

Waypoints

Issue 12 Fall / Winter 2007



Jerry Husted Retires

Tech Tips

Nordic Notes

2007 Rendezvous *Round-Up*

There's little doubt that of all Nordic Tugs' features, the most valuable is its community. Nordic Tugs rendezvous have become the centerpieces to many a tuggers summer plans, and rightly so. If there are trends to be spotted, they are that owners are driving these events more every year and willing to brave some weather to get there. For a quick trip around the North American Nordic Tugs Rendezvous scene, see story on page 4.



Jerry Retires - *Next Stop Birdland*

Some may think December 31, 2007, simply marks the end of the year. Actually, it marks the end of an era. That will be Jerry Husted's last day on the job at Nordic Tugs, the company he founded. He's entitled. After all, he's turning 80 just ten days before retirement. Everyone who has the pleasure of owning, using or working on a Nordic Tug owes something to Jerry.

Jerry, and we'll call him that since that's the way he'd like it, would probably shrug it off with some self-effacing comment and deflect the attention elsewhere (like to the tugs). Not this time, Jerry. No jumping on your Suzuki and leaving in a cloud of dust. You will have to sit and accept our goodbyes.

Jerry was born in Minneapolis and grew up in northern Manitoba, 600 miles north of Winnipeg. Sadly, his father died and the family ultimately moved to his mother's home state of Washington. Interestingly, it was floating on a small lake near Mount Rainier that Jerry first realized his love of boats.

Jerry was drafted at the tail end of World War II and served in the Army in the Pacific. Back in Washington, he attended Whitman College. Jerry's first job after college was with Allis Chalmers, but his career took several surprising turns including management with Safeco Insurance and, later, starting his own innovative computer medical billing business.

Then in his 40s, Jerry decided no more downtown suits and power lunches, so he actively started looking for a business to buy. He'd cruised the Northwest with his wife, son and daughter in a trailerable Venture 24' sailboat and was in love with boating. After seeing a classified ad for a boatbuilder seeking a partner, he thought he just might have seen his future.

The boatbuilder turned out to be Blue Water Boats, owned by Jim Musser. The boat turned out to be the Ingrid 38 sailboat. To see if Musser and he could be compatible, Jerry convinced Musser to let him work in the shop for a day, then a week, then another week and so on. Eventually, Jerry bought half the company for \$20K before Musser and his wife took off long-term cruising. Later, Musser invited Jerry to help deliver his own

filled, and then some.

Back on shore, Musser shifted course and changed his mind about selling. Jerry stuck to his guns and with help from a wise country lawyer, put the original agreement on the table with a certified check when Mrs. Musser was around and left them alone to think about it. After five minutes, the deal was done.

Jerry and the late Lynn Senour, who did the naval architecture for the Ingrid interiors and rigs, loved to talk. They'd get together regularly for lunches that, in retrospect, can only be called "power" lunches. In those days of oil shortages, they both thought there was a place for a fuel-efficient power boat. However, they had a hard time coming up with something original enough. It came to Jerry in a flash: tugboat! Women would see it as cute and the men would see it as rugged. And a tug looks good and is efficient going slowly, so people can save fuel.

Senour tentatively agreed to jump into the project under the condition that he could do what he wanted under the waterline, namely making a semi-displacement hull. Reluctantly, Jerry agreed. "Who the hell wants to go fast and burn all that fuel?" Jerry asked rhetorically. Nevertheless, Nordic Tugs®, Inc. was formed and they built a prototype 26 to take to the 1980 Seattle Boat Show.

The appearance of the new Nordic Tug 26 at that show caused a feeding frenzy. With an introductory price of \$29,995 and a reserved spot on the production line available for

personal boat home from Hawaii. In one of those rare twists of fate, the Pacific high zigged when Musser's Ingrid zagged, and Jerry and Musser found themselves stuck in no wind for five days. There was plenty of time for conversation, and Musser agreed to sell the rest of the company for \$40K, should they ever get back into breeze and make it home. As it always eventually does, the breeze

Jerry at home at the wheel of a 32 Nordic Tug.





Jerry, Gail Davis and Jim Husted were happy to start the tugging revolution.

a \$1,000 returnable deposit, buyers couldn't help themselves. Thirty-seven (one every three hours) were sold at the show, with a total of 54 by the end of January.

Interestingly, in the early days about half the boats were actually sold as workboats. "They were considered kind of like a pickup," Jerry explained. The most recent and perhaps last Nordic Tug workboat (a 26) was sold in 1992 to Pacific Gas & Electric for transporting work crews on San Francisco Bay's rough waters.

At the outset, Jerry's brother Jim, a retired USAF Colonel, and Gail Davis, a schoolteacher, partnered with Jerry. Davis managed the business side of things. Despite all his business acumen, Jerry prefers to leave the financial helm to others, even if everything doesn't go smoothly all the time.

"I believe in letting people make their own mistakes and learning from them. To guide, I ask questions," he explains.

By the end of the 90's, Jerry had sold the majority of his ownership of the business to a group of investors, but remained with the company as sea trail manager and secretary to the Board of Directors.

Jerry is passionate, clearly better suited for boatbuilding than, let's say, selling tractors. He loves boats, both power and sail. He gets nearly misty-eyed when he speaks of the Nordic Tug family, including both the employees and the owners. "It's a mutual love affair," he said, and few could disagree. But there's one thing that's very patriarchal about him, the joy of bringing something to life. "I love touching boats. I love bringing their souls to life."

There will be no cliché retirements, the kind where the company founder just can't help himself but hang around because there's nothing better to do. Jerry's retirement is but the official start of a new life phase. He's not riding off into

the sunset on his Suzuki, he'll be driving off fuel-efficiently in a Toyota Prius, next to his new co-skipper Nancy, with a pair of Tikit folding bikes in the back. "Nancy and I have equally adventurous pasts," he explains. Both have sailed and traveled extensively and neither have any interest in sitting still.

The future will include catching every narrow gauge train possible, frequenting professional tennis matches and birdwatching. When Jerry talks of birdwatching, a hobby he discovered in recent years, his eyes light up much like when he talks about his beloved tugs. Jerry will miss the Nordic Tugs family, but at age 80, he feels it's time to start something new. 🌐



Jerry all smiles at Nordic Tugs' 25th anniversary celebration.



2007

Rendezvous Round-Up

Typical Bay Conditions San Francisco Bay

Thirteen Nordic Tugs gathered at Coyote Point Yacht Club (CPYC) for SFBANTA's 7th Annual Rendezvous, May 17-20, 2007. The program included presentations, roundtable discussions, vessel safety inspections, contests and raffles. But there was ample time for tuggers to socialize, exchange stories and just "hang out." Nancy Husted regaled us with the remarkable story of her adventures rowing a dory from Seattle, Wash. to Ketchikan, Alaska. Other presentations included earthquake safety, navigating the ever-windy "South Bay" and cruising to Southeast Alaska.

We were most fortunate to have Jerry and Nancy Husted as our honored guests. Jerry talked about the history of Nordic Tugs®, an intriguing story that many owners had never heard. He also brought the latest news from the factory, including the development of the new 49.

Useful information interspersed with "war stories" made for lively roundtable discussions. Subjects ranged from anchoring and mooring techniques, to head repair and the new 5-bladed "anti-cavitation" propeller.

It was difficult to choose from among the dozens of clever items that were submitted for the annual "Tug



Nordic Tug raftups, like this one during the NENTOA Rendezvous, seem to attract a lot of dinghies.

Tweaks" contest. But ultimately, the winners were Scotty and Carol Scott for their "keyed" laptop stand and TV/DVD stand, both cleverly designed to "stay put" in rough water.

Galley skills shined as delectable hors d'oeuvres emerged from the tugs each evening, and again at the Sunday potluck breakfast. These were complemented by the wonderful food and beverages provided by Cook's Catering and CPYC.

On Sunday, SFBANTA members held our first annual meeting and elected Scotty Scott President, Bud Sheble Vice President, and Cathy Robie Treasurer for the 2007-2008 term.
—Cathie Robie, *Eskiom NT 37-120*

Full Gale Warning. Again. Chesapeake Rendezvous

Weather report: Sunday, May 6, Nor'easter, Full Gale warning. For the second consecutive year, the Chesapeake Rendezvous was preceded by sustained North or Northeast winds and 4-6 foot seas. But these are tugs, and we soon had a quorum of tugs represented either by land or sea at the Tred Avon Yacht Club in Oxford, MD. The only casualty was the dockmaster's original berthing plan.

The Tred Avon Yacht Club is located on the Miles River in Oxford. The club made all their slips available for the rendezvous, plus use of a dedicated room. The real highlight was the attentiveness of the staff and the excellent chef.

If there was a theme in the presentations, it was the Chesapeake Bay itself. The speakers included John

Background Photo: The SFBANTA raftup was a welcoming string of lights in the California evening.

Cover Photo: Nordic Tug 32 Nordic Dancer, owned by Jack and Sally Traugher, headed to its home berth in Alameda after attending the Rendezvous in Coyote Point. - Cathy Robie.

Paige Williams who discussed the Jamestown 400th anniversary water trail, Wendy Mittman Clark (from Chesapeake Bay Magazine) and Stuart Parnes from the Chesapeake Bay Maritime Museum.

Dan Hilsinger from Nordic Tugs introduced the new 49. Monday evening ended with a cocktail reception and excellent crabcake dinner. Tuesday's events included a flare safety demonstration by the U. S. Coast Guard, a discussion of communications and a walking tour of the historic Cutts & Case boatyard in Oxford. Tuesday ended with another hosted cocktail reception and a cookout.

Wednesday dawned with beautiful weather as we had our final meal at the yacht club then departed to meet up again next year.

—Kenyon Hiser,
Wenniway II, NT 37-128

The First 'Vous Midwest

The Midwest enjoyed its first-ever Nordic Tug Rendezvous in Traverse City, Michigan, June 29-July 1. Bay Breeze Yacht Sales put together and hosted the event at our own docks.

The crew at Bay Breeze was pleasantly surprised, and nearly overwhelmed, by the response. "We pulled the trigger only three months before for the event. We'd originally hoped for 5-10 visiting boats," said Jay Kraft. "To have 13 boats turn up was great!" A total of 19 boats, including Bay Breeze's inventory, were at the docks, ranging from the 32 Tugs *Jimany*, *Lolligag* and *Dolly* to the 52 *O My PaPa*.

The event drew Tuggers from freshwater far and wide. The boat that came furthest specifically for the event made the approximately 300-mile cruise from Detroit. Many Tuggers also turned up sans boat from areas all around the Great Lakes.

Seminars included yacht insurance, surveying and one on the "ins and outs" of boat hauling. Nordic Tugs' Vice-President of Production Paul Johnson was on hand to carry the Nordic Tugs pennant. Next year promises to build on this year. The 2008 rendezvous will be the third weekend in June, but the location has not yet been finalized.

—Jay Kraft, Bay Breeze Yacht Sales



Easy to Essex Northeast

It seems it was just yesterday a handful of tuggers got together at what turned out to be our first NENTOA (Northeast Nordic Tugs Owners Association) rendezvous. This year was our seventh! Tuggers from 12 states and the Turks & Caicos spent three wonderful days talkin' tugs, meeting old friends and making new acquaintances.

The weather cooperated, too, making our three-day event most pleasant indeed. We congregated in the historic Connecticut River Valley town of Essex—with its picturesque Main Street looking much as it did in the late 1700s when shipbuilding was the mainstay of life in the small town.

Our rendezvous began on Wednesday, July 25, with 19 tugs chugging into Essex Island Marina. Thirteen tugs were in nearby marinas. Nine crews came without their boats. Tuggers came from Maine, Vermont, Massachusetts, Rhode Island, Connecticut, New York, Maryland, North Carolina, South Carolina, Georgia, Florida, California and the Turks and Caicos.

The tough Chesapeake tuggers gathered for a second consecutive year of tough conditions.

After a couple of days of seminars and socializing, some tuggers decided to take a cruise-within-a-cruise. On Friday morning, after a full buffet breakfast, Jim McCrea (*North Star*, 37-134) held a captain's briefing explaining mooring availability in Hamburg Cove. Later that morning, 18 tugs made an excursion to the cove for a relaxing afternoon of swimming and kayaking.

Fair weather continued on Saturday, and six tugs left the sleepy cove for an apres rendezvous cruise to Three Mile Harbor on Long Island—and beyond.

A Nordic Tugs rendezvous is more than the sum of its parts. It is a gathering of self-sufficient, independent people who share a love of boats and cruising. Many tuggers are lifelong sailors with years of expertise who enjoy sharing their knowledge with like-minded boaters. We are a talented bunch with a stay-young, adventure-loving attitude mixed with a healthy respect for the sea. Come to our rendezvous next July and catch the spirit!

—Ruth Jansson, NENTOA

Rendezvous story continued on page 6

2007 Rendezvous Round-Up Cont.,

The Swimsuit Rendezvous Northwest

Once again, the Northwest Nordic Tug Owner's Association Rendezvous was a huge success. This year's event was held in Roche Harbor on San Juan Island from May 31- June 3. We lucked out and were blessed with beautiful weather throughout the entire event. Approximately 75 boats and 180 attendees were present.

The planning committee did an outstanding job and put together an event that was both informative and fun.

The event kicked off with a welcome reception on Thursday evening and featured continental morning breakfasts; a BBQ

lunch hosted by Cum-



mins; lectures; a variety of hilarious games including dinghy golf, a blindfolded dinghy race and a crazy bathing suit contest; as well as a fun-tastic luau with a buffet dinner that featured a pit-roasted pig.

Joe Franett and Bob Shamek, from Nordic Tugs®, presented the tank test video and preliminary plans for the new 49. It created quite a buzz amongst the owners.

Throughout the rendezvous non-owners, attracted by the intriguing sight of so many Nordic Tugs all docked stern in, took a stroll down the dock and commented on how neat the boats were. A few of these curious on-lookers have made inquiries and are considering joining the Nordic Tugs family.

This was my first rendezvous in my new position here at Nordic Tugs. I enjoyed meeting all of the owners – what a great group of people. I look forward to the opportunity to meet more of you at the various rendezvous over the coming years.

–Tammi Anderson,
Nordic Tugs
Marketing Director

Swimsuits don't get much crazier than in the Pacific Northwest.

Talk of Florida's Future Southeast

The Historic A1A Ale House in downtown St. Augustine was buzzing with chatter and laughter as “tuggers” renewed old friendships and made new friends while sharing boating stories at the initial gathering April 17, 2007. Ten Nordic Tugs decorated the marina and 42 members were ready to attend the roundtables to pick up new information starting early the next morning.

Some of the buzz during the evening consisted of a rumor that Nordic Tugs® was going to introduce a 49' model. Sure enough, Bob Shamek from the Nordic Tugs factory in his “Welcome from Nordic Tugs” remarks the next morning burst forth with the formal announcement.

Roundtable discussions were set up so between captains and first mates, no information would be lost! Presentations included a “Captain's Briefing” by John Tyson, Cummins Power South; a relationship saving “How to Dock Without Fear and Loathing” by member Doug Folkerth; “A Boatyard Owner's Perspective” by Tom Holland of Holland Marine; tasty samples of “Easy Hors d'oeuvres” by co-President Louise Worster; “55 Tips and Tricks for Nordic Tuggers in 55 Minutes” by co-President Chip Worster, and “A Surveyor's View and the Marine Track System” by marine surveyor Jack Allinson, II.

Members Leslie and Doug Folkerth took us on the Great Circle Loop as they showed us a photo history of their cruise aboard Happy Clamz, NT 32-127, during the past year. They crossed their wake and completed the Loop after the St. John's

River cruise following the rendezvous in Jacksonville.

On the final morning Ed Massey, our Southeast Nordic Tug dealer, gave an excellent presentation about “Florida's Boating Future.” Ed noted the disappearance of working boat yards that are being taken over for development. The argument over “access rights” is in court to decide the ability to anchor one's boat. He said the boating industry is being unduly blamed for derelict vessels and sewage disposal/pollution problems and insisted pollution is caused by runoff. Waterway maintenance funds have decreased and there is a need for more city-owned marinas. He urged associations like ours to get involved to affect change. He ended with, “It's a good time to buy a condo/home and trade up a boat with more inventory available. Real estate and boating go together. Best deals now.”

The banquet and silent auction (new this year with attendees bringing items) along with prizes obtained by Leslie and Doug Folkerth were smashing successes! The rendezvous ended as it started with everyone having a great time.

The great success of the rendezvous belongs to Jack Nostrand, *Tranquil Tug*, NT 32-132 for selecting St. Augustine and planning/coordinating all the events.

The spring 2008 SENTOA Rendezvous will be somewhere on Florida's west coast in April where Minnie and George Osteyee; will be chairs.

–Minnie Osteyee,
Muggins, NT 42-067





The Next Generation of Nordic Tugs

New Nordic Tugs only come along once in a while, so when they do it's worth taking notice. The new NT49 (initially presented as the NT47) is shaping up to be a very "fitting" model, positioned between the venerable 42 and the 54. (The 54 and 49 are now designated by their lengths including the permanent swim step).

The interior will feature the popular full beam owner's cabin. This allows an exceptionally large private cabin positioned where pitching fore and aft is least pronounced. This also leaves the forward cabin as an exceptional guest cabin. Tried and true Nordic Tugs touches will, of course, be everywhere.

While the 49 will feature the same basic solid hull and cored topsides construction, there are some important differences in its design and execution that make it the first Nordic Tug of a new high-tech era. The 49 is the first Nordic Tug designed by Howard Apollonio, and features a tunnel hull, allowing shallower draft and a larger

prop. An above-waterline spray rail will keep wave slap to a minimum. Most importantly, the entire design was done in CAD (computer-aided design) with mold plugs coming from nearby Janicki Industries. Not only will this produce spot-on molds for now, any future changes or additions will be much simpler.

The standard power package is a Cummins QSM11 electronic diesel providing 610 HP @ 2300 rpm, swinging a 33" propeller.



Grilled Salmon Filet

You will need:

olive oil, garlic salt, dill
heavy-duty aluminum foil
a digital instant-read thermometer
fresh ground white or black pepper
enough skin-on salmon filets to feed everyone in your party
a tray that fits inside your grill plus a wire rack that fits inside the tray



Start by covering the cookie sheet with foil, then do the same with the wire rack and place it in the cookie sheet. Place the salmon filets on the wire rack and brush with olive oil, season with garlic salt, dill and pepper and place on grill. Cook on medium setting until salmon is 140 degrees by the thermometer, or about 2 minutes per 1" of fillet height as an estimate. When done, use a spatula to slide salmon off the skin (it will stick slightly to the rack) and onto serving plates.

—Rich and Christie Easter, NT 26-012 DeNada

Nordic Tugs® Renames Larger Boat Models

Nordic Tugs® announces a nomenclature change for their new 47 currently under development and the existing 52. The models will now be named the Nordic Tug 49 and the Nordic Tug 54. The change more accurately reflects the length overall (excluding bow pulpit) for the two models, measured from the aft edge of the swim platform to the bow of the boat.

"Our naming conventions worked in the past, although today, the model names actually short change the boats, particularly on the larger vessels which have an overall length much larger than the name infers," explained Nordic Tugs Executive Vice-President David Goehring. "It was confusing to the consumer,

who thought a Nordic Tug 52 had a length overall of 52 ft., but in actuality is 54-ft 2-in."

The change currently only affects the company's two largest boats. The company is reviewing the naming conventions of the remainder of the line, though any changes that may be made would not take effect until the 2009 model year.

Nordic Tugs was one of the first manufacturers in the trawler industry to receive NMMA certification, using American Boat and Yacht Council (ABYC) standards. The ABYC sets standards for boat measurement to establish uniformity in boat dimensions and weight specifications for the recreational boating industry.



Tech Tips:

Two Microns or 10? That is the question...

The latest fuel filter information for your tug.

What's Different Now?

Standards have changed. Our Nordic Tugs' fuel systems were never an issue, though lately there have been a lot of questions regarding filter size and whether or not you should be using a two or ten-micron filter.

As of last year, the Environmental Protection Agency (EPA) enacted new emission and fuel standards that called for cleaner running diesel engine technology and cleaner fuel (low sulfur content, for example). These new standards were designed to minimize smoke, particles in the air and dirty emissions from diesel engines.

The Engine Engineers

The engine guys responded with a number of changes. Best known is the "common rail" fuel injection system that incorporates precise computer-controlled fuel metering under very high pressure. "Precise" and "close tolerances" mean much closer tolerances throughout the engine fuel system. This, in turn, called for better fuel filtration to eliminate any solid particles or other contamination from entering the fuel injection system (including water). Engine companies differ markedly in their approach to the filter issue, as you will see.

The Nordic Response. A bit too much?

Beginning with Cummins QSB and QSC engine installation, Nordic Tugs® responded to the new EPA standards by installing Racor® fuel filters with smaller particle sieves, two-micron instead of the ten-micron filters we had been using. (A micron is one millionth of a meter.)

Our intent was to block any initial debris that might get into the fuel system during construction or fabrication (of the tanks) or even from dust in the air. We succeeded. In fact, we succeeded so well that some new Cummins engines experienced premature Racor fuel filter blockage to the extent that the engine performance was partially degraded. Owners found they had to change filter elements even before the first required change at 250 hours or six months.

Cummins Engine Company representative Tony Thomas says that the two-micron elements may have been overkill, and the ten-micron elements are sufficient to remove any contaminant that would possibly damage the engine's fuel system.

Incidentally, the engine itself has a secondary fuel filter that has a three-micron sieve. It should be changed at regular scheduled intervals, the same as the Racor filters. New boat owners with Volvo Penta D6 engines may disregard all of the above advice. Their Racor filters come with a 30-micron element and nothing in the Volvo Operation and Maintenance Manual states a requirement that a smaller sieve should be used.

Action Items

As the manufacturer, we feel strongly that using the two-micron filter is very beneficial to keeping the system clean during the construction process. We suggest that owners of new QSB or QSC Cummins engines remove the original Racor two-micron filter elements as soon as is convenient after they take delivery of their boats and install the ten-micron elements that come with the commissioning kit to minimize the possible inconvenience of having to do it at an inopportune time (like in the middle of a vacation). This will generally last until regular maintenance is scheduled at 250 hours or six months.

We can't stress enough that operators of all diesel engines should regularly inspect their Racor filters for water and contamination. Cummins states that visual inspection should be done daily before use; Volvo is more lenient and only schedules the filter element change at 200 hours or annually. Strictly following manufacturer's recommendations for filters also applies to mechanical (non-electronic) diesels, which the vast majority of you will probably run for the life of your boat.

Even Filters Accessorize

Racor furnishes a vacuum gauge as standard equipment, mounted on the duplex filter assembly itself. (This gauge is available as an option on the single Racor filter installed on Nordic Tug 32s.) The gauge shows when a filter element change is required. The vacuum gauge (Racor part no. 1606B) can be relocated to the helm to make it more convenient to monitor. To simplify use of the gauge, you can also order a vacuum gauge label (Racor part no. 18-1202) to aid in identifying when a filter element change is to be made.

A drain petcock is also available from Racor (part no. RK 19492). This replaces the drain plug on the bottom of the assembly and makes regular water/contaminant draining easier and doable without a wrench.

All of the Racor accessories above are also appropriate for use with the Volvo engine-equipped boats, with the addition of a reducer fitting for the drain plug on the bottom of the filter assembly.

Read the Book

Just like your own heart, your boat's engine is central to your safety and all other systems in your boat. Diesels are amazingly reliable. Nearly the only things that bother them are dirty fuel or no fuel, and they're adamant about it. Reading the engine company's Operation and Maintenance Manual and following the procedures out-

lined is essential to the good service you expect from your engine.

-Jerry Husted

Photos Far Left: The vacuum filter gauge can be installed at the helm station to keep an eye on the condition of your Racor filters. Below: The typical engine room filter assembly feature a vacuum gauge between the filters.





Nordic Tugs® Scale Models Now Available!

Put your order in now for Christmas delivery!

Hand-crafted in the USA (just like her big sister), an Isaksen scale model is a charming reminder of your Nordic Tug and makes a fun conversation piece. Each model is customized down to the paint schemes, name and logo and is built to scale showing the configuration of decks, cabins, stainless railings, recessed tinted windows and deck hardware.

Isaksen Scale Models specializes in custom yacht models. In business for 20 years, their goal is to produce a distinctive display model built to the same standard of quality as your original boat.

Models are built at 3/8" scale, mounted on pedestals on an oval wood base and are offered at the following prices:

Nordic Tug 32 (13" length)	\$2,500
Nordic Tug 37 (14" length)	\$2,600
Nordic Tug 42 (16" length)	\$2,800

Display cases are available to further enhance and protect your model - \$150.00.

To Order Contact:

Isaksen Scale Models
7419 25th St NE
Everett, WA 98205 USA
Tel: 425-334-2807,
email: ismyachts@aol.com

Ordering information can also be found on the Chandlery page at www.nordictugs.com.

New Assembly Building Provides More Space to Operate

As the Nordic Tugs crew eagerly awaits move-in to the new factory building, a bit of a retrospective might be interesting to all involved.

The "old" factory was originally used by Jansport for sewing backpacks and other soft items. Hence there were low ceilings, a large daycare room and (long ago) a swingset outside. When Jerry and the crew took over, they made it work as the birthplace of many a Nordic Tug. Because of the low ceilings, it required temporarily pulling boats outside to fit the decks and plenty of creative thinking to keep work flowing.

That was then. Today, Nordic Tugs is gearing up to open a new assembly building - 36,000 square feet of high-ceiling, open space with two 5-ton bridge cranes and plenty of room for building any and all Nordic Tugs. There will be full access to both sides of tugs under construction and four assembly lines. Offices for floor managers, a lunchroom and a meeting room will be located overhead on a mezzanine.

"The guys are looking forward to it big time!" said Paul Johnson, vice-president of production. The various lines started to move to the building in early November. An open house will be held in early 2008 when all the lines are up and running.

Right: P & H 5-ton bridge cranes.

Below: The new building is almost complete!



Thanks to all of you who submitted photos for the first annual Waypoints photo contest! We received a lot of great photos – it was hard to choose just one winner in each category! It was apparent by your photos that you all had a great year cruising in your Nordic Tug! Thank you for sharing your experiences with us. The following are the winning photos. Each winning entry will receive a gift certificate to the Nordic Tugs Chandlery.



1
Jill West, Tuggabella, 32-268



2
Faye Vossler, Fellowship, 37-148



3
Cynthia ten Haaf, KA-DEE-ANN, 37-109



4
Barb Benjamin, Golden Lily, 42-92



5
John Clark, Endeavour, 37-112

Photo contest winners.

1. *Hunkiest Tugger*
2. *Wildlife*
3. *Scenic*
4. *Pets on Board*
5. *Family & Friends*



Teak Trim Rings – New option for 2008

For 2008 model year boats, we now offer optional hand-crafted teak window trim rings. The new option has been well-received by our dealers and customers – and we’ve received great reviews from folks touring the boats at recent boat shows. (As the teak trim rings are custom fit, we are unable to offer them for prior model-year boats.)

2008 Boat Shows and Events

San Diego Boat Show San Diego, California	Ballena Bay Yacht Brokers	Jan. 3-6
Toronto Int'l Boat Show Toronto, Ontario	Bay Breeze Yacht Sales	Jan. 12-20
Dusseldorf Boat Show Germany	Nordic Tugs UK	Jan. 19-27
Baltimore Boat Show Baltimore, Maryland	Annapolis Sailyard	Jan. 23-27
Trawler Fest Stuart, Florida	FACTORY	Jan. 24-26
Seattle Boats Afloat Seattle, Washington	SkipperCress Yacht Sales	Jan. 24-Feb. 2

Nordic Notes - A Big Welcome to the Newest Member of the Family!

Nordic Tugs would like to welcome our newest dealer, Nordic Tugs UK, Ltd., with offices located in Southampton and Falmouth, UK. Partners Richard Baldwin and Rodney Galbraith will be the distributor for both the UK and Western Europe. They have been hard at work gearing up to sell Nordic Tugs, and in a very short timeframe put together a most impressive website. Check it out at www.nordictugs.co.uk.

The first European Union certified boat, a Nordic Tug 37, arrived at their dock at the Hamble Point Marina in the UK on July 25, 2007. It was a long journey – she was trucked across the USA and then shipped across the Atlantic Ocean. We are happy to report she arrived without a scratch!

The boat made its European debut at the Southampton Boat Show, September 14-23. Nordic Tugs President Jim Cress attended the show to offer factory support. The team at Nordic Tugs UK, Ltd., are excited to represent Nordic Tugs, and believe that Nordic Tugs are the ideal boat for the area’s climate and cruising conditions. It appears that boaters in the UK agreed – Nordic Tugs were a huge hit at the show. There was a constant stream of traffic through the boat, and their NT37 sold on the first day of the show. In fact, more than one interested party came by to purchase the boat – but it was already sold! Congratulations to the UK team for their highly successful Nordic Tugs debut!

.....Nordic Tugs® , Inc. • 11367 Higgins Airport Way, Burlington, WA 98233



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