

Waypoints



Issue 10 Summer/Fall 2006

Marine Affair!
Science on the way home.

2006
Kendezvous Report

DOIN' THE PROP WALK...
Tech Tips

The Nordic Tug Attraction

SHOP TALK -
NMMA Certification



Science on the Way Home

Last summer, Maureen and I embarked on the maiden voyage of our new Nordic Tug 42-075 *Marine Affair*, both to bring her home to Seward, Alaska, and to do our part for science. Both aims were rousing successes!

We have extensive experience in the protected waters of Prince William Sound, but this 1500-mile journey, much of it across open waters, made us a bit nervous. For one thing, we had never been up the Inside Passage, except on a ferry over 30 years ago. Secondly, we had all of 3-4 hours experience on *Affair* when we left Anacortes. And last but not least, we were plum tuckered out from five days of provisioning, checking list after list of spare parts, buying tools, trying out the new systems and electronics, a mock sea trial and for-real engine realignment with Jerry Husted and a few touch and goes at the dock with Bob Olsen of SkipperCress.

Unfortunately, spending more time familiarizing ourselves with *Affair* wasn't an option. We needed to hightail it across the Gulf of Alaska before late summer storms kicked up. There are long open stretches and few places to hide getting to Seward.

The big day of departure, Tuesday, July 26th last year, broke clear and calm. It was one of those unsettling little moments in the pit of your stomach when you realize you are alone with whatever modicum of experience and knowledge you've gained in a hectic five days. No throng of friends around with advice on going north, no coaches looking over your shoulder as you start the engine. It was just the two of us, casting off lines in the hush of early morning, quietly leaving the sleeping harbor and heading north without a look behind.

Marine Affair heading up Lituya Bay. Clarence Pautzke
Cover: Clarence Pautzke & *Marine Affair* in Lituya Bay. Maureen McCrea

That said, we weren't quite alone. All along the way, our friends and family knew exactly where we were. I had been asked by my colleagues at NOAA Pacific Marine Environmental Laboratory to take a small drifter buoy to toss over at the southern tip of Kayak Island just east of Prince William Sound. They were curious about which way the buoy would drift once set free in the coastal current flowing along the north coast of the Gulf of Alaska. Because the battery would last for months, they allowed me to activate the buoy early and it sent our location up to a satellite the whole way from Anacortes to Kayak Island. Our locations were then plotted daily on a web page.

Even Dixon Entrance was placid on Saturday, July 30th, as we motored across from Prince Rupert and back into U.S. waters to spend the night in Foggy Bay. Then it was on up Behm Canal into Misty Fiords National Monument to overnight in Shrimp Bay. We arrived in Petersburg on Tuesday where we toured the town with cousins and saw where my grandfather lived while he plied his trade as a barber during the gold rush days. We reached Juneau by August 3rd, completing the roughly 840-mile voyage in nine days.

On August 5th, we motored down Cross Sound en route to Elfin Cove and up into Lituya Bay. Just as we were starting to make progress against the current in the narrowest part of the channel, a humpback whale surfaced 20 feet off the port bow. We gave the whale our apologies, but steamed on up the channel, which was getting a bit dangerous. Fortunately we had no collision and made it in safely for the night. Lituya is beautiful

and well worth a trip to its head where glaciers abound.

We fueled in Yakutat August 8th, and got ready for the long trip to Seward. Beyond Yakutat is an open stretch of water past broad glaciers, huge rivers laden with silt, and a backdrop of glorious mountains and snowfields. By late in the evening we had motored 138 miles to the north end of Kayak Island. My plan was to try to go around the north end, but the water was so shallow, 6-8 ft, that even with my array of sonars I did not feel comfortable after more than a half dozen attempts to find a passage. So we just anchored out in open water, which remained calm all night.

At Hinchinbrook Entrance and the shelter of Prince William Sound, our familiar cruising ground, the fog was so thick that, except for one brief sunny evening off the south tip of Knight Island, we were essentially navigating with the radar and chartplotter almost all the way to Seward. As we rounded Cape Resurrection into El Dorado Narrows just south of Seward, we broke into a beautiful clear Alaska day. What a homecoming! Friends met us at our new slip in Seward and helped us tie up.

Going from Anacortes to Seward is not a trip we would make often – it's a long haul from the Inside Passage across to Prince William Sound. We were very fortunate because of the good weather and relatively calm seas the whole way. Had we had a major storm come through while out in the Gulf, the picture would have been much different. Keeping a good lookout was imperative. While

we expected to find the Inside Passage littered with logs and deadheads, we were surprised by how many we encountered out in the open Gulf. It would probably be a little more comforting to have another boat or two making the crossing with you in case something goes wrong. We paired up with another boat just by chance from Yakutat to Prince William Sound. It was nice to do radio checks and know someone was out there.

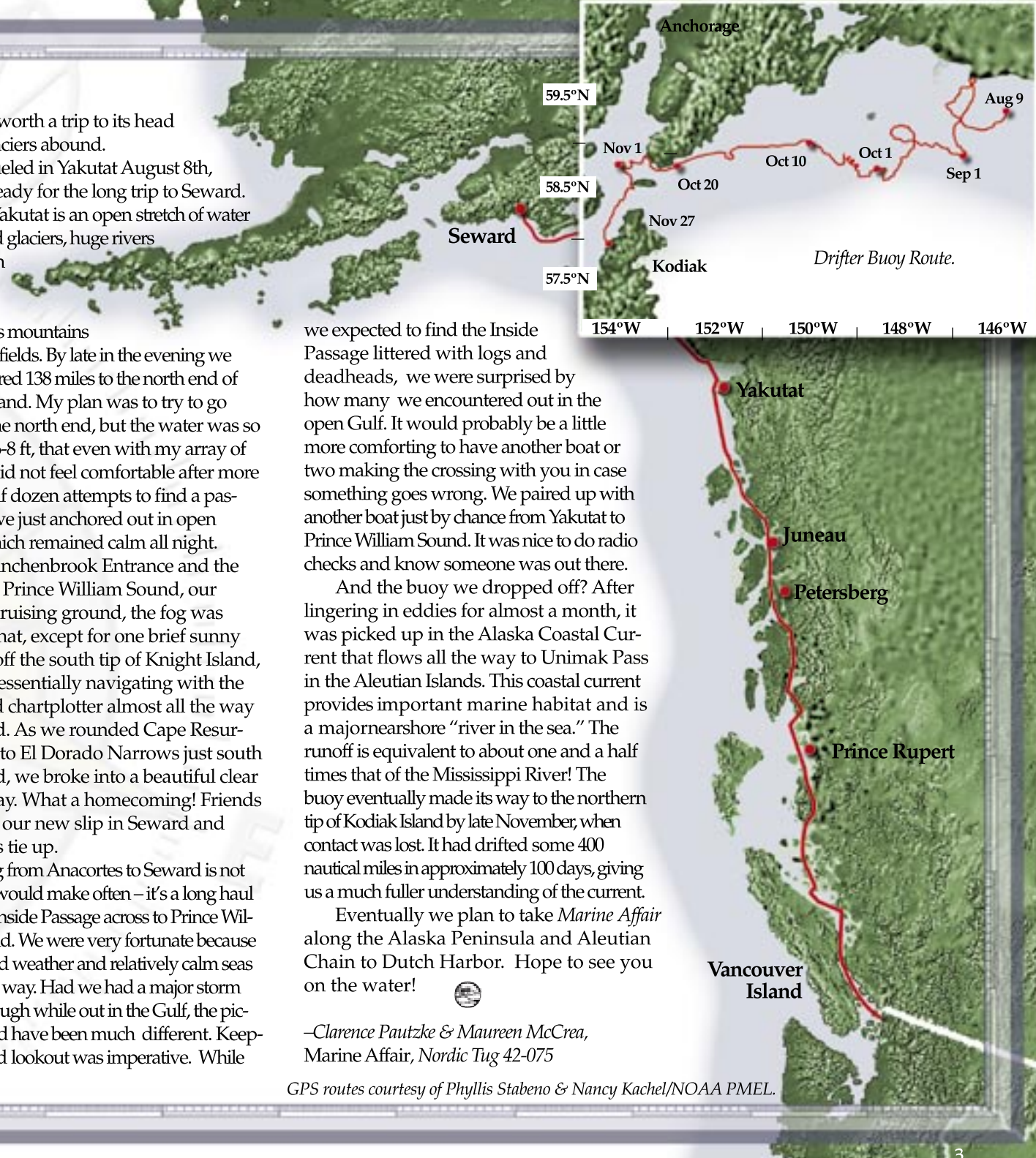
And the buoy we dropped off? After lingering in eddies for almost a month, it was picked up in the Alaska Coastal Current that flows all the way to Unimak Pass in the Aleutian Islands. This coastal current provides important marine habitat and is a major nearshore "river in the sea." The runoff is equivalent to about one and a half times that of the Mississippi River! The buoy eventually made its way to the northern tip of Kodiak Island by late November, when contact was lost. It had drifted some 400 nautical miles in approximately 100 days, giving us a much fuller understanding of the current.

Eventually we plan to take *Marine Affair* along the Alaska Peninsula and Aleutian Chain to Dutch Harbor. Hope to see you on the water!



–Clarence Pautzke & Maureen McCrea,
Marine Affair, Nordic Tug 42-075

GPS routes courtesy of Phyllis Stabeno & Nancy Kachel/NOAA PMEL.





Irene & Jim McDougall.

RENDEZVOUS REPORT

If there's anything better than cruising in a Nordic Tug, it's cruising to a great destination to rendezvous with other Nordic tuggers. Nordic Tug rendezvous have become lore. It should come as no surprise, Nordic Tug owners have developed not only a dedication to their boats, but to each other as well. Here's a quick review of three of the 2006 rendezvous.

SIDNEY, BC

The Northwest Nordic Tug Owners' Rendezvous may be the grandmother of all Nordic Tug events, but she's hardly slowing down. In fact, June 22nd through 25th, she outdid herself and set an all-time rendezvous record with 89 Nordic Tugs and 210 participants. The Port Sidney Marina did a spectacular job getting every tug berthed, but the fleet was sprinkled loosely around the marina. Quietly and calmly, Irene McDougall, *Nordic Quest* Nordic Tug 37-104, was at the controls as she had been since the moment at the 2005 rendezvous in Poulsbo when she volunteered for the task. Having just moved to Sidney from Canmore, Alberta, McDougall used the project to learn about her new community and meet her new neighbors. After overcoming cancer in recent years, McDougall pursues life with renewed energy and sense of purpose that benefits everyone around her. She found both the Sidney and marine communities very responsive. Major sponsors included Nordic Tugs, SkipperCress Yacht Sales, Cummins NW, Trident Funding, The Boat Insurance Agency and Pacific Maritime Title.

"It was an excellent experience," she says. "Along with all the other

people on the committee, we decided to have fun with it." The rendezvous flowed seamlessly from the Town Crier's (yes, a town crier) greeting Thursday to the farewell remarks on Sunday.

The seminars were huge hits. Nearly every one of the 200 seats was filled for each of the morning seminars. Graham George of Pacific Marine Diesel had everyone's full attention with his maintenance presentation. The team of Dan Hilsinger and Joe Franett fielded several rapid-fire questions from the audience that produced some lively discussion and more than a few laughs.

All presentations and ample meals were at Theo's Place. Theo himself, clearly one of the fundamentally happiest men on Vancouver Island, if not in North America, outdid himself with hospitality.

Afternoons were reserved for visiting Victoria and Butchart Gardens for those who wanted to take in the island's famous sites. Buses, of course, had already been arranged. For many tuggers, "free time" was best spent with other tuggers. The docks were speckled with small groups clad in blue tee shirts, sharing stories and solutions.

Some attendees gave impromptu shows on their own trips or shared

future plans. John and Kathy Walters, attending sans boat, gave a computer slide show of cruising The Sea of Cortez. Sandy and Joyce Ferguson enthralled dinner companions with their plans of having their Nordic Tug 32-177 *Summer Isle* shipped to Europe where they will cruise the canals.

CHESAPEAKE BAY

The 2006 Chesapeake Nordic Tug rendezvous was held May 1-3 at Dozier's Regatta Point Marina on Broad Creek, just off the Rappahannock River. The rendezvous was hosted by Tug owners Ed & Kathy Hoeck (*Red Pelican* Nordic Tug 32-221), and Anne & Gene Wolski, (*Odyssey* Nordic Tug 37-070). For several days prior to the event the weather on the Bay was quite unsettled. North winds were gusting to 30 knots, which unfortunately kept some tugs from attending.

Nineteen tugs made it to the event. Those who could not bring their boats were in the southern part of the Chesapeake where the winds were extremely bad. Many, however, managed to come by land.

Eventually the sky cleared and the winds abated. Jerry Husted kicked off the

event speaking about Nordic Tugs' beginnings, early production and subsequent success. Kevin Fay of Marine Electronics followed with an excellent presentation on the newest in electronics. The morning's final presentation was by members of the Northern Neck Sail & Power Squadron, Anne & Gene Wolski and Ed & Kathy Hoeck, on safety at sea. This presentation was interactive, stressing the need for all hands to be able to operate the vessel in the event of an emergency.

Monday afternoon was spent on boat visits, comparing ideas between owners and having owners taking advantage of the free Coast Guard Vessel Safety Check program courtesy of the Power Squadron. Twelve owners took advantage of this program and received their decals. That evening all participated in a buffet dinner at Taylor's Restaurant in Deltaville, Virginia.

Tuesday began with Dan Hilsinger from Nordic Tugs' warranty department, who answered many questions regarding various items. Steve D'Antonio, vice president of Operations at Zimmerman Marine and technical editor of *PassageMaker* Magazine, followed.

Tuesday evening began with a



Tugs lined up closest to the pier head at Port Sidney Marina.



Attendees of the 2006 SENTOA Rendezvous.

cocktail party hosted by Trident Funding, followed by a buffet dinner featuring a steamship round of beef and a seafood casserole and other dishes. There was much merriment and conversation.

As Wednesday dawned, boats began to depart. Some, under the direction of Ed Hoeck, went for a 3-day cruise into various areas of the Middle Bay. The exit poll revealed that all had a great time.

The rendezvous was made possible by the generous support received from Nordic Tugs, Annapolis SailYard, Cummins NW and Trident Funding.


SENTOA

The 2006 SENTOA Rendezvous was held at the Hawks Cay Marina, Florida, April 7th-9th. The upscale Hawks Cay Marina is located in the central Florida Keys on Duck Cay. Kudos to Judy Hogan for coordinating this year's rendezvous.

Appreciation awards were given to Bob Shamek from Nordic Tugs, Jim Cress from SkipperCress and our own Al Casanova. All three have contributed greatly to the success of the SENTOA organization. Also presented were Nordic Tug coffee mugs from Tugwear

for the newest and the oldest tug. The tug that came the greatest distance was Bill and Diane Keltner's from Green Cove Springs. Also presented was the "Bent Prop Award" (one year unlimited towing from Tow Boat US) to Steve and Chris Hightower who had to be towed into Hawks Cay because of bad fuel.

Thanks to Doug and Leslie Folk-erth, a door prize was awarded to everyone. The special door prize this year was a Boss Boat dinghy donated by Clearwater Marine Group and the happy winner was Jack Nostrand on *Tranquil Tug*.

Special thanks for continuing support from Nordic Tugs, Cummins NW and Jim and Stephanie Cress. The Cresses moved back to Washington State in February. Ed Massey from Massey Yachts Sales and Service was introduced as the new Nordic Tug dealer for the Southeast. Ed presented everyone with a new SENTOA burgee as well as a West Marine gift certificate. We look forward to a long and pleasant relationship with Judy and Ed Massey. 

Newly elected officers are already making plans for our 2007 rendezvous.

Handing Over the Helm

Bill Owel has stepped down as editor of the Owner's Newsletter after 13 great years. We asked him for a recap.

In the fall of 1992, Gail Davis, (then president of Nordic Tugs, Inc.) asked if one of the owners would be willing to handle a newsletter. At the time, the 10 percent luxury tax was putting a lot of boat companies out of business and Gail was cutting costs any place she could. Being a confirmed Nordic Tug addict, I agreed to take on the chore that had bounced back and forth between the factory and informal groups. I had owned *Lady Bump* for close to two years, had retired from my second career and was on the board of directors. Nordic Tugs had me hooked.

My first issue came out in the Spring/Summer of 1993. It was two pages of text and four pages of the first published fleet list. It featured future tug trips, an equipment tip on a fuel/air separator, a query for what the owners would like to see in future newsletters, a plea for financial support to help with postage and printing, a plug for cruising in the South Sound and a "Best Maintenance Habit" tip. From there things just grew. Its focus started as an "owner's newsletter" and has stayed so

for 13 years. I never asked permission or had to undergo review for what I was going to publish and Nordic Tug, Inc. has always respected that view. I have always included a spot that I called the "President's Corner."

As time went along, we started printing more information from areas other than the Northwest. We had articles on the Great Circle trips and other cruises along the Intracoastal Waterways. We have always tried to represent all the tuggers. By the summer of 1996 we scheduled our first Northwest Nordic Tug Rendezvous and we have had one each year since. The rendezvous theme has spread to other areas of Nordic Tug ownership, Northeast, Southeast and the San Francisco Bay area. The Nordic Tug Owner's Newsletter has been a valuable tool to bring owners together.

My 13 years as editor of the Owner's Newsletter have been great fun and a labor of love. I never met a tug I didn't like. And the people who choose those tugs are some of the nicest people in the world.

—Bill Owel, Lady Bump, Nordic Tug 32-055

Charlie Billings has agreed to take on the editing task for the Owner's Newsletter.



Bill and Marilyn Owel.

WANTED

Waypoints Stories

Would you like to share a story in Waypoints? Tell us about a cruise.

GO to www.nordictugs.com

CLICK News & Events - Waypoints
SUBMIT your story.

Drawn to the Light

It doesn't matter where they go. The Watsons always seem to cause a stir and draw a crowd. They like the attention. Even though it is not focused on them personally, but rather on their unusual boat.

Kivhya II is Pottawattamie Indian for "sunshine" and this Nordic Tug (37-016) brightens the faces of all who see her. Named by Emma Watson in honor of her ancestors, this tugboat is the pride and joy of Emma and her husband, Ted Watson.

"We have taken our tug all over including Bay Harbor (Petoskey) where there are a lot of spectacular, mammoth boats," said Emma, recalling the experience that is repeated everywhere they cruise. "But it was our tug that always had a cluster of people around it. Everyone wants to see it and come onboard. Even non-boaters are intrigued."

And that is okay with the Watsons. They are wonderful ambassadors for Nordic Tugs, having switched from a sailboat in 2000 when they no longer felt comfortable hoisting sails and worrying about rough weather. "Nordic Tugs are wider, heavier and easy to handle. We have been on Lake Michigan in six to eight-footers and felt perfectly safe." Ted proudly remembers rescuing a sailboat with his tug in Suttons Bay.

"Ask any Nordic Tugs owner what their biggest complaint is and they will tell you the same thing," said Bay Breeze Yacht Sales manager Bill Allgaier. "Everyone flocks to their boat. They pull in to a marina or dockage and people gather to find out more about their tug. It's a magnet.



Ted and Emma Watson.

So when I sell a tug, I warn owners that this will happen to them. Just be prepared to be the center of attention."

The Watsons see all this as a compliment and don't mind the hassle. Like other Nordic Tug owners, they love their tug.

—Dee Smith

An Owl, A Pussycat & A Duck

In celebration of his retirement, my husband Jack Henry and I decided to spend a year aboard our Nordic Tug (32-205) *Sitting Duck*. We went over every system and stocked up on spare parts and proper tools. Although we had owned the boat for about 3 years, our cruising had been limited to long weekends. We arranged for house sitters and made the hard choices of which clothes (very few) and which books and which pots and pans deserved the precious cupboard space. We also provisioned for our two Westies, Scabby and Bosun.

We left Clear Lake, Texas, in February 2005, following the ICW around the Gulf of Mexico past Mobile, where we officially began The Great Loop. We timed our travel to miss the hurricane season in any exposed place and to reach Chicago before the Midwest traditionally closes their fuel docks in fall.

All went according to plan. We watched with great concern...but from the interior of the country...as Katrina and Rita destroyed. We wondered if we would be rebuilding our home near Houston! We sadly changed our end-of-trip plans to exclude New Orleans and parts of the coast where we had hoped to linger.

We logged the usual 7,000 "Loop" miles, but added over 2,000 additional miles of side-trips. These included a trip up the Potomac River with time in Washington, DC; a long summer anchorage in Cape Cod near family; a pause in Georgian Bay and the Thousand Islands in Canada; long trips up the Cumberland and Tennessee Rivers as far as we could go; and finally a trip all the way south on the Texas coast to Port Isabelle near Mexico. We arrived home in a year and a day, like the Owl and the Pussycat.

Our little Nordic Tug performed flawlessly. She traversed 134 locks, logged 9,200 miles, encountered some pretty rough waters and some very "skinny" waters where deeper draft boats were unable to go, like the New Jersey ICW. We were chagrined at the rising fuel cost, but when we compared notes with other boats, we found that we always had the most fuel-efficient boat around. We usually cruised around 8 knots, but hurried for short times when we had a good reason. Our average fuel consumption was about 1.6 gph.



Marilyn Browning with Scabby and Bosun.

We met many other Nordic Tugs on our trip and greeted each other happily. Our Nordic log:

Annie B at Waterford, NY, July 2005.
Ingomar at Drummond Island, MI, August 2005.
Omega at St. Ignace, MI in August 2005.
Nomad in Chicago, IL, September 2005.
Adriana in Alton, IL, September 2005.
Annie Jo in Alton, IL, September 2005.
Jenny Lynn in Clear Lake, TX, December 2005.
Chillin' in Key Allegro, near Rockport, TX, February 2006.
Sjomman in Key Allegro, near Rockport, TX, February 2006.
High Klippe at Clear Lake, TX in February 2006.

Sitting Duck was small enough for us to handle, big enough to make us comfortable and, most of all, strong and reliable.

—Marilyn Browning, *Sitting Duck*, Nordic Tug 32-205

Cheesy Risotto & Baby Peas

1 cup Arborio rice	4-5 cups hot chicken broth
1 Tbsp olive oil	1/4 to 1/2 cup freshly grated Parmesan cheese
1 lg onion, diced	1 10-oz package frozen baby peas
1/2 cup dry white wine	Freshly ground white or black pepper

Heat olive oil in heavy nonstick pot. Sauté the onion in oil until translucent. Add rice and stir until coated. Add wine, cook on high, stirring until evaporated. Add the chicken broth, stir, bring to boil. Reduce heat, simmer covered until the rice is tender. Add the baby peas and cook just until they are heated, 2-3 minutes. Add pepper to taste and serve.

—Rich and Christie Easter, DeNada, Nordic Tug 26-012



Shop Talk

NMMA Certification

Operations Manager Joe Franett manages to wear plenty of Nordic Tug hats all at once. One of the more interesting ones in recent months was guiding Nordic Tugs through the National Marine Manufacturer's Association (NMMA) Yacht Certification process. The Certification follows closely, but not exactly, the American Boat and Yacht Council standards.

Fortunately, Nordic Tugs already exceeded or met nearly all of the requirements. Last year, an independent inspector looked in every nook and cranny in every Nordic Tug and came up with an approximately 15-item laundry list of changes. These included raising rail heights to 30" and minimizing gaps, adding seacocks to thru-hull fittings below the 7° heeled waterline, installing additional warning labels et. al.

"The inspector said he could tell we made a quality product because everything that needed to be changed was the same on every boat. He also said that would make it simple to change these things." Within a year, every change had been made.

Franett has ushered Nordic Tug through this process so smoothly, he gets to do it with the CE Certification required for

Nordic Tugs to be sold in Europe. While this promises to be a bit more challenging, it's well worth it since Europe is clamoring for Tugs.

Nordic Tugs 32 Gets New Volvo Penta Heart

The venerable 32 has received a heart transplant. The stalwart Cummins 5.9 liter, in all its iterations, needed to be updated. Impending regulations necessitated an electronic engine. The hunt for a new heart was thorough, and in the end resulted in some very pleasant, even amazing, improvements.



The engine that best fit the 32's engine room without major modifications turned out to be the Volvo Penta D6-280i. Part of the highly regarded new "D" series from the Swedish manufacturer, the D6 not only fit, it raised the 32's top speed to a whopping 18.5 knots with outstanding fuel efficiency at all speeds.

There were other benefits. "Volvos are highly regarded in Europe," Marketing Manager Laura Kaestner explained.

Tech Tips

Backing, or Doin' the Prop Walk

Backing up—something you do in a vehicle.

Backing down—what you do in a boat.

When backing down in a single-engine Nordic Tug, a little know-how helps. Here's why: The Nordic Tugs all have large, efficient propellers; great for going forward, tricky for going backward.

Why is this? Pretend that you are in the water, behind the propeller. When backing, the prop is turning clockwise. The propeller blades are pushing the water forward, and pulling the water in from the back. It's easy to understand this part.

Now comes the tricky part. The blades are also pushing sideways, at the top and bottom of the rotation.

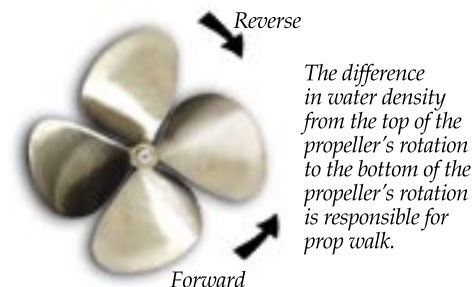
The top blade pushes the water to the right, and by itself, would push the stern of the boat to the left. However, the bottom blade is pushing the water left, and the transom to the right. The bottom blade is going to win in this tug-of-war (push-of-war?). Water is very heavy and just two feet of depth makes a big difference in the density, enough to push the transom to the right. This phenomenon is called propeller walk, or more succinctly, prop walk.

Now, back at the helm, you look backwards and see that the boat stern is moving to the right and you wanted to back straight in. What to do? Turn the rudder all the way to starboard, and momentarily put the engine in forward gear. This will put a blast of water hard against the rudder blade, pushing the stern to the left. Then back some more — and momentary forward thrust as needed.

Another way is to use the bow thruster. While the thruster moves the bow right and the prop is moving the stern right, the whole boat will move to the right in this maneuver. So start a few feet from the dock, and you'll

end parallel to the dock. A little practice helps, and the feeling of the boat coming up nicely against the dock makes it all worthwhile.

Now let's say you need to back out of a narrow waterway for a couple hundred feet to clear water before you can make your turn. The key here is to turn the rudder to port to counteract the prop. At slow speed, the prop will win until there is enough speed for the water to press on the rudder blade and correct the tendency to move right. A little practice shows it can be done with a little more speed aft (say 200 more rpms), and if that doesn't do it, then shift to neutral and the prop will quit its push to the right. When the rudder blade corrects the movement, put it in reverse again.



Alternatively, the thruster can help correct the course when going backwards and is easy to do. Practice backing in open water and see if you can get it to go in a straight line. When you learn to control the boat's direction backwards, you have learned a valuable lesson in single-engine boat handling — a great feeling!

I'd love to take this opportunity to thank the Nordic Tug owners for all you do. It is your efforts that make Nordic Tug the community that it is. I'm happy and thankful that both the boats we built and the community you built continue to thrive.



—Jerry Husted, Founder

2006 Rendezvous & Boat Shows

September

Lido Yacht Show	Sept. 7-10	Newport Beach, CA
NCMA Show	Sept. 9-17	Oakland, CA
Lake Union Boats Afloat	Sept. 13-17	Seattle, WA
Sandusky Boat Show	Sept. 13-17	Cedar Point, OH
Toronto In-Water Show	Sept. 14-17	Toronto, Ontario
Newport Int. Show	Sept. 14-17	Newport, RI
Trawler Port	Sept. 14-17	Newport, RI
Detroit Boat Show	Sept. 20-24	Detroit, MI
Norwalk Intl. In-water	Sept. 21-24	Norwalk, CT
So. Cal. Rendezvous	Sept. 23-24	Oceanside, CA
Trawler Fest	Sept. 28-30	Solomons, MD
Boston Intl. In Water	Sept. 28-Oct. 1	Boston, MA

October

US Powerboat Show	Oct. 12-15	Annapolis, MD
Trawlerport	Oct. 12-15	Annapolis, MD
Ft. Lauderdale Intl. Show	Oct. 26-30	Ft. Lauderdale, FL

November

Ft. Meyers Show	Nov. 9-12	Ft. Meyers, FL
St. Pete Show	Nov. 16-19	St. Petersburg, FL

January

Toronto Int'l Boat Show	Jan. 13-21	Toronto, Canada
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Working Tug

While Nordic Tugs are definitely more yacht than tug, there are some ways for them to earn their keep. Owner Clois Kicklighter of Naples, Florida, has his Nordic Tug 32-246 *Sea Slug* employed as one of eight Facilities in USCG Auxiliary Flotilla #93.

There are strict requirements of both vessel and crew to become an Auxiliary vessel. "Essentially," Kicklighter says, "we get the same training as the USCG personnel." This includes performing a non-electronically navigated night course. The instructor gets to watch the GPS while captain and crew have to navigate the old-fashioned way. Kicklighter has qualified as a coxswain and is qualified to run a vessel very much as USCG captains are.

While so far *Sea Slug* hasn't had any daring-do rescues,

the Flotilla certainly has. In July a 62-foot powerboat lost its power and steering and was headed for the rocks before the Auxiliary arrived. More recently, a 27' sailboat was headed for a threatening mangrove and shallow water when one of the Flotilla boats came to its aid. Other critical Auxiliary functions include conducting safety classes and performing courtesy safety checks. "We don't give out citations, we just want to keep people out of trouble," Kicklighter explains.

Not surprisingly, *Sea Slug* is a popular assignment for the Auxiliaryists. When it rains, there's a warm and dry pilothouse. On the scorching Florida days, there's air conditioning.



Sea Slug, ready for a mission.



The Natural Choice.

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