

THE NORDIC TUG OWNERS NEWSLETTER SPRING 2010



Issue # 55

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Rendezvous Around the Country

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 (includes water, & electricity). Contact the dockmaster at 904-387-5538 to reserve your slip (ask for Kris or Amy Shmid - and mention the SENTOA Rendezvous to get this rate). For more info, contact Rick and Sharon Banyard by E-mail (banyard@comcast.net) or call 904-215-6635. Watch the SENTOA website for additional information. (www.sentoa.org)

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 Check their web site www.ct-shoreline.com/nentoa/

For information on the NENTOA Post Rendezvous Cruise see page three (3).

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 for more info. Check their web site at www.glantoa.com/

Southern California Area: Two Harbors Marina on beautiful Catalina Island, CA. September 18th, 2010.

Chesapeake Bay Area: St. Michaels, MD **June 13-16, 2010**. For more info contact Annapolis Sail Yard at 410-269-4100 or E-mail jay@sailyard.com or cary@sailyard.com

San Francisco Bay Area: **May 13-15, 2010**, is the date for the SFBANTA Rendezvous to be held at **Solano Yacht Club in Suisun City, CA**. Please check the 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**. The schedule includes: **Thursday night:** reception – cocktail party. **Friday:** breakfast, BBQ lunch, dinner, classes/seminars. **Saturday:** breakfast (lunch on your own), dinner, classes/seminars **Sunday:** breakfast. If you haven't received a registration form in the mail or by E-mail, go to the Nordic Tug web site, click on News & Events, scroll down to NW Rendezvous and click on "Register here" Your reservation must be accompanied by a check (PER PERSON CHARGE \$120.00) Please make checks payable to: **Nordic Tug Rendezvous**

For more info, contact Greg Mustari at greg@nordicnw.com or Jill West at jillw@nordicnw.com or call 360-293-9411

IDEAS, ODDS & ENDS

Jim Moore, RILEY (37-085) reports: My Side Power thruster acted "sluggish" and weak, displaying all the signs of a weak battery. I attributed it to poor recharging of the bow battery and ultimately I replaced the battery, though I couldn't establish the real culprit. Since then the performance has dropped steadily and finally precipitously, failing to run more than 4-5 seconds at about 30%power. I just adapted to not using it. My main concern was that electrolysis might have damaged the internal parts of the lower leg causing it to not turn freely. The cure for that will melt a Platinum Card. My diver's regular reports indicated the zincs were holding up well but that didn't eliminate uncertainty.

I spoke to a tech at Imtra who suggested there might be a problem with dirty brushes on the DC motor. A quick inspection showed small black spots on the hull 360 degrees around the unit suggesting carbon thrown out by the rotation of the armature which supported the tech's hypothesis. Removal of the motor (by a tech) was simple as it is held in place by 4 socket head capscrews (metric) and after blowing out the dust and spraying cleaning solvent on the commutator the thruster now works like new. The coupling receiver on the upper leg turned freely indicating that all is well internally.

Found a new item for the "spares" locker. There is an interesting device coupling the motor to the upper leg of the thruster; a semi-rigid, rubberlike cylindrical "cage" and it requires just a little "jiggling" to bring the two receivers into alignment with the coupling cylinder. Best done down in the thruster compartment, not an easy position to assume so I'd recommend it be done by someone small and flexible. Otherwise this is about as easy a project as you'll find if you can persuade your wife to wrestle the mattress out of the forward stateroom. I couldn't. Best to get it out of the area as the carbon seems to smear everywhere around the bunk as you remove and handle the motor.

Anchor Windlass motors - Several owners of older tugs with various brands of anchor windlasses have noted that when the need has come to replace bearings and brushes, the manufacturer no longer supports their particular model. **Ron Carter, SEDONA (42-019)** suggests taking the motor to a

regular auto electric shop that repairs/rebuilds alternators and/or electric motors. He did, and the shop pressed in new bearings and replaced the brushes at a very reasonable cost. As Ron stated, "electric motors are not that exotic".

John & Linda Gammage, HONEY (37-137) sent in this "Tip" - Cummins will assemble a custom parts book for your engine serial number for \$60.00. It can serve as a shop manual in light duty cases.

For those who are concerned with the incompatibility of chlorine and its effects on aluminum water tanks, or just the safety or taste of water from remote or less used water supplies, purchase a regular Home Depot type water filter housing with a charcoal filter. On the input side, mount a "female" hose connector, on the output side, mount a short length of potable water hose. When filling your tank, just connect the supply hose to the input side of the filter, and all water going into the tank will be filtered. These filters are normally rated for around 1,000 gallons.

Trailers for 26' tugs - I (your editor) happened to be passing by one of our local boatyards and noticed our previous tug, **BeBe (26-001)** sitting in the yard. She's been renamed **BeBe G**, and was sitting on a brand new, beautifully built, double axle trailer. The owner wasn't around, but I took the info off the tongue of the trailer for those who may want to follow up on price and availability of a trailer. For those not in the Pacific NW, the company may be willing to share the plans for the trailer with a manufacturer in your local area.....at least it's worth asking the question. If you're interested, contact **Quality Trailers in Bellingham, WA at 1-800-244-7842.**

Spares - **Mike Beemer**, Marine Technology Instructor in Anacortes, WA, suggested visiting a parts supplier (like NAPA) to purchase a voltage regulator for an older Ford truck that had a separate regulator. The Balmar plug is the same. While it won't have the perfect charge, it will work just fine as a spare unit. I think they are like \$17.00 instead of hundreds.

A true story from W. Cary Lukens, CPYB of Nordic Tug Dealer, **Annapolis Sail Yard**. Helen Leinberger, of Lancaster, Pennsylvania, came to us eight years ago to buy a Nordic Tug 26. As the story goes, she told us, "Well, you only turn 85 once!" Now 93, after eight years cruising **DAISY (26-098)** on the Chesapeake, Helen decided it was time to move on. We listed the boat, and found a buyer in Peter and Debra Dula. They are undertaking an extensive refit on the boat including new upholstery, new carpet, refinished interior teak, and much more. They will hope to have **Sea Dog** (formerly Daisy) ready for the Chesapeake Nordic Tugs Rendezvous, June 13-16. Something about teaching an old Sea Dog new tricks! She will live just down the dock from **Sea Wolf (NT 26-168)** owned by Gordon McCoy.

Lighting in dark areas - Many of the newer tugs have outstanding lighting in the engine room. Some of the older ones leave a lot to be desired, especially when working in the darker areas outboard of the engine. Sometimes a flashlight or trouble light is needed, but is too awkward and cumbersome to hold and still be effective. Your editor has used LED headlamps before, but I've found they really don't put out enough light. I now have a solution! I purchased an "eGear" model **HL-120** (< \$30). The main lamp is a Luxeon White LED that puts out **85 lumens** (compared to 8-12 lumens with a regular LED - a newer model **HL-130** puts out 185 lumens). Three 1.5v AA batteries will last approximately 16 hours on high, 32 hrs on low. The lamp housing is pivotal, the light can be varied in intensity as well as from spot to wide angle, and both hands are free to do what you need to do. Prices vary depending on the source, so check around. I purchased mine online at Battery Junction (www.batteryjunction.com) You won't be disappointed with the performance of this device. It's also great for bicycling at night.

Older Tug Window Gaskets - **Mike Arnold, CHILULA (26-103)** comments - About eight years ago I changed all the window gaskets on our tug. I tried to find a window mechanic to do it with no success. So I was forced to do it myself. Just as I started a neighbor from across the canal rode up on his bike and offered to help. He us a retired firefighter and had worked in a window shop on his off days. (talk about luck)

We boiled the gaskets in a large turkey fryer pot.

He then showed me how to put 16 gauge electrical wire in the outer groove and once we started putting in the window he went inside the cabin and carefully pulled the wire while I pushed from the outside and it just fell in. We were able to replace all of the gaskets in one day, except for one window that broke. It was replaced the next day after getting a new window cut. These window gaskets are used in many applications - trucks, trains, etc so there should be a service provider available. If you can find a glass installer it is a big help. Eight years later they look great and never had a leak.

I still have some gasket left over and on the box the contact is C.R. Lawrence Co. Inc. Telephone number is 407-857-7900, www.crlawrence.com

Bob Shamek, from the Nordic Tugs factory, sent the following info. "Rich, at Cummins Northwest, sent me a link with information regarding the class action lawsuit involving sea water after cooled 6B, 6C and QSM11 engines. I am not getting into the details but you can review this site to see if your engine may have been involved. Cummins has been a very supportive supplier to Nordic Tugs, and owners of Nordic Tugs, over the years and continues to support us today. Please contact them if you have any questions about the Cummins engine in your Nordic Tug. If you have any additional questions, please contact Cummins or Rich Murdy at Cummins Northwest." Cummins is on the web at:

<http://cumminsmarinedieselsettlement.com/>

NENTOA Post Rendezvous Cruise

The **Northeast Nordic Tug Owners Association (NENTOA)** is planning **two post-rendezvous cruises for 2010** — a three-week cruise to Maine and a two-week cruise in Southern New England. Both cruises will depart on July 31 from Essex, CT, immediately after the NENTOA Rendezvous.

Cruise #1 - The **23-day Maine cruise** will visit the most popular harbors and coves in Maine including three nights on Mount Desert Island and Acadia National Park. Other Maine stops will

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include York Harbor, Biddeford Pool, Snow Island, Boothbay Harbor, Tenants Harbor, Pulpit Harbor, Camden, Castine and Christmas Cove. Other ports of call between Essex and Maine are Block Island, Red Brook Harbor, Scituate, Gloucester, Onset and Newport. The total mileage is 709 nm round trip from Essex.

Cruise #2 - The **Southern New England cruise** will be a leisurely 16-day cruise with layovers in most harbors. Included in the tentative itinerary are: Greenport NY; Block Island and Newport RI; Cuttyhunk, Vineyard Haven, Nantucket, Stage Harbor, and Woods Hole MA. Also included is a visit to Mystic, CT, and the Mystic Seaport Museum that has a special exhibit called Tugs. Round trip mileage from Essex is 292 nm.

For further information on either of the cruises, contact **Herb Nickles, NENTOA Fleet Captain** at captain@allhandsandthecook.com.

A note to Northwest Tuggers

Did you know that there is no official Northwest Nordic Tug Owners Association (NWNTOA)? Did you know that the Pacific Northwest area (Washington, Oregon, Idaho, Alaska, and British Columbia) has the highest concentration of Nordic Tugs in the world? After reading page one of this newsletter, I'm sure you've observed that there are organized groups of "Nordic Tuggers" in various sections of the country with web sites that provide information on scheduled cruises, informal get-togethers as well as organized annual Rendezvous, owner's tug photos, "members only" pages with contact info, for sale sections, great ideas, maintenance tips, and much more.

Would you be willing to serve on a committee to set up a Northwest Nordic Tug Owners Association? If so, contact Jill West at jillw@nordicnw.com

YOUR NEWSLETTER

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

Urgent Request – If you sell or trade in your tug on another tug, please let me know so I can accurately update the Fleet List with the name of the new owners of your previous tug and/or your new tug information. Thanks!

News from the Nordic Tugs Helm

When I wrote my first letter from the helm in late October we seemed to be bumping along the bottom, although we'd picked up a few new boat orders. This spring I'm a little more optimistic. We've seen a few more retail orders, even one from California, and our UK dealer just sold his two stock boats, which he'd had for far too long. Bob Shamek, our sales and marketing VP, has been to the Miami and Yokohama boat shows this winter. He reports strong interest in Nordic Tugs in Japan, where our dealer, Okazaki Yachts, has been steadily selling boats, right though the Great Recession. Bob will be making an east coast trip in late April, from Florida to New England, attending a number of Nordic Tug events including the SENTOA gathering in Jacksonville.

We've been working on a number of improvements for the 2011 model year. They were well received at the annual dealer meeting here at the factory in early December. It's too early to talk much about the details, but I'll give you a couple of hints. We're changing the pilothouse windows on the NT 32, NT 37 and NT 42 to improve visibility. We're also going to install a NMEA 2000 backbone cable in all the 2011 boats, 32 feet and up. For you electronics wonks, you'll know what I'm talking about. For the rest of you, this is sort of like an ethernet system allowing all types of equipment (from fuel tank gauges to battery monitors to the GPS to rudder angle indicators) to communicate over the same cable. For the details, look at www.maretron.com. Your electronics installer will love us for that NMEA 2000 cable. We'll have a preview 2011 model boat to show off at the Anacortes rendezvous in June but the formal 2011 introduction will come at the fall shows.

There have been a few staff changes here. David Goehring, our CFO, departed in December. Financial management is now in the capable hands of Dave McLeod, who came to us from Brenthaven, the computer bag

Brenthaven, the computer bag maker in Bellingham. They were moving to Seattle, and he preferred to stay up here. Dave is a CPA and has an MBA. Sheila Powell just joined as marketing coordinator, replacing Tammi Anderson who had moved south of Tacoma. Sheila is skilled at web building and graphics design, along with broad marketing experience.

Darren Pearson is slowly assuming warranty duties from Dick Lyons, who is spending more time on product improvement. Darren is also helping Keith Hulst with the refit program. We're willing and ready to provide factory refit service for your Nordic Tug - everything from installing generators, air conditioning or bow thrusters to rebuilding cabins and furniture. At the same time, we're able to give your boat a full inspection, stem to stern, so it goes back in the water in tip-top condition. Give Darren or Keith a call.

I hear the Anacortes rendezvous at Cap Sante marina June 10th through 12th is shaping up to be a great one. We all should thank Greg Mustari for his hard work. Greg tells me there is a group of five or ten Tuggers who are working on forming a committee for next year's rendezvous. We'd love to see the owners take over, since it's really the owner's rendezvous. Organizing a real Northwest owner's group would be another excellent step. Call Jill West at the Nordic NW store (360) 293-9411 to make your rendezvous reservation now. There are more details elsewhere in the newsletter.

Spring is coming, and we're sure you're getting your Tug ready for the upcoming cruising season. Don't forget all the little safety checks, like fire extinguishers, through hulls and life jackets, so you don't worry the Admiral while you're out on the water.

Happy Cruising...

Andy Lund
CEO, Nordic Tugs

A NOTE FROM YOUR EDITOR

Please excuse the tardiness of this Newsletter. My goal is to have the newsletter printed and in the mail prior to “tax day”, April 15th. Obviously this didn’t happen. I had some surgery in early April when I would normally get the copy to the printers. That surgery put me behind schedule. However, all is well now, and I hope you find this issue is worth the delay. Check out the rendezvous being held, as well as the post rendezvous cruises. I’m sure everyone is looking forward to the up-coming cruising season.

Newsletter Archives

Since I have the space available, I thought I’d remind everyone that copies of the Nordic Tug Owners Newsletter archives are available for \$25.00 including postage. The archives go back to the “Winter (dated February) 1981” issue, and make great reading. Included in the past issues are lots of great tips, as well as a lot of worthwhile historical information on Nordic Tugs.



The Nordic Tug Owners Newsletter
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Port Orchard, WA 98367-7806

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THE NORDIC TUG OWNERS NEWSLETTER FALL 2010



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Rendezvous Around the Country

Southeast Area: The 2011 SENTOA Rendezvous will be held at the Hutchinson Island Marriott Beach Resort & Marina, in Stuart, FL, April 19-22, 2011. For more info, contact Jack Chance at gotta@ctcn.com or call 772-283-7443. Watch the SENTOA website for additional information. www.sentoa.org

Northeast Area: The eleventh annual NENTOA rendezvous is schedule for July 27 - 29, 2011 at Essex Island Marina on the beautiful Connecticut River. Following the Rendezvous will be a cruise to many great Northeast ports. This rendezvous is a jam-packed 3 days of camaraderie, learning and fun. For more information, contact Dick Seymour, NENTOA Commodore, at reelmagic@optimum.net Check their web site www.nentoa.org for the schedule of events and updates on the rendezvous

For information and/or suggestions for next year's **NENTOA Post Rendezvous Cruise** contact Herb Nickles at captain@allhandsandthecook.com

Great Lakes Area: The 2011 GLANTOA Rendezvous will be held in St. Ignace, Michigan on June 23-25, 2011 (Plan on arriving Wednesday, PM - No Sunday programs). For more information, contact Dave Jones, 269-760-8869 or senojev@aol.com Check the group's website: www.glantoa.com/ for more details.

Southern California Area: The location of the 2011 SoCal NT Rendezvous is Two Harbors on Catalina Island, the weekend of 17 Sep 2011. Check out www.tuffythetug.com for more details.

Chesapeake Bay Area: Dates and place yet to be determined. For more info contact Annapolis Sail Yard at 410-269-4100 or E-mail jay@sailyard.com or cary@sailyard.com

San Francisco Bay Area: May 12-15, 2011, is the date for the SFBANTA Rendezvous to be held at Martinez Marina, Martinez, CA. Please check the website www.sfbanta.org for up to date information as it becomes available.

Northwest Area: At the 2010 Rendezvous in Anacortes, WA, a committee was formed to try to put together an official Pacific NW Nordic Tug Owners Association similar to the owners associations in other parts of the country. It would seem fitting, since the largest concentration of Nordic Tugs in the world is in the Pacific Northwest. As of publication of this Newsletter, final details have not yet been determined. However, the committee did decide that the **Pacific Northwest Nordic Tug Rendezvous** will be held at the **Bremerton Marina, June 9-12, 2011.** The proposed tentative schedule includes a Thursday night reception & cocktail party on board the **USS Turner Joy (DD-951)**, famed US Navy Destroyer from the Vietnam War, which forms part of the north breakwater for the marina. If you've not been to Bremerton in a while, you're in for a nice surprise. The marina is all new, the waterfront area now has a beautiful park with magnificent water features, new hotels, restaurants, and shops. If you're interested in being a part of the group exploring the formation of PNWNTOA (*try to pronounce that*), and/or working on the rendezvous committee, please contact Bill Robertson at bill.robertson@frontier.com

IDEAS, ODDS & ENDS

Bob Lange (TUGABLEU, 32-218) has a Mustang "Ocean Commander Immersion Suit" OC 8000, for which there is not a lot of use in the warm waters off San Diego. It's still in the original order bag, never used. These suits are close to a thousand bucks retail, \$725 at discount, and he's willing to let it go for \$600 or best offer. Contact Bob at 858-488-8681 or via E-mail at blange2@san.rr.com if you're interested.

For those tuggers who keep their tugs in the salt water all year long, I recommend you try **Pettit ZINC COAT** on the underwater metal parts. On the recommendation of a very knowledgeable member of our club, I tried it last year (Spring '09). After a thorough scraping and cleansing of the metal parts, a sanding with 320 grit wet/dry paper, then a cleansing with lacquer thinner, I coated said parts with a light coat of **Pettit ZINC COAT, Barnacle Barrier 1792** ("Protects underwater metals."). After allowing the "Barnacle Barrier" to dry adequately, I applied a second coat, emptying the poof can completely. The coating is 93% pure zinc in the dry film. Check the Pettit web site at www.Pettitpaint.com for more details. When I hauled our tug over a year later, there was not one barnacle or mussel anywhere on the tug. Usually, there are a few somewhere.

Joe Hildreth (Scruffy II, 26-116) recommends a product called "**DeOxit**" for cleaning and keeping clean those electrical contacts that sometimes get corroded (windlass connections, thruster connections for example), causing voltage drops and the resultant less than desirable performance of the component. Most electronics stores (including Radio Shack) carry DeOxit.

For those tuggers that have a **Majestic 9000V washer/dryer** that stops working for no apparent reason, **Robert Reitz (Jolie Blond, 37-099)** advises to you to check the thermal

(continued in next column)

fuse located right on top of the drum. If it's blown, it will need to be replaced. He recommends replacement with an auto-reset thermal breaker. Check with your local appliance repair shop. He says the worst part of the job is getting the W/D out of the cabinet.

For those of you who are contemplating the purchase of an AIS receiver, **Letcher Ross (Josephine, 32-108)**, recommends the Standard Horizon VHF GX2100. His thoughts on this unit: You get VHF and AIS in one package. If you add the cost of a good VHF radio and an AIS receiver you will save money with the GX2100. You will not need two VHF antennas or a splitter. The optional remote microphone can control most functions of the radio, including DSC. If you select an AIS target, a push of a button will call them using their MMSI number. It outputs AIS NMEA 38400bps data to a plotter or computer as well as DSC data (on a different port) at 4800bps. The AIS is dual channel, not single channel like the inexpensive AIS receivers. Letcher notes, "I wish it had been available when I installed an AIS receiver and third VHF antenna on Josephine a few years ago. **AIS is the greatest thing since radar.**"

If you want to cruise the inside passage and Alaska, but don't have the time to spend on a "round trip", **Bill Kunkler (Felicity, 32-235)** recommends Alaska Marine Lines (AML) in Seattle. He recently had his tug shipped on a barge from Seattle to Whittier, AK. He reports that everyone at AML did a professional, first rate job transporting their tug. They kept him informed of the progress while enroute, and were pleasant and easy to deal with.

This in from **John Clark (Endeavor 37-112)** If the O-rings that hold the screens in the port holes of your NT37 are getting less pliable and/or discolored, you can get replacement screens and O-rings from **Marine Mail Order** at 888-228-6758. The port holes were produced by ABI Marine, part number 131377.

Editor's note - I would imagine the stainless ports on other size Nordic Tugs are the same, but a call with measurements of your particular ports might be prudent just to make sure.

Brian Clarke (Celebration, 37-049) comments - For those tuggers with the "plastic" port holes who may need new screens, contact Beckson, at www.beckson.com or call at 203-333-1412. You can replace any part of your porthole (including the entire thing) in either black or white. The folks at Beckson were terrific -- very friendly and helpful. They're located in Bridgeport, CT.

An interesting observation by "**Scotty**" **Scott (Three Jeans, 37-063)** - Owning a boat is similar to being a city manager: we manage two to three electrical systems, a communications/navigation/security system, a fire suppression system, a water system, 2 waste systems, a mechanical system, a food service system/bar, structure/exterior surfaces and a staff who could reduce us to simple gardener/chauffeur in a heartbeat - call her city council. The pay scale is deplorable but who's complaining.

John Francis, Molly B (37-175) reports he has excellent HD TV reception with his Glomex 14" GXV9112AB antenna installed on a standoff bracket on the aft side of the mast. He runs two flat screen HD 19" TVs; one in saloon and one in fwd stateroom. He likes the fact that these antennas have a lifetime warrantee. "Previous to tugging I had the same antenna on my Island Packet 40 which also cruised the entire East Coast. Based on that experience, I had the same Glomex installed on the tug.

For those tuggers with no generator, or space to put one in the engine room, **Nick Lacy (Daisy, 26-079)** notes that he had a Honda 1KW generator that came with a 32 GB he previously owned. The owner had it in a nice little box on the cabin roof. One simply plugged the shore power cord into it when AC power was needed. "Although we used it a lot while anchored out for several days, it always concerned me having gasoline up there on the cabin top, so I moved it to the stern step and felt better. Quite portable, one person could carry it without too much trouble. If I did it again, I'd buy the 2KW generator."

Bob Shamek from the Nordic Tugs factory was kind enough to send **Herb Nickles, (SNORRI, NT 32-225)** and webmaster of SENTOA, a PDF containing a "**winterizing protocol sheet**" the factory uses to prepare Nordic Tugs for shipping during the winter months. The PDF is available for download on the home page of the Sentoa website: <http://www.sentoa.org>

Where are they now?

With the temporary shut down of the Nordic Tugs factory, several previous employees have moved on to other enterprises.

Jim & Terry Knutsen, husband and wife, worked for Nordic for over a decade. Jim started as Final Mechanic and spent the last three years as Engineering Manager. Terry (aka "Hawkeye") worked for Nordic Tugs as interior detailer, ensuring the tugs left the factory with the quality interiors that Nordic Tug owners have come to expect. Check out their business at www.tugcare.com

Joe Franett and Keith Hulst, who together had 23 years experience at Nordic Tugs, were part of the unfortunate lay-off at the NT plant. They are now working at La Conner Maritime Service www.laconnermaritime.com or 360-466-3629. Both of these guys have extensive knowledge of Nordic Tugs, so if you're in the Pacific Northwest, and are looking for a full service yard that also allows Do-It-Yourself work (within limits), you might give them a call.

For those tugs with Side Power bow thrusters, **Mark Laffin (Respite 32-135)** shares the following with regard to replacing the shear pin in the thruster.

The shear pin is in the shaft of the motor inside the bow compartment. You have to disconnect the electrical cables (Be sure to turn off the switch/breaker to the thruster first, and wrap the positive lead in electrical tape to ensure it doesn't contact "ground")

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Bill Owel

It is with great sadness that I let you know that William R. (Bill) Owel passed away peacefully at the age of 77 in the early morning hours of October 9th, 2011, after struggling with Pulmonary Fibrosis. He is survived by his wife, Marilyn; brother, Cornelius; children Kevin Owel and Carla (Wally) Inger; grandchildren Steven and Corey Inger, and numerous nieces and nephews.

Bill was the editor of the Nordic Tug Owners Newsletter from 1993 to 2006. Bill & Marilyn spent many pleasurable years cruising on **Lady Bump** (now **Wild Rover**), 32-055. Bill went "through the chairs", serving as Commodore of the Gig Harbor Yacht Club in 2002-2003, and worked tirelessly as the club's accountant for many years. Bill also donated much of his time to the community, preparing tax returns for seniors at the Gig Harbor Library.

Please keep Marilyn and the family in your thoughts and prayers during this difficult time.

For those wishing to send condolences, Marilyn's mailing address is: **6844 Main Sail Lane, Gig Harbor, WA 98335-5102**

Newsletter Archives

For those who may not know, I thought I'd remind everyone that copies of the Nordic Tug Owners Newsletter archives are available for \$25.00 including postage. The archives go back to the "Winter 1981" (February) issue, and make great reading. Included in the past issues are lots of great tips, as well as a lot of worthwhile historical information on Nordic Tugs.

YOUR NEWSLETTER

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

Urgent Request – If you sell or trade in your tug on another tug, please let me know so I can accurately update the Fleet List with the name of the new owners of your previous tug and/or your new tug information. Thanks!

A note from Andy Lund

From your editor - Following is a note I received from Andy Lund, former President, CEO, and director of Nordic Tugs, Inc.

Greetings:

Just over 2 months ago, on 25 August, I had the sad and painful duty of announcing the temporary closure of the Nordic Tugs plant and the furlough of all employees, myself included. At the time I also announced my resignation as President, CEO and director of Nordic Tugs Inc, with effect from 1 September. A lack of orders and the continuing weak economy stemming from the Great Recession of 2008 forced the closure. The Anacortes retail operation, Nordic Northwest Yachts, remains open and is operating normally under the excellent leadership of Greg Mustari.

At the plant closure, seven of us accepted personal service contracts to provide dealer and customer support, preserve the assets of the company for a potential re-opening and wind down the active affairs of the company, dealing with payables, government affairs, warranty and other matters.

In my August announcement I mentioned I was working with the senior management team to assemble a group of investors to purchase the operating assets of Nordic Tugs. In early September I made a proposal to that effect to the controlling shareholder of the company. Another individual made a similar offer independently. Both were declined. I remain interested in purchasing the operating assets, but it is not clear whether that will be possible. However, to avoid any potential conflict of interest, as of 1 October I have withdrawn from my contract with Nordic Tugs Inc. and will have no further role with the company as presently constituted.

The controlling shareholder has told me that he would like to re-open the Nordic Tugs plant and start building boats again some time over

the next year. I don't know whether or when that might occur or what form it might take.

Dave McLeod, Nordic Tugs' former Controller, Paul Johnson, NT's former COO and Bob Shamek, NT's former VP sales, remain under contract with the company.

I remain hopeful that at some time in the future Nordic Tugs will again prosper by building and selling the great boats it has been known for over the past 30 years. Whether I have a role in that remains to be seen. I will be watching from the sidelines, and if I'm successful at our asset purchase quest, I will again be involved from the center.

My thanks again to all of you for your support, your encouragement, and your faith in Nordic Tugs.

Best Regards,

Andy

Editor's note:

Nordic Tugs may be contacted via the company web site www.nordictugs.com or via the following:

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11367 Higgins Airport Way
Burlington, WA USA 98233
Toll Free 1-800-388-4517
Telephone 1-360-757-6647
Fax 1-360-757-8831

Great Ideas Reminder

If you haven't done so in the recent past, don't forget to check out the "Great Ideas" sections of both the SENTOA (www.sentoa.org) and the NENTOA (www.nentoa.org) web sites. They are just chock full of ideas and innovations tuggers have made to their individual tugs. Lots of potential winter projects can be found at both sites.



The Nordic Tug Owners Newsletter
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Side Power thruster fix (continued from page 3)

Take note of what wires are connected to what terminals. Then remove the large allen head bolts at the bottom of the motor. Lift the motor out and take it to a picnic table or other suitable surface. The motor is quite heavy, so be careful. The broken shear pin is on the shaft of the motor at the bottom. You may need a small punch to drive it out of its hole. Carefully tap a new shear pin into the hole on the motor shaft. A pair of needle-nose pliers will help here too.

If you have a compressor, take a moment to blow the carbon dust from the brushes out of the top of the motor. You might also want to check the condition of the brushes. If they are worn down, now would be a good time to replace them.

Take the motor back aboard. Vacuum any remaining parts of the old shear pin out of the motor mount. Align the shear pin with the U-shaped channel on the lower shaft and reinstall the motor. It might take a couple of tries to get the shear pin aligned with the U-shaped channel on the lower shaft. Once the motor is in place, reconnect the electrical wires and give it a test. My motor has a small bottle of gear oil connected through a small hose to the base of the motor mount. Make sure the bottle is full and the hose is in good condition.

On the same subject, **Carey Cook, LeeLoo (32-138)** passed along a comment concerning the bottle of gear oil noted above. It seems that the bottle may come loose from its retaining strap, causing quite a mess in the area adjacent to the thruster motor. He suggested gluing a small block of wood under the bottle to capture the bottle should it break free from the strap that holds it in position. It would also be a good idea to ensure the strap is in good condition and properly secured.