow to the engines. (He does not use the electric pump during this procedure.) This system eliminates the problem of applying high pressure water to your engine cooling system, and having to regulate it, etc..... (Editor comment: I imagine you'd want to make sure your fresh water tank vents are clear so as to not create a vacuum.)

Bottom Paint - Mike Pedersen, NORTHERN SPY, 26-028 reports on his use of **Hempel Olympic**. (See www.hempel.com - use the "marine" tab) This is the same paint used by the US Navy and large shipping companies. Hempel doesn't advertise much, but makes a great paint. It had to be tested to meet a rigorous standard and it should be good for 3 years. I pulled my tug after a year with no growth whatsoever. I have no interest in the company, but my Danish heritage and previous US Navy submarine service may have biased my opinion.

Hull Painting - Several tuggers have mentioned that their tug's hulls and/or topsides are getting a little "long in the tooth", and appear to be in need of painting. Many have questions on what types of paint, different manufactureres (Awlgrip, Interlux, Petit), one part or two part polyurethanes, etc, etc. **John Gallagher, RADIANT (32-068)** suggested a very informative web site to learn more about the painting process. Check out http://www.boatbuildercentral.com/howto/stirling_roll_tip.php You'll get a wealth of information and perhaps get up the courage to tackle the painting job yourself.

Help to Sell Your Tug **Herb Nickles, CHINOOK (32-225)**, and the SENTOA Webmaster reports a recent policy change for the SENTOA "For Sale" page. "Anyone who owns a Nordic Tug may advertise their tug on the website. We will also be allowing factory-authorized Nordic Tug dealers to place ads for pre-owned Nordic Tugs on the website. I've also revised the For Sale page and now have a summary of the tugs for sale at the top of the page. We currently have 16 tugs listed. (Hint: If the page doesn't have a summary at the top, you may need to click Refresh or Reload to eliminate the old page from your browser's cache.) To place your tug for sale on the SENTOA website, go to www.SENTOA.org and click on For Sale in the menu. In the first paragraph on the For Sale page there is a link to an on-line form for submitting the information for your ad.

YOUR NEWSLETTER

SUBSCRIBER FACT

Did you know that this Newsletter & Fleet List is being sent to **837 subscribers**? So far this year, I have received donations from **57 subscribers and tug owners**. That's 6.8% of the subscribers who support the publishing and mailing of this newsletter. To those of you who have sent in donations,

"THANK YOU VERY MUCH!"

If you haven't sent any money during **2009**, please send in your donation of \$10 - or more if you feel generous. **Please make checks out to Charles E. Billings with NTON on the memo line** and mail them to the following address:

Charles E. Billings
5599 Perdemco Avenue, SE
Port Orchard, WA 98367-7806

Printing costs and postage for your Newsletter & Fleet List 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 the address noted above.

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.

Again, thank you for your responses, literary contributions, and donations.

More Odds & Ends

Jack Lynn, BUNNY'S HERON (32-102) sent in this note. "Thanks to **Cynde Lee Tink onboard TUFFY (26-011)**, Nordic Tugs have a home port on **Face Book**. The quickest route to get there is to sign on to Face Book and search for Nordic Tugs in the upper right search box. The page link will be the first to come up. Just click on the name and you'll soon be alongside. This should be a great place to exchange information and images of and about our tugs."

AGM BATTERIES

Herb Nickles, CHINOOK (32-225) wrote: We downsized from a 37 to a 32 a year ago. I installed solar panels on the pilothouse roof, a solar charge controller, inverter, and high output alternator on our 32 last spring. At the same time, I replaced the house batteries with six AGM golf cart batteries from Lifeline. We ran for 110 consecutive days last summer without shore power and the refrigerator never rose above 40 degrees. The batteries in combination with the solar system worked great. Since we don't have a generator, there is ample room on the port side of the 32's engine room to install three to four battery boxes with two golf-cart-sized batteries each. I'm not a battery expert, but my research indicated that there are other advantages to AGMs in addition to not having to add water. AGM batteries will not leak acid even if the case is broken. They also don't leak fumes. AGM batteries are immune from freezing and can be stored for longer periods of time without charging. I've read claims that they can even sit fully discharged for 30 days and still be recharged to 95%. The charging voltages are the same as standard batteries so no special adjustments need to be made to charge controllers. They can be discharged to lower levels than a wet cell battery without reducing the battery life. For more information about our installation visit our website: www.allhandsandthecook.com/chinook/solar.html

Fall 2008 Trivia Question

No one entered the Trivia Contest posted in the Fall '08 issue of the newsletter. The question was: "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?" The answer: **Cricket**

Miscellaneous Parts

Have you lost one of the **black plastic nuts** that hold the toggle switches on your instrument panel? **Ron Carter, SEDONA (42-019)** reports he once purchased a whole switch from West Marine, just to get the nut. He then found a bin full of them at **Marine Trading Post in North Ft. Myers, FL. 800-997-0629**. Give them a call, and they'll mail you one or more at a reasonable cost.

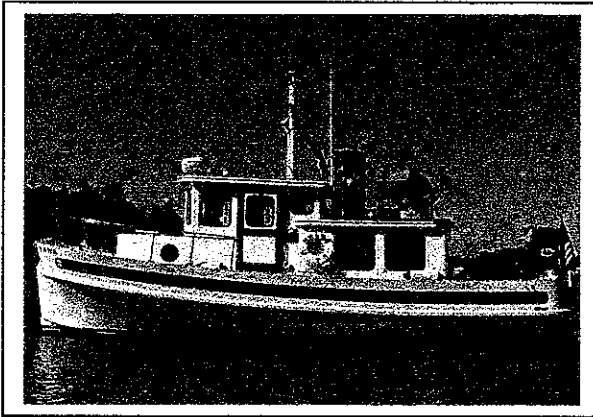
Richard Smith, LUNA SEA (32-216) reports **New wiper arms and blades** matched exactly to the original from factory. Contact **Butch Helland** at **AM Equipment, 402 E. Hazel Street Jefferson, OR 97352** Tel: 541-327-1546

Nordic Tug Nation

This post received from Nordic Tug dealer **Bay Breeze Yacht Sales**. If you have not been sent an invitation or overlooked it, **Nordic Tug Nation** is growing. In just two weeks, we have nearly 100 members of this social network dedicated to anyone who loves Nordic Tugs. **Ning.com** is the place where anyone can start a social network and Nordic Tug Nation was a perfect fit for all things Nordic Tugs. Members can upload photos, videos, post events, start and add to blogs, start discussions and just sound off in general. So go to www.ning.com to sign up. Once the membership request is received and approved, you'll receive an E-mail approval. If you need help, E-mail **Jay Kraft** at: jay@baybreezeyachtsales.com and he'll send an invitation directly to you.

FOR SALE

Nordic Tugs' Number One tug, the 26' **BeBe (26-001)** is reluctantly for sale. The tug is in pristine condition. New upgrades include hot water, cockpit shower, king sized bed, teak cupboard doors, inflatable raft, lots of mechanical upgrades plus electronics. \$85,000. Call Tom or Becky at 928-684-5231.



DEALER NEWS

WILDE YACHT SALES, LLC NEWS FROM ESSEX, CT

Spring 2009 began with a successful three day "*Open House in April*", from our Lighthouse Office on the Connecticut River in Essex Harbor. A full schedule of sea trials aboard 32', 37' and 42' Nordic tugs proved to be very positive. Wilde Yacht Sales LLC, headed by owner Ben Wilde, with teammates Bill Boyer, Connie and Don Connor, Paul Tortora, and Susan Morrison is an exclusive Nordic Tug Dealer, in operation since June, 2000.

SKIPPERCRESS YACHT SALES ANACORTES, WA

With the recent addition of the new 49' and 26' Nordic Tugs, we have been busy attending boat shows as well as showing both boats here at the dock. The response to both tugs has been overwhelmingly good.

The 26' was the highlight of the indoor Seattle Boat Show! I think everyone who attended the show went through the boat. Current 26' owners were very impressed with the new model and made comments on all the new features especially the head compartment. We will start doing tests with the magazine writers in April.

The 49' has gone through many magazine tests and has made many magazine covers recently. Prospective Nordic Tug owners and current owners all have made it clear the 49' is a winner.

The typical winter slow down in sales looks to be coming to an end here in March. With three new boat sales closing this month and traffic picking up at the dock we are anticipating a busy spring.

We are all looking forward to visiting with all the Nordic Tug owners at this year's rendezvous in Roche Harbor.

Jeff Cress

Nordic Tugs of Alaska & Nordic Tug Charters:

We invite anyone with an interest in cruising the waters of S.E. Alaska to contact us for a copy of our DVD showing the sights, sounds, and experiences of a California family cruising our Alaskan waters. We are adding another new 42' Nordic Tug to our charter fleet this season. Call 206-919-7887 or you can find us at www.nordictugcharters.com

Joergen Schade

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Rendezvous Around the Country

As this issue goes to press, this the latest info on the various Nordic Tug Rendezvous to be held throughout the country in 2010.

Southeast Area: The 2010 SENTOA Rendezvous will be held at the **Marina at Ortega Landing in Jacksonville, Florida**, on **April 20 through April 22, 2010**. The dockage rate will be \$1.50 per foot. Contact the dockmaster at 904-387-5538 to reserve your slip. Suggestions for speakers and topics would be much appreciated by the 2010 Rendezvous chairs; please email Rick and Sharon Banyard (banyard@comcast.net). Watch the SENTOA website for additional information.

Northeast Area: The tenth annual NENTOA rendezvous is schedule **for July 28 - 30, 2010** at **Essex Island Marina** on the beautiful Connecticut River. Following the Rendezvous will be a two week cruise to many of the great Northeast ports; possibly including some in Maine. Our rendezvous is a jam-packed 3 days of camaraderie, learning and fun. We hope to have several outside speakers which may include oceanography, Whaling Ship Restoration, Weather and Environmental Conservation. Also, we will have a full slate of seminars in which people expert in their subject matter share information to help all Tugger's become better at maintaining and enjoying their Tugs! Any Nordic Tug owners and prospective owners are cordially invited to attend. For more information, please contact Connie or Susan at Wilde Yacht Sales (888-447-6944) or Dick Seymour, Commodore, NENTOA at reelmagic@optimum.net

Great Lakes Area: The Great Lakes Area NT Owners Association will be holding its 2010 Rendezvous in **St. Ignace, Michigan on June 24-27, 2010**. More information will be available after the New Year. Contact Dave Jones at senojev@aol.com

Southern California Area: No info received. Watch the Nordic Tug web site for location and date.

Chesapeake Bay Area: No info received. Watch the Nordic Tug web site for location and date.

San Francisco Bay Area: Due to several members (currently 7) planning to move their boats to the Northwest for the 2010 summer, we are considering changing our Rendezvous dates from our planned **May 13-15, 2010**, to an earlier date. The Rendezvous location, **Solano Yacht Club in Suisun City**, has been set and will remain unchanged. Please check our website www.sfbanta.org for up to date information as it becomes available. Bud Sheble, Pres. SFBANTA

Northwest Area: The Pacific Northwest Nordic Tug Rendezvous will be held in Anacortes, **June 10-13, 2010**. For more info, contact Greg Mustari at greg@nordicnw.com

North Carolina Area: Rick Quarles, **BARRIC II (32-147)** reported that there was an informal "mini-rendezvous" in Beaufort, NC this past spring, in spite of windy conditions and some rain. There were 8 tugs and owners present, not a bad showing since there are only 11 tugs in the eastern North Carolina area. The event was so successful that they plan to do it again next spring (2010), although the dates and location (and ringleader) have not yet been decided. If you're interested in attending or just want more info, contact Rick via E-mail at rwquarles@suddenlink.net

WAY TO GO NORDIC TUGS

Frank Johns, REWARD (32-227) reports:

I would like to tell a short story I find reassuring in view of the changes that have been announced at the factory and concerns we have all heard about.

On servicing a seeping rudder post seal on 32-227, we found that we needed a whole new rudder assembly. Worse, the dimensions of the assembly had changed with changes to the 32 hull since 2003 so we needed an obsolete assembly rather than a current part. A combination of Randy Barnes, Keith Hultz, and others, exhumed the old drawing, engaged the fabricator to make the assembly over a weekend, and crated and shipped it to San Diego for about the standard cost of the current part in one week! It fit perfectly on arrival and certainly shortened my lay-up time in the yard versus the alternative of a custom local fabrication.

This from a company that is working a skeleton staff on short hours four days per week is the kind of extra effort we have often seen from the people at Nordic Tug. I am happy to report that, even in today's situation, the spirit to do what it takes to solve customers' problems is still there.

IDEAS, ODDS & ENDS

Doug Folkerth, HAPPY CLAMZ (32-127) reports on fixing a leaking/binding hydraulic ram on the steering system of his tug. Look on the cylinder and it'll give you the make and model number (at least mine did, it is a SeaStar/Teleflex). BA 150 7TM - HC 5318

Next Call your NAPA car parts store. They can get you the repacking kit. My kit was only \$39 (part # HS 5182)

All you'll need is a 3/16" pin tool (you can see a picture of it if you look in your owner's manual) An Armstrong Adjustable Pin Spanner Wrench - 34-354 available at Sears should spin the end caps right off.

On the eye end of your cylinder, there is a bushing that is supposed to be free (mine was frozen). You need to put a couple drops of oil on the bushing at least once per year. You can wiggle it, even if it's attached, and work the oil down in. I was told that if these freeze, they can bind and put pressure on the seals. Secondly (and this was my problem) don't allow anything to impact the exposed shaft (end opposite the eye). I had placed a 4 pack of orange life jackets too close to the shaft.

The pressure of the life jackets put additional side pressure on the shaft, which damaged the seal.

David Jones, SIR TUGLY GREEN (32-190) sent in this suggestion regarding his Side Power bow thruster. "After having intermittent problems at the end of last season with my Sidepower bowthruster (attributed to low voltage from failing batteries), I was hopeful that this year with a new house bank my problems would be solved. It was not to be."

"The two switch buttons powered on OK but moving the joystick to port or starboard caused the switch to power off most times. Occasionally, I could get a few turns of the prop."

"Following the trouble shooting guide on Imtra's website, it was simple to bypass the switch and confirm that the problem was switch related and the switch needed to be replaced. The problem with the switch was somewhere on the potted circuit board that also contains the timer circuit."

"After checking the Imtra site, I found that a new switch was \$295 + S&H! Not what I planned for with all the other expenses of launching for the season. I found a simple solution for \$7 that may be of use to others who face the same expense."

"I purchase a lighted rocker switch with three terminals. I found one at Auto Zone that had rounded ends and mounted via a 1/2" hole for \$6.95. I cut the red, black, and yellow wires right where they exit the silicon potting compound on the back of the on/off switch. Using a hacksaw, cut the plastic box containing the potted circuit flush with the mounting plate. Carefully drill a 1/2" hole from the front of the mounting plate centered on the center "ON" button. Mount the new switch on the plate and attach the three wires using crimped terminal connectors to the switch and check operation."

"You may have to re-orient the switch to match up to the old printed "ON" and "OFF" push buttons on the plate. The finished item looks clean and professional and is a great saving."

"While I have lost the "timed off" feature of the old switch, I don't consider this a big issue as the red light on the switch is quite bright and I don't run into the problem of the switch turning off just before I want to use the thruster."

Tom Mortenson, TOMFOOLERY (32-281) suggests the following web site for Volvo D-6 filters <http://www.marinepartsexpress.com/> He notes that they are pleasant to deal with and prices are very competitive.

In response to a question on the SENTOA List Serv concerning a leak in the water pump on a 5 KW genset (model 643), **Chip Van Gunten of Northern Lights** reported the paper gasket is sufficient to seal the cover if everything is clean and the surfaces are flat. There are a couple of options as far as the shaft seal leaking.

1. Have the existing pump rebuilt replacing the shaft seals, bearings, and check to see if there is wear or pitting on the shaft itself.
2. Northern Lights has an updated pump available, 25-12007, for this model generator. The pump also fits models M673. This pump has a ceramic mechanical shaft seal that will last considerably longer than the rubber lip seals found on the older pumps. The price for the new pump is most likely less than buying seals and possibly a shaft plus the labor to rebuild it.

In response to continuing questions about the process of refinishing the metal window and door frames on Nordic Tugs, **Frank Johns, REWARD (32-227)** responded with this suggestion.

On 32-227, I have aluminum 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 2 coats of Rustoleum grey primer thinned 40-50% with Penetrol (NOT 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 Rustoleum 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 sold 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.

TV TUNER-ON-A-STICK

Jim Waskowich, GRAND ADVENTURE (37-142) reports he tried out one of the TV-tuner-on-a-stick thingies that plugs into the USB port on your laptop and was pleasantly surprised at how well it worked with the new digital over-the-air stations.

"I had read that with DTV, you either get the stations or you don't - that there is no snow or fading - and that seems to be the case. For the stations received, they all came in crystal clear. What I didn't realize, and what I found very interesting, is that the major affiliates all seem to have digital sub-channels that broadcast alternate programming, such as news and weather information, on a continuous basis. This turned out to be very useful, and for us at least, a major reason to have a TV on the boat in the first place."

"We were sitting in an anchorage on Long Island, listening to NOAA broadcast a weather alert on the VHF radio. We turned on channel 30.2 (channel 30 is the NBC affiliate out of Hartford, CT some 50 miles away from where we were anchored) and we were able to view live local doppler radar of CT/LI/RI, as well as the regional northeast radar, continuously, which gave us a much better feel for what mother nature had in store... This was pretty cool stuff! We found similar programming on the local ABC channel (8.4) and CBS (3.3)."

"We picked up about 30 or so channels (channels plus sub-channels) out at the eastern end of Long Island with this setup, which included a Shakespeare UFO style antenna plopped on the flybridge dashboard. I'm thinking I will probably permanently install the antenna on the radar mast and tie it in to the factory installed catv wiring already on the boat, at some point in the future.

Tiny Tot Wood Stoves – For those tuggers who have these wonderful little stoves, or those who would like to have one, they are again being built. For complete new stoves and/or parts for existing stoves, check out the web site at www.fatscostoves.com

CITY WATER - **Mark Laffin, RESPITE (32-135)** writes -

“Shurflow makes a city water inlet that includes a pressure reducer and a reverse flow check valve. I installed one last spring. My tug is plumbed with the Whale 15mm tubing & fittings. I ran a new line from under the galley sink into the lazarette. The inlet was installed in the aft cockpit. Works great! I shut off the water at the dock whenever I leave the boat.

MARKING ALL CHAIN RODE – **Bryan Genez, SARAYU (32-265)** writes: A trick I learned from my sailing days...I mark my chain with plastic wire ties: 1 at 25', 2 at 50', 3 at 75', etc. The wire ties are easy to see in low light, as they protrude from the chain. They're remarkably durable, pass through the gypsy hundreds of times without damage, and can be quickly replaced if and when one finally falls off.

HIDING CHIPS & DINGS IN GEL COAT – **John Gallagher, RADIANT (32-068)** discovered that “one part” Interlux Toplac YKA187 – Ivory is an almost exact color match for the “ivory” gel coat that Nordic Tugs has used....nice to know info in case one needs to cover a scratch or small ding in the gel coat.

CHRISTMAS CARDS: For those looking for Christmas cards that show off your Nordic Tug, **Mike Arnold, CHILULA (26-103)** says: “Last year we used Shutterfly.com by down loading a picture of our tug to them and were very pleased with the results.”

BURGEE STAFF

After losing his burgee and burgee staff overboard, **Diarmuid O'Connell, TOOTEN (32-076)** found "a better way" when he found the "Original Swiveler" on-line. He relates that

these flag poles are made of 316 stainless, clamp securely to the bow rail, and allow your flag to display unfurled by swiveling a full 360 degrees. Check out their web site at www.originalswiveler.com.

UPPER DECK HATCH COVER FOR A 37

Jeff Morris, ADVENTURE-US (37-144) Reports that he purchased an after-market hatch cover for the upper deck of his 37' tug. “We happened to be in Bellingham, so had a nice drive to Sedro Wooley to pick it up. I installed it myself at the NT Rendezvous in Roche Harbor after walking down the dock and seeing how others had been installed. The cover comes with the mounting hardware and the gas shock to keep it either open or closed as you wish. It cost about \$900 US. For more info, contact at Fast Passage, LLC at marty@fastpassage.com or call 360-855-3300

As an alternative, **Jim Waskowich, GRAND ADVENTURE (37-142)** reports: “We had Wilde Yachts canvas maker Matt Sharp install a zippered cover for about 1/4 the cost. Works well. It's not quite as convenient as a hard cover, but we tend to leave it rolled up unless it's raining so it doesn't get used all that often anyway. There are quite a few 37's and 42's around these parts (New England) with Matt's canvas covers.” For more info, contact Wilde Yachts toll free at 888-447-6944.

Editor's Note - **Another alternative** – Remember, Nordic Tugs is more than willing, and able, to retro-fit lots of accessories and/or modifications to our tugs. In these economic times, why not contact Nordic Tugs first for your business. You will be pleasantly surprised at their willingness to work with you on a project for your tug. Give Dick Lyons a call at the factory, 800-388-4517.

ANCHOR WINDLASS

Steve Koepp, SCOUT (26-084) wrote: “Three years ago I installed an “E-Z Anchor Puller” winch on our NT26. Have used it very little, but so far seems to work great, allows external

Anchor Windlass continued:

storage of the entire rode on the deck mounted winch drum. No wet smelly rode below, and we gained storage space. Also, we can drop or pull anchor from the helm station with no one on deck, or from the bow with an easy to make switch set. I think it looks good on a tug type boat. I have 50 ft of chain backed up with 250 ft of line on one of their middle sized units. Web site is www.ezanchorpuller.com

HORNS & WHISTLES

For those of us who have horn and/or whistle envy, check out the horns and whistles at the following web sites: www.kahlenberg.com and www.buellairhorns.com You can even hear how the horns sound by clicking on a button next to the horn. Another interesting site is www.hornblasters.com

FOR SALE – 26' SPORT TUG

Joe Hildreth, SCRUFFY II (26-116) sent me a note informing me that, due to health reasons, he reluctantly has his Sport Tug for sale. He's in Alaska, but the tug is in Anacortes. Contact Greg at 360-293-9411 for more info.

REPAIRS

Mike Pedersen, NORTHERN SPY (26-028), reports on Belzona products as very expensive JB Weld that works. "1221" is "super metal" that could be used to fix your exhaust elbow. I've used variations of the material (it comes in all different numbers) to fix big marine diesel engine blocks, pump casings and even drive shaft splines (>1000hp)! "2311" is a cold cure two elastomeric that could be used to fix a hose, inflatable dinghy or would likely make a good temporary hull patch with a piece of fabric. We use it to patch conveyor belts. One caveat, some of the Belzona products are nearly impossible to machine or remove so if you stumble upon some from a friend or at a yard sale, make sure you research what you've got. Some of the repairs are very permanent.

Search **Belzona** on the web, and you'll come up with lots of hits.

YOUR NEWSLETTER

If you haven't sent any money during 2009, please send in your donation of \$10 – or more if you feel generous. It's not too early to send in your 2010 contributions if you wish. **Please make your check out to Charles E. Billings with NTON and your tug's hull number (example: 32-057) on the memo line and mail it to the following address:**

Charles E. Billings
5599 Perdemco Avenue, SE
Port Orchard, WA 98367-7806

Printing costs and postage for your Newsletter & Fleet List 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 the address noted above.**

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". If you know of a tug not listed, or listed incorrectly, have the owner contact me, or send the info to me directly yourself so I can contact the owner.

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.

Again, thank you for your responses, literary contributions, and donations.

A Letter from Andy Lund at the Nordic Tugs Helm

First, please let me introduce myself. I grew up in Tacoma, I'm a long time boater, and most recently "sailed" a Nordhavn 46 from Puget Sound through the Panama Canal to Europe, making an independent Atlantic crossing, then cruising northern Europe and the Mediterranean for two years. I've also been around Vancouver Island, out to the Queen Charlottes and up to Glacier Bay and Sitka, in an Eastbay 43 which I owned in the late 1990's. I'm a retired Air Force transport and logistics officer with extensive European and Asian service, have run a large manufacturing company and was the Grand Banks dealer for the Northwest from 1995 through spring 2001. That's how I came to be friends with Jim Cress and grew to respect Nordic Tugs. I joined the company as President and CEO at the end of June.

You're all well aware of the impact the Great Recession has had on the recreational boating industry. Nordic Tugs has been no exception. The double hit of Lehman Brothers' collapse and the ensuing financial crisis last September plus Jim Cress's untimely death in October were tough blows. Our staff dropped from a peak of around 170 employees to 35 full time equivalents, with many on "work-share" - half time hours, and able to draw state unemployment payments to supplement their reduced pay. New orders almost dried up. Our dealers were severely stressed when their banks cut credit lines way back. But in August we noted a mild revival in the market. Since then we've booked eight new boat orders from around the world (England and Japan included) after a five month drought. We think things are looking up, but I'm not bold enough to predict what this new sober economy will bring. However, we have brought some people back from layoff as we ramp up production. Many boatbuilders have disappeared, but we at Nordic Tugs expect to come back stronger than ever.

Don't look for any radical changes here at the factory. In fact, one my first moves was to form a product and design improvement committee and invite Jerry Husted to the first meeting. He helped us define "what is a Nordic Tug", so we could maintain consistency in all our boats as we make incremental improvements. An early example is our planned move to Tecma heads from Vacuflush. They're more reliable and easier to install. No more pumps clacking in the middle of the night after the great "whoosh" either! We're also looking into using all LED interior lighting instead of halogen, now that LEDs are available with a soft white light. You'll be amazed at the electricity savings. Cummins electronic engines will soon be standard in all six models too, as we replace the Volvo in the NT 32.

Look for a new Nordic Tugs website soon - see www.nordictugs.com. We hired Williams / Helde, a veteran marketing firm in Seattle, run by a boater, to rebuild our old one. It had gotten a bit tired. We'll continue to upgrade the new site over the months to come.

In September, Nordic Tugs Inc. bought the operating assets of Skipper Cress Yacht Sales from Stephanie Cress, and renamed the store Nordic Northwest Yachts, keeping the same Anacortes location. Greg Mustari and Bob Olson continue to sell and broker the best in Nordic Tugs, and Michelle Minor has stayed on as business manager. Jeff Cress decided he wanted to move on to other pursuits. We invite you all to call Greg or Bob to find your next Nordic Tug or to sell your present one (and hopefully move up).

I look forward to seeing you all at the next rendezvous, in Anacortes the second weekend in June, if not sooner. Greg Mustari could use some help organizing, so please call him and volunteer.

Enjoy your tugs - remember it's all about cruising!

Andy Lund
President, Nordic Tugs Inc.