THE NORDIC TUG OWNERS NEWSLETTER SPRING 2011

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: The **Pacific Northwest Nordic Tug Owners Association Rendezvous** (PaNNTOA) will be held at the **Bremerton Marina, June 9-12, 2011.** The schedule includes a Thursday night reception & cocktail party on board the **USS Turner Joy (DD-951)**, famed US Navy Destroyer from the Vietnam War era, 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. The first annual **PaNNTOA** election of officers will take place at the rendezvous, as well as formulation of committees to explore ideas for cruises, future rendezvous locations, web site development, and other points of interest to the attending group of tuggers. If you're interested in holding office or working on committees, please contact Bill Robertson at **bill.robertson@frontier.com** If you have not received a Rendezvous registration form, you may obtain one at the Nordic Tugs factory web site, Nordic NW Yachts web site, or request one directly from your editor at **ceb@oz.net**

See Page Five (5) for an important Newsletter announcement

A "tough tug" & lesson learned story

I wanted to share a story about just how tough a Nordic Tug is. I cruise primarily on Lake Ontario and the upper St Lawrence River. This past weekend (*Fall 2010 ed.*) I took my last cruise of the season before pulling the boat out for the winter. The journey from Pultneyville, NY (about 10 miles West of Sodus Bay) to Kingston, Ontario at the mouth of the St Lawrence River was uneventful and the next four days cruising the Thousand Islands was equally enjoyable.

The weather in the Great Lakes can be very unpredictable this time of year. My plan to return on Sunday was delayed by an angry Lake Ontario. The guys at NOAA predicted a calmer lake on Monday, so I delayed my trip home a day, a 6-hour 45 NM cruise. Monday's forecast was for 5-10 knot winds and 2-3 foot seas. When I left Cape Vincent at the mouth of the St Lawrence, that's exactly what I found. About 3 hours into the trip (past the point of no return), things changed dramatically. In the space of an hour, the wind increased to 18-25 knots out of the West and the seas increased to 4-6 feet. Boating on the Great Lakes is quite a bit different from ocean boating. In bad weather, the wave period is 3-5 seconds instead of the larger and longer swells of the ocean. The waves are steep and come in unpredictable combinations and hit the boat very hard. I turned into the wind to keep the boat from broaching, figuring I could tack my way home. The seas continued to build to 6-8 feet. I did what I could to trim the boat…reduced speed, kept the wind at 30 degrees off the bow, and settled in for what turned out to be a very long day. I also broke out my immersion suit and ditch bag (including my EPIRB) and had them sitting near me on the pilothouse sole.

Nordic Tugs builds a very tough boat. She took wave after wave breaking over the bow, smashing into the pilothouse windows, and just kept going. The Cummins diesel never missed a beat. The autopilot kept the boat on a straight course and never faltered. I couldn't imagine trying to stand in the pilothouse and pilot the boat manually. It was hard to just sit and hold on. I think standing would have been very difficult or impossible for any length of time. The seas precluded me from tacking or reversing course. I didn't want to try to deal with a following sea with the waves this high, especially after it got dark. Twice over the course of what would become a 10-hour ordeal, I went through (not over) what I estimated were 10-foot waves. The boat became a submarine for a few seconds and landed hard on the other side both times. Water was squirting into the pilothouse around the doors. The boat shuddered but, kept on going both times. I pulled on my immersion suit to my waist after the first wave and kept it on the rest of the trip. I also contacted the Coast Guard to give them my position, course and speed, and continued to check in every 30 minutes for the next few hours. It was reassuring to know that someone else knew where I was and what I was enduring.

I eventually arrived near Rochester, NY, 30 miles west of my destination, around 9:00pm. The lee of the land reduced the wave heights to the point where I could enter the Genesee River and tie up for the night. The carpet at the bottom of the forward companionway was wet. The water came in through the hull-deck joint and/or the port side porthole. The sole of the head was also wet, as was the area around the sink. I surmised that the water was entering the head sink drain through-hull and squirting into the head from the sink. I mopped up the water the best I could. I also checked the exterior of the boat for obvious damage and didn't find anything. I was exhausted and fell asleep almost immediately. I continued my journey to my destination the next morning in much calmer seas.

I learned or was reminded of a few lessons:

1 - Make sure that you have sufficient fuel for a journey 2-3 times what you think you will need, and replace your fuel filters at regular intervals. I watched the vacuum meter I installed on the helm last season and it never went above 2 inches of Mercury (7-10 inches of vacuum means a plugged filter).

2 - Have immersion suits and a ditch bag out and ready whenever you are making an open water crossing. I had my inflatable PFD on but, my suit and bag were in a locker. I'm also considering a life raft.

3 - Have an EPIRB. There is no way the Coast Guard would have found me in those seas without some way to locate me.

4 - File a float plan with somebody. I called my sweetheart and another friend before I left Cape Vincent and told them my planned route and estimated time of arrival. (Continued on page 3)

As soon as I was close enough to get cell service, I updated them on my situation and plan to keep going until I reached the shoreline and calmer seas.

5 - Maintain your boat. There are many things on a boat that can be neglected and will only be a nuisance. However, the running gear, the engine, the fuel system and the steering hydraulics must be maintained properly at all times. My life depended on these systems working under extremely demanding conditions for an extended period of time. Failure was not an option.

6 - Make sure there is a good quality VHF radio and antenna on the boat and in good working order. Being able to speak to the Coast Guard was very reassuring to me and improved my chances of rescue had something gone terribly wrong.

7 - Before departing on a journey that may involve some rough water, gather up everything that is not screwed down or otherwise unsecured and stow it away in the lockers. I did this before I left Cape Vincent and was very glad I did. It saved me the time and hassle of cleaning up what would have been a very messy boat inside.

8 - Wear sweat pants with an elastic waistband instead of jeans and a belt. You can't imagine how hard it can be to go to the head and get your pants back up when the boat is pitching up and down in 4-foot arcs.

9 - The best forecasts are still just educated guesses. Mother Nature has a mind of her own and she can turn very ugly with little warning. You just have to be prepared for the worst at all times when in open water.

I want to thank the team at Nordic Tugs for the meticulous attention they pay to the design and manufacturing of their boats. My tug took quite a pounding for 6 hours and came through without any obvious damage. I also can't say enough about the Cummins engine and Raymarine autopilot in my boat. Both worked flawlessly under extreme circumstances.

I never want to repeat this experience but, it's great to know that if it happens again, the boat can handle it and the time spent on maintenance of the key systems pays off when you really need it.

Mark Laffin
MV Respite, NT32-135
Victor, New York

IDEAS, ODDS & ENDS

Ben Wilde, Nordic Lady (54-008) offered this process for **cleaning & waxing** our tugs.

3M makes some great products as does Collinite. The first important step is of course to clean the boat very well, including the stainless steel. Then I would suggest the following

1. Use Collinite #920 liquid cleaner, no need to use a buffer, it is like a gentle compound. It should make your boat shine, by removing all the old dull film on your gelcoat. It's a perfect prep before using a pure wax, either liquid or paste.

2. Now wax your hull with a good Collinite pure liquid wax #925 or a 3M pure liquid or paste wax. A buffer should not be necessary. Two coats are always better than one as you will be filling up the open pores in your gelcoat finish. I have made some assumptions here that you have a white hull, not a colored hull. If she is a colored gelcoat hull she may need more than a liquid cleaner on the hull to bring back the original finish. I do not recommend using a one step cleaner/wax; they just do not give you a good wax finish. If you use a cleaner/wax you will remove any wax on your boat. With pure wax you may apply coat after coat without removing the old wax finish if done within a month.

3. Clean your SS with Collinite liquid SS polish to protect and remove all surface dirt and stains.

We use this process on all our new and pre-owned Nordic Tugs several times a season to keep them looking new, and always in the fall before putting the boats to bed for the winter. A dark colored hull usually needs this done 3 times a season, or more!

FREE STUFF

For those looking for "Free Stuff", be aware that one can get free NOAA charts at:
http://www.nauticalcharts.noaa.gov/staff/BookletChart.html

Holding Tank & Sending Unit Cleaning

For cleaning the sending unit and the inside of your holding tank, **Richard Nye, Sojourne (32-296)**, recommends flushing a toilet treatment product (West Marine) down the toilet followed by filling the tank to 2/3 level, then cruising around while the liquid sloshes in the tank cleansing same. Your editor has had good luck flushing (continued on page 4)

a cup of **Wisk** liquid laundry detergent (blue bottle) down the toilet, filling the tank about 2/3rds full with fresh water, then cruising around for a while. If you're short on "cruising time", take your tug out and do 5 or 6 circles in open water, crossing your own wake at your cruising speed. You'll have plenty of "sloshing in the tank". Then you can return to the pump-out station to pump out the tank.

Brian & Ellen Clarke, Celebration, 37-049 sent in this informative bit of information on bow thrusters.

I've heard a lot of commentary on the proper use of bow thrusters over the years. Opinions basically break down into two camps: "only run the thruster in short bursts so you don't overheat it with a long run" or "short bursts create too much heat as it's at the start when most of the heat is generated so run the thruster continuously to get where you want to go". Given the difference (and lack of info on the web on the subject) I decided to go to the source. See below a response from Imtra to my question (they have a very user friendly q&a section on their web site that allows you to pose any question – the q&a then gets posted to their site). The long and short of it is – you're both right! You can run the thruster for up to 3 minutes (a lifetime in thruster time). But short bursts are better so as to not have to remedy an "over-swing".

Dear Mr. Clarke

Side-Power DC electric thrusters are designed to run for about 3 minutes continuously, so short bursts are not necessary for the thruster. Feel free to run the thruster in as long an interval as necessary to move the boat as needed.

We do not recommend running the thruster and getting the boat's momentum up such that the thruster's opposite direction has to be engaged quickly to stop the boats momentum, we recommend a 2 second pause before changing thruster direction. This is why in many instances bumping the thruster in short bursts is the best option.

Best Regards,

Mark Raeder
Service Manager
Imtra Marine Products
508-995-7000 x 125

Windshield Wiper Blades & Parts

Need to replace your windshield wiper blades, an arm, or a motor? The factory source for all thing associated with windshield wipers is:
AM Equipment Company, PO Box 790, Jefferson OR 97352 (amequipment.com) or you can give them a call at (**541) 327-1546**

Al McKenney, NORDIC STAR (32-178) reports very complete and current information about the ICW (from Mile 0, south) about bridges, shoaling, etc, even fuel prices can be found online at: **http://cruisersnet.net/** Also, information on selected facilities from Southern Maine to the Gulf Coast at:
http://www.icwfacilitiesguide.com/ME2/Default.asp

Ron Carter, SEDONA (42-019) reports great luck with sealing a leak between the Plexiglas (Lexan?) pane and the corresponding seal in the frame of the Bomar hatch by using **Capt.Tolley's Creaping Crack Cure** (no kidding) available at West Marine.

For those tuggers who may be light sleepers, and don't enjoy the "wave slap" where the chine meets the waterline when at anchor, check out **John Baczek**'s cure for **Puffin (32-266)** on the NENTOA web site (**www.nentoa.org**) click on the "Great Ideas" tab, then click on "Eliminating Hull Slap".

Shane Bowlin, Nordic Chill (32-097) offers this tip for bringing back the shine on the colored side inset area of our tugs. "I used **Flitz** paste polish for metal, plastic, & fiberglass. It will remove the chalky, faded surface and make the stripe look new again. It took me about an hour per side with the **Flitz** and then maybe a half hour per side for wax. Three hours total labor and maybe 20 bucks and the stripe is deep blue and shiny. **Flitz** will also polish the chromed engine room vents. It removed the rust stains and shined the vents making them look new again."

Wood Stoves

For those interested in replacing their Tiny Tot wood stove or installing a wood stove on their tug, check out the **Kimberly 5** all stainless steel wood stove**. www.firesidehearthshoppe.com** The stove was on display at the Seattle Boat Show in January.

Tugs For Sale

Be sure to check out the tugs for sale on the SENTOA web site (**www.sentoa.org**) if you're looking for an upgrade or a different tug. Here are a couple of examples:

Hoyle Gill reluctantly has **TUGGILS (32-053)** his 1991 Nordic Tug up for sale. Tuggils is a freshwater boat located in Knoxville, TN, kept under cover and used only on the Tennessee River. Cummins 210 H.P. with 833 hours, 5 KW Northern Lights generator with 161 hours - new in 1998. Tuggils is in excellent condition, well equipped, $129,000.00.

Contact: **Hoyl Gill at 865-584-3543**

Candace Nagle reports that **ANNIE, 26-064**, is for sale. **ANNIE** is in beautiful condition. She has been stored inside and significantly upgraded, including a new Yanmar FWC diesel engine with just 168 hours and a recent Awlgrip. Her stainless steel hardware has been replaced with bronze to include her rub strake, pulpits, hawse leads and cleats. With her bow thruster, electric windlass, stern swim/boarding platform, radar, and varnished brightwork, she is an easily handled, striking, proper Yacht! Asking $129,000 – call Sam Lawson at 617-680-5174

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 projects can be found at both sites.

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.

Nordic Tug Newsletter & Fleet List on the World Wide Web

Your Nordic Tug Owners Newsletter & Fleet List is going digital!

As a result of many requests, and due to increased printing costs, increased mailing costs, time and effort on the part of your editor and his worthy assistant to assemble, fold, and tape 850+ newsletter issues, this will be the last **"printed on paper - snail mail"** Newsletter and Fleet List. Starting with the Fall 2011 issue, you can read (and print if you like) your Newsletter and the Fleet List at the new website **www.nordictugowners.com** on the web. We hope to update the Fleet List as we receive notification of the change of ownership of tugs, so you can print the most up to date Fleet List just prior to when you head out cruising.

For those of you who have contributed donations in support of your newsletter, I am truly thankful. There are currently enough funds to cover the costs associated with printing and mailing this issue. Any remaining funds will be divided and shared with the various regional organizations. **Please donate to the Nordic Tug Association in the area in which you reside and/or keep your tug.**

If you absolutely must have the Newsletter & Fleet List delivered by snail mail, please let me know and I'll do what I can to accommodate your request. E-mail your request to ceb@oz.net or send me a note at the following address:

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

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. Just drop me an E-mail at **ceb@oz.net** at your earliest convenience. Thanks!

The Nordic Tug Owners Newsletter
c/o Charles E. Billings
5599 Perdemco Avenue, SE
Port Orchard, WA 98367-7806

PRSRT STD
US POSTAGE PAID
OLYMPIC PRESORT

CHANGE SERVICE REQUESTED

A safety reminder from **Herb Nickles, SNORRI (32-225)** to point out the differences between Carbon Monoxide detectors, Carbon Dioxide detectors, smoke detectors, and propane (LPG) gas detectors.

Carbon Monoxide (CO) is lighter than air and CO detectors are ideally placed at 5 or 6 feet above the floor but never at floor level. If a CO detector is installed in a stateroom and since staterooms are at the lowest level in a Nordic Tug, there would have to be a lot of CO build up in the boat before the alarm would sound unless the CO was coming from a source in the stateroom. Because the pilothouse is the highest ceiling in a Nordic Tug, CO in the boat should rise to the PH ceiling first. However, the saloon/galley is the most likely place where CO would be produced. After debating the placement with several "experts", I ended up placing my CO detector on the ceiling of the saloon as a compromise. I'd rather have it go off premature than never hear it go off. :-)

Carbon Dioxide (CO2) is heavier than air. There are CO2 sensors and alarms available, but they are expensive and not normally used in homes or boats.

A smoke detector is a completely different device. It detects smoke in a room either through a photoelectric or ionization process. Most smoke detectors only detect smoke. However, you can now buy dual smoke and CO detectors.

If your propane stove was installed by the factory, your Nordic Tug should have a propane detector (<u>if not, install one!</u>). Propane is heavier than air (1.5 times). It sinks and pools at the floor. Consequently, the detector is placed at floor level in the saloon/galley. The detector/alarm is part of the propane switch that you activate before lighting the stove. (Editor's comment – our 32' tug came with two sensors, one in back of and at the base of the stove and one in shaft alley, under the steps to the pilot house and behind the transmission.)