

# Waypoints

Issue 14 Fall/Winter 2008



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# Good Day Sunshine

by Herb Nickles

As the cost of diesel fuel rose and our needs for a second stateroom declined, my wife and I decided to downsize from our Nordic Tug 37 to a 32. The pre-owned 32 that we purchased had most of the cruising accommodations we required, but the original owners had never installed a generator or an inverter. We viewed this as an opportunity to design and install a solar system to meet our tug's 12-volt and 120-volt needs.

Since Chinook (32-225) spends all summer either on her mooring in Stage Harbor at Cape Cod's elbow or at anchor while cruising, we never rely on shore power between spring commissioning and fall winterizing. We also like to stay put in each cruising destination for several days. Our previous Nordic Tug (37-049) required us to run the generator daily to charge the battery bank when anchored more than overnight. Several of our favorite harbors have significant eel grass problems, so cleaning the seawater strainer every time the generator was operated was a necessity. Our design goals for the solar system were to eliminate the need for a generator, keep the refrigerator running even when we were away from the boat, reduce our use of fossil fuels and implement the system for less than half the cost of installing a generator.

There were several questions that needed to be answered in order to determine whether a solar system would work for us: How much power did we use on a typical day? How much power could

be generated by a single solar panel in our cruising area? How many solar panels would it take to generate our power needs? Was there room on the pilothouse roof for the appropriate number of solar panels?

**Power Usage.** The first step was to determine our power usage. We made a table listing all of the 12-volt and 120-volt devices we used on a typical day. We looked up the amperage or wattage for each electronic device, converting amps to watts by multiplying by the voltage when necessary. This information can be found on manufacturers' websites or on the device itself.

We used a factor of 1.15 to adjust for the energy loss in the inverter circuit for AC powered appliances and applied an overall load correction factor of 30 percent to allow for loss in the solar charging circuits. We estimated our minimum daily usage at 963 watt-hours or 80 amp-hours/day.

Initially, we overlooked the power usage to heat domestic hot water. On a cruising day, the engine provides adequate hot water heating for showers and dish washing, but that heat is usually lost over night. We realized that there would be times when we would need to run the water heater if we wanted hot water. Since the water heater draws 1500 watts AC, running it for 30 minutes would double our daily power use (174 amp-hours/day).

**Power Generating Capacity.** Sources on the Internet provide tools to calculate the



Chinook's four solar panels provide 180 amp-hours/day.

## Daily Utilization

Device	Watts	Quantity	AC Adj.	Hours/Day	Watt-Hours
Refrigerator/Freezer	52.8	1	1	9.82	518.5
Halogen Light	10.0	3	1	3.00	90.0
Stereo	8.0	1	1	1.00	8.0
TV (13" Flat Panel)	43.0	1	1.15	0.50	24.7
Anchor Light (LED)	10.0	1	1	10.00	99.6
Total Watt-Hours Per Day					740.8
Load Correction Factor (+30%)					222.2
Corrected Watt-Hours/Day					963.1
Amp-Hours/Day					80.3

average daily output for a solar array based on your latitude. For example, at 41.669°, the latitude of Stage Harbor, a 130-watt solar panel will generate 67.7 amp-hours per day in mid-June.

Government databases, also available on the Internet, provide the average

kilowatt-hours of solar energy absorbed per square meter per day for the past thirty years. These figures are based on actual observations regionally throughout the U.S. If you do the math, a 130-watt solar panel on Cape Cod generates an average of 52 amp-hours in June according to the observed data.

Evaluating the typical cruising season in New England (May through Sept.), we determined we could expect on average between 44 and 60 amp-hours per day from a 130-watt solar panel mounted flat on the pilothouse roof. Therefore, we would need at least two solar panels to meet our energy consumption.

**Solar Panels.** Solar panels come in all sizes and shapes, but the typical 130-watt panel used to charge 12-volt batteries is made up of 36 photovoltaic cells sandwiched between glass and enclosed in an aluminum frame. The panels measure approximately 2' by 5' and weigh about 27 lb.

We determined that two 130-watt panels and two 65-watt panels fit nicely on Chinook's pilothouse roof. This configuration would provide about 180 amp-hours per day in our cruising area. In addition to the solar panels, a solar system needs a solar charge controller to regulate the charge and protect the batteries. A battery temperature sensor connecting to the solar charge controller to the battery bank adjusts the charge settings, providing additional regulation and protection. We installed a Xantrex charge controller with battery temperature sensor and a remote digital display that was located in the pilothouse. The total cost of the panels and charge controller was \$2,400.

**Remaining Components.** We decided to replace Chinook's five-year-old wet-cell batteries with deep-cycle AGM batteries because the AGM batteries are sealed and cannot leak acid or fumes, require no maintenance and can be discharged to 80% of capacity. We installed six Life Line AGM



Charge controller with battery temperature sensor added to A/C panel.

6-volt golf-cart batteries (\$2,000). The 880 amp-hour battery bank offers a maximum of 700 amp-hours of stored power for cloudy days.

Completing the system is a 2000-watt pure sine wave inverter and a 150-amp alternator and voltage regulator. Installation of the solar panels, controller and batteries was expertly done by Phil DeDonato of Ship Shape, Inc., in about 24 hours. Don't overlook the expense of copper battery and solar panel cables, fuses, breakers and other parts, about \$1,100 for our system.

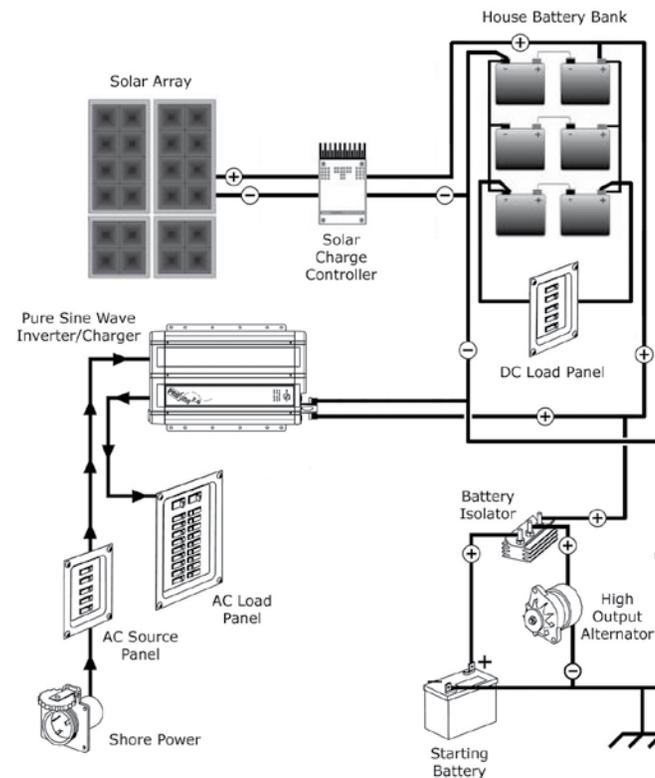
At the time of this writing, Chinook has operated exclusively on solar power for over one hundred consecutive days. The refrigerator has been running the entire time, even when we were away

from the boat. On a typical New England summer day, the battery bank is fully charged before noon and has never been discharged more than 50 percent. Despite what many people think, solar panels even generate power on cloudy days (but not in the fog). We couldn't be more pleased with the results...every day on Chinook is truly a good day sunshine!



2000 watt pure sine wave inverter

## Chinook's Solar System Schematic



**Introducing the NEW Nordic Tug 49!**



# Nordic Tug 49 – America’s Newest Idol

Nordic Tugs is excited to announce that the NEW Nordic Tug 49 made its debut at the Seattle Boat Show in September. Hull 49-01 is a stunner – and she cuts through the water better than we could even have dreamed!

We invite you to come check her out – we know you’ll be impressed by her superior fit and finish, and the spacious and well-planned layout.

For more information on the Nordic Tug 49, please visit [www.nordictugs.com/49.cfm?showNav=models](http://www.nordictugs.com/49.cfm?showNav=models) or contact your local Nordic Tugs dealer.



*The Nordic Tug 49's ship-style pilothouse features 360 degree views.*



*The forward guest cabin features a full berth and direct access to the guest head.*



*The mid-ship master stateroom has a queen-size berth, corner vanity and private head.*



*The pilothouse features a settee for 6 that makes into a double berth.*



*The salon features a retractable 26" HDTV that can be viewed in comfort from the settees.*



*The open galley design makes it easy to join in conversations and features a double fridge/freezer.*

# Nordic Tugs to Offer Retrofit Services

Nordic Tugs is excited to announce that we are now offering refurbishing and retrofit services to Nordic Tug owners who want to have their boats repaired, remodeled, updated or have equipment added by our experienced professionals. We figure no one is more experienced than we are when it comes to working on Nordic Tugs, so these services will be available to all Nordic Tug owners on an ongoing basis from this point forward!

We have completed a number of retrofit projects, including an older style 32 that received a newer style bustle, a hull extension added to the transom and an extra water tank installed. A 37 owner wanted his mid-stateroom remodeled into an office, and a 26 owner asked us to install a bow thruster, windlass, generator and air conditioning. All of these projects have now been completed to the great satisfaction of the owners, and our workers are available for new projects.

For interior carpentry work, we are offering retrofit services for upholstery, carpet, counter tops, cabinets, doors, drawers, shelves, hull and cabin liner, etc.

Mechanical services will cover mechanical and electrical installations like re-powers, air conditioning, generators, water makers, thrusters, inverters or entertainment centers.

If there's something you're interested in that is not listed, just give us a call at 360-757-8847 and ask for Joe Franett, or email Joe directly at [joef@nordictugs.com](mailto:joef@nordictugs.com).



*Nordic Tug 32 Hull Extension – Before*



*Nordic Tug 32 Hull Extension – After*

## Shop Talk

### *Return of a Classic*

At literally every trawler function and boat show, the question is asked repeatedly, "Are you planning on bringing the Nordic 26 back?" Indeed, they have developed somewhat of a cult following. The Nordic Tug 26 was discontinued in 1998. Since then, the little Nordics have not only held their value, but in some cases, early models are selling for more than twice their original sale price!

We listened, and after much consideration, the decision was made that we would reintroduce them as a limited-edition. Our customers will get a pocket-trawler with classic Nordic Tugs styling, manufactured using today's materials and technology and built to current Nordic Tugs quality standards,

The first special edition Nordic Tug 26 is complete and was crafted in typical Nordic Tugs fashion, with an eye on quality, serviceability and durability that all Nordics are known for. The solid fiberglass hull, with its full-length keel and stainless-steel shoe and rudder, is just like its larger siblings. The foam cored, full-length stringers are laminated in place, as are all of the major assemblies which provides that solid, comfortable feel under way.

#### **The Competitive Advantage**

Beyond overall quality of build, it will be the little things that will distinguish this boat from its competitors.

- The Nordic Tug 26 has an "engine-room," providing full access to the engine,
- ABS conduits are installed to protect cabling as it runs fore and aft in the boat.
- The 26 will have tons of storage, a roomy galley and dinette.
- The full, stand-up head is constructed of fiberglass and is designed to be low maintenance.
- Diamond Sea Glaze windows and doors will keep the weather out and let lots of light in.

Open water testing took place the first week of December, and the first completed 26 will be available in December, 2008. The 26 will be on display at the Seattle Boat Show, Jan. 23 – Feb. 1 and Hartford, Conn., boat show Jan. 22 – 25.

To find out more about the return of the classic Nordic Tug 26, please contact your local Nordic Tugs dealer.



# Fireboy Engine Room Fire Extinguishers

In this issue, I thought it would be a good idea to familiarize you with the engine room fire shut-down assembly, commonly known as the Fireboy System.

We've been installing the Fireboy-Xintex automatic fire extinguisher and engine shut-down systems for 10 years now, first as an option, and we made the system standard on all but the 32's about six years ago. Chances are good that you have one of these installed.

### What is a Fireboy System?

It's a simple system that consists of an instrument display unit and a relay-terminal box mounted near the helm and wired to a pressure switch on the fire extinguisher mounted in the engine room. The owner's manual defines the system as "The display unit provides system status (charged/discharged both visual and audible) and an override switch to allow restarting of the engine after a discharge or to prevent engine shutdown in a crowded water-way"

The fire suppressant in the bottles is sometimes referred to Halon, but the use of Halon was discontinued in 1994. Some older boats still have Halon, which is legal but no longer serviceable. The modern day chemical is now known as FE-241, although the suppressant for the CE boats is FE-227, because FE-241 isn't approved in Europe.

### Nordic Tugs Fireboy Systems

The systems we install on Nordic Tugs

up to 42 feet are the CG-200 and CG-500, which operate automatically when used in the normal mode. The 49 and 54-ft tugs use the MA2-900 and have a manual function as well. The idea behind either system is that, in case of a fire, once the pressure switch on the bottle senses 175 degrees Fahrenheit, it discharges the fire suppressant and automatically shuts down both the main engine and the generator while the chemical is snuffing out the fire. The reason for shutting down the machinery is so it doesn't ingest the chemicals, possibly damaging the engine, and using up the chemical that was meant for the fire.

### Testing Your System

We test the systems at each sea trial. You can test your system by starting the main engine and generator, making sure the toggle switch at the helm control is set to "normal" not "override". Go into the engine room and pull the spade terminal off of the fire extinguisher pressure switch which simulates the auto discharge. Both engines should shut down. Now go back to the helm and switch the toggle to "override". Both engines should start back up the normal way. Be sure now to re-install the spade terminal and switch the toggle back to "normal".

### Operating on Override

It's important to know, like the owner's manual states, you can temporarily run the boat on "override" if you are in a situation where an engine shut down due to the

extinguisher discharge would be worse than the alternative. If you are in dangerously rough seas, strong current or other dangers like the manual states, feel free to switch to "override" to reassure yourself that there's one less reason for the engine to stop when you least expect it.

### Maintenance

For maintenance, according to the NFPA 2001 and 49 CFR regulations, the pressure gauge on the bottles should be checked at least once every six months to be sure the needle is in the green or fully charged. The bottles should be removed and weighed once a year. Every five years, the bottles need to have an internal visual inspection done by a certified technician. If you choose not to have the five-year inspection, you will need a hydro-test done at 12 years. For more information on how to operate or inspect your Fireboy system, go to [www.fireboy-xintex.com](http://www.fireboy-xintex.com)

Thanks for reading and have a safe and happy holiday season!



Instrument display unit in "normal" mode



Fireboy extinguisher connected to the pressure switch

## Interested in Past Tech Tips?

This is the 14th Waypoints distributed with a Tech Tip article in each issue. There are tips on winterizing your boat, de-winterizing your boat, interior teak maintenance, shore power inlet problems, black water tank maintenance, shaft seals, Corian maintenance, how your charging systems works and more.

If you are interested in these mini courses and don't have copies of the back issues of Waypoints, you can find them all on the Nordic Tug website at [www.nordictugs.com](http://www.nordictugs.com) and click on "News and Events".

# 2008 Waypoints Photo Contest

Thanks to all of you who submitted photos for this year's Waypoints photo contest. Nordic Tugs staff had a great time judging your photos. The winning entries in each category will receive a \$50 gift certificate to the Nordic Tugs chandlery.

Notifications about the contest are emailed out annually to our owner database. If you did not receive notification and would like to submit an entry for next year's contest, please call or email Loretta Murphy at Nordic Tugs at 360-757-8847 or lorrettam@nordictugs.com and provide your hull number and email address.



**Scenic Category** —  
Lee Barber, Hull No. NT37-013



**Family and Friends Category** — Shane Bowlin, Hull No. NT32-97



**Wildlife Category** — Jim Price, Hull No. NT26-081



**Pets on Board Category**  
Ron Fergusson, Hull No. NT42-091

# **The Nordic Tug BBBB** (Bud's Boiled Bag Breakfast)

Amounts are approximate for 18 people

## **Basic Equipment...**

2 large cooking pots with boiling water  
1 or 2 camp stoves on dock  
18 quart size Ziploc freezer bags (not flimsy sandwich bags)  
Sharpie pen

## **Ingredients...**

36 eggs (2 per person)  
1 large package shredded cheese (usually cheddar)  
1 medium red onion chopped fine  
1 or 2 peppers (red/green) chopped into small pieces  
(or package or 2 of mixed peppers sold in grocery store)  
8 mushrooms (washed and chopped into smallish pieces)  
6-8 Roma tomatoes (take seeds out and dice in small pieces)  
1 cooked ham slice (cut in ¼ to ½ inch pieces) or sandwich  
ham chopped into small pieces  
Guacamole (pre-made kind – Costco)  
Sour cream/ hot sauce (optional)

## **Other Stuff...**

9 - 10 bagels cut in half with cream cheese  
Other breakfast breads (muffins/croissants/rolls etc)  
2 Costco fruit salads (come already made about \$11 each)  
or assign to 2 different boats  
4 - 6 lbs cooked bacon or mixture of bacon and sausage

## **What to do...**

Everyone gathers on dock. Write individual names on freezer bags with Sharpie Pen. Set out ingredients in individual bowls with spoons. Crack 2 eggs into freezer bag (always do 2 eggs). Seal and squish to mix thoroughly. Everyone then puts what ingredients they want into their bag. Re-seal while removing air from bag. Drop bags as a group in the pots of boiling water (about 5 - 6 bags per large pot). Boil for 13 minutes exactly (assign a timekeeper). Remove bags from pot. Cut top half of bag off with scissors. Tip onto plate. Top with guacamole, sour cream, and seasonings.

You have a perfect omelet – just the way you want it.

Set up buffet of other food items on table.

## **Hints...**

Assign different ingredients to various boaters to obtain.

Costco bacon is very reasonable and cooks easily at home on sheet pans in 350 degree oven for about 15 minutes each side. No muss – no fuss. You can drain and bring with you, reheating in a microwave or a boat oven. If you don't want to hassle with fruit salad, do a couple of types of fruit juice.

You can assign different boats to host the "eating" part if not eating on the dock.

Adjust amounts for more or less participants.

Have fun!

Bud and Pam Sheble  
Hull No. NT37-032



# San Francisco Bay Area Owners 'Kick It Up'

by Cathie Robie

Temperatures soared and so did our spirits at the 2008 San Francisco Bay Area Nordic Tugs Owner's Association (SFBANTA) Rendezvous! Seventeen tugs, 32 tuggers, four tug dogs and one tug cat convened at Delta Marina in Rio Vista, a protected harbor just off of the Sacramento River.

First time SFBANTA Rendezvousers included Jim & Patti Womble ("Toot!"), Marty & Alice Bauman ("Snug Tug"), Shep & Nancy Jenks ("Hoot"), and Vince & Pam Meyer ("Tugzilla"). Despite the 100° temperatures, we managed to find some shade and share that wonderful tugger conviviality!

Wayne Farris, our Rendezvous "MC", kicked up the heat even more on Thursday evening by firing up the huge grill at Delta Marina, where we enjoyed an outdoor picnic dinner as the evening cooled.

Bud Sheble got us off to a great start Friday with SFBANTA's traditional Bud's Boiled Bag Breakfast. Later, tuggers were assigned to various "host boats" (all air conditioned - whew!) for a pizza lunch – a great way to get better acquainted with fellow tuggers! Friday afternoon, Captain Peter Cameron taught the first of two "Close Quarter Maneuvering" classes aboard NT-32 "Luna Sea" Meanwhile, Tony Thomas of Cummins West joined us to discuss developments in diesel engines and answer our questions.

Members of the USCG Auxiliary performed vessel safety inspections Thursday and Friday afternoons and we are most appreciative of their time and efforts on our behalf!

Our friend Dan Hilsinger, Nordic Tugs' service manager, joined us for the entire event. We are most grateful for all the time he spent with us answering questions, solving problems and just having fun!

The "pros" took over the grills as Ballena Bay Yacht Brokers generously treated us to a wonderful barbeque dinner on Friday evening. It was great to see Lenard and Victoria Lee and Dave McGowan.

Saturday was jam-packed with fascinating presentations: Steve Thomas of Thomas Marine Propeller on his prop. performance modification, Marilee Shaffer of Waypoints on the newest trends in navigational software, Joan Burleigh of Trident Funding on financing and re-financing our Nordic Tugs, and Bob Wilkerson and Gary Clausen of Twin Rivers Insurance on risk management.

After a lovely buffet dinner provided by The Point Restaurant, the Saturday evening program featured Dan Hilsinger's presentation on developments at the factory, including modifications being made to existing models and an update the new 49. Dan's considerable knowledge and expertise were reflected by his thoughtful answers to our many questions!

Fabulous prizes for our raffle were provided by many generous sponsors. Perhaps the biggest surprise came when new members, Vince and Pam Meyer, won the "Tug Tweaks" contest without even having entered it! Their stunning NT-32 "Tugzilla" is "tweaked out" beyond belief!

Bob Lee and Pat Borison led a "post-rendezvous" cruise to overnight anchorage in Little Potato Slough, then on to Discovery Bay for two nights at the Discovery Bay Yacht Club. Tugs returning to home ports on San Francisco Bay proved their mettle,



## Rendezvous Roundup

# Cruising to Catalina for the Southern California Nordic Tug Rendezvous

by Dick Seymour

battling near galeforce winds and heavy seas. Their crews were exhausted but grateful for the seaworthiness of Nordic Tugs!

Our profound thanks to Jim Moore and Wayne Farris for their incredible work in planning and organizing every aspect of the Rendezvous, to Bob Scura for giving us each a copy of his beautiful DVD "Reflections", to Scotty Scott for making each of us a unique "red right returning" tool plus his work on the many Rendezvous details and to our many sponsors who made our 2008 Rendezvous a great success!



The 3rd Annual Southern California Nordic Tug Rendezvous was held at Two Harbors, Isthmus Cove, Catalina Island on Sept. 20, 2008. Twenty-three Nordic Tugs arrived from San Francisco to San Diego. Tugs began arriving on Thursday, and by Friday evening the harbor was gleaming with beautiful tugs. The sponsors this year were Nordic Tugs, Fiddler's Green Restaurant, Ballena Bay Yachts, West Marine and Punka Pacific.

Friday evening, an impromptu happy hour was held on the beach, with drinks provided by Fiddler's Green. Saturday afternoon, a scavenger hunt was held, and in the evening dinner was catered on the beach. Door prizes were a hit, and Cuyler Johnson won the Nautical Trivia Contest (prize was an all-weather coat donated by West Marine) and Linda Hunt and her guest won the scavenger hunt.

Next year's event will be held at Two Harbors, Isthmus Cove, Catalina Island on Sept. 19, 2009. Contact Michael Dickinson at [mdickinson@socalstudies.com](mailto:mdickinson@socalstudies.com) for more information.

For pictures of the last three years events, go to [www.TuffyTheTug.com](http://www.TuffyTheTug.com).



# Food, Fun and Sun at the South East Owner's Association Rendezvous

The fifth annual Southeast Nordic Tug Owner's Association (SENTOA) Rendezvous is history! From April 22-24, 39 owners and eight Nordic Tugs found their way to Punta Gorda, Fla., and Fishermen's Village Yacht basin for a day-and-a-half chock full of seminars and evening social activities!

Two tugs (26' and 32') from Satellite Beach, Fla., successfully negotiated the shallow Okeechobee Waterway to cruise to the Rendezvous. Another 26 joined them at Franklin Lock on the Waterway for the rest of the way to Fishermen's Village. The other five tugs hailed from Clearwater, Ft. Myers, Naples and Punta Gorda on Florida's west coast. It's always a treat to see a group of Nordic Tugs together!

When the attendees entered the seminar room they quickly spotted a poster with a map showing the location of the 57 Nordic Tugs in Florida. Each Tug was color coded by size. The poster showed a baker's dozen more Tugs on the east coast. The 57 tugs consist of twenty five 32s, sixteen 37s, nine 26s and seven 42s. Imagine all of them at a Rendezvous!!

In his welcome address, the Vice Mayor of Punta Gorda presented the City's plans for new waterfront development. Punta Gorda recently opened a new municipal marina and will be establishing four

mooring fields and providing water taxi and pump-out services for boaters. One existing motel has slips and will be adding to them. Another motel is under construction that will also provide slips. The Vice Mayor and the City want Punta Gorda to be a "boating destination"!

How fortunate we were to have a long-time Captain of a sightseeing and fishing fleet give us some history of Punta Gorda and Charlotte Harbor laced with several bits of humor! We found out that Ponce de Leon was wounded by an Indian's arrow in his backside during his expedition to Punta Gorda. He subsequently died as a result of that wound (not funny). (This is the humorous part. It was reported some of our attendees went to check the statue of Ponce de Leon to see if the arrow was left in his behind!)

Claiborne Young is a wealth of information! He, along with co-author of "Cruising the Florida Keys", Morgan Stinemetz, reported first-hand observations of places to visit, or not, in the Keys. Claiborne also presented changes and up-to-date information on destinations in his latest edition of "Cruising Guide to Western Florida". In addition to his guides, Claiborne's web site [www.cruisersnet.net](http://www.cruisersnet.net) has lots of information including daily postings from boaters with conditions on the waterways.

Claiborne has been involved with the Right to Anchor issue in Florida. Anchoring is getting more and more complicated as municipalities try to restrict or forbid anchoring in violation of State Law. The case in Marco Island that was won by the boaters is being appealed at the Florida State level. The ruling there will set the stage for anchoring in all of Florida and perhaps the Federal level. Claiborne is hoping the issue will be settled before the Florida Fish and Wildlife Department gets involved. That would give the issue still another "twist"! Keep track of the issue on his web site.

Chip Worster, former SENTOA Commodore and now a member of the volunteer SENTOA Listserv Administrative Team, reviewed his handout of the List Rules for posting, how to post and emphasized the need for courtesy and accuracy in all postings.

Nordic Tug personnel monitor postings and participate as needed to help solve situations so remember to include your tug's number in your signature. For example: 26-145. That tells the factory when your tug was built and they can see if others have a similar issue. So far, annual, voluntary, \$15 contributions to SENTOA allow the site to continue.

If you see a Nordic Tug on patrol in the Naples, Florida area with signs saying "United States Coast Guard Auxiliary", it would be SENTOA member Clois Kicklighter, who is Commander of Flotilla 93. "Sea Slug" might be the only Nordic Tug in this line of duty on the west coast of Florida! Clois explained the Auxiliary is a non-military, volunteer arm of the Coast Guard. He described the Auxiliary's missions for Recreational Boating Safety and Coast Guard Support and Member Services Activities.

Hands-on activities proved to be very popular. The Training Chief and Fire Marshal along with five other members of the Punta Gorda Fire Department provided extinguishers, detailed instructions and a very hot fire that each person put out! An American Red Cross Training Specialist proved her point that trying to follow audio directions without training didn't work!! She stressed the need for everyone to get certified, and for those whose certification has run out, to take the two-hour refresher course in CPR and Automatic External Defibrillator (AED).

Al Golden, president, International Marine Insurance Services, walked us through the points owners should be looking at when shopping for boat insurance. He stressed the importance of

## Rendezvous Roundup



reading the exclusions on a policy and finding out if your personal boat property is covered under your homeowner's policy. Al responded to many questions and reminded the group that insurance is not regulated, so prices will vary! He warned not to put in a claim for a small amount of money. Insurance companies allow 2 strikes (claims) and then your policy is canceled.

The Nordic Tugs Factory is always supportive of the Rendezvous and makes sure a representative is present. We again had the privilege of having Sales Manager Bob Shamek with us. Bob provided a virtual tour of the Nordic Tug Factory emphasizing the changes that make assembly easier. The slides of the new assembly building and tugs under construction showed how large and complex the process is!

First Mates learned how to "nag" their skippers to teach them about their tugs so they would know what to do when things go wrong at sea. While the first mates were learning how to deal with mechanical failures, electrical problems, taking on water, medical emergencies, fire, weather and sinking situations, the Skippers were enriching their knowledge about managing batteries,

inverters and chargers. The Skippers couldn't believe the first mates needed to be taught how to "nag"!!

The 2009 SENTOA Rendezvous will be in Stuart, Florida. Happy "tugging"!

# Northeast Nordic Tuggers Overcome the Elements

by Dick Seymour



Our first Northeast Nordic Tug Owners' Association (NENTOA) rendezvous was eight years ago. Hard to believe!

The weather was a little different this year, as we had two days of sometimes very heavy rain and wind. The lightning displays were remarkable, with many strikes over the east side of the beautiful Connecticut River – sky to water. However, we stayed dry – well, pretty dry – under the deck tent, and no one let the weather dampen their spirits. For the first time, the entire rendezvous was held at Essex Island Marina. Essex is a great place to visit—with its picturesque Main Street

looking much as it did in the late 1700s when shipbuilding was the mainstay of life in the small village.

The rendezvous began on Wed., July 23, with many tugs plying the river and smoothly landing at Essex Island Marina. Others stayed in nearby marinas or on moorings in the harbor. Several crews came without their boats. Tuggers came from Massachusetts, Vermont, New Hampshire, Rhode Island, Connecticut, New York, Tennessee, Texas and Florida. The tug that made the longest trip was Tugsy Seagul, coming from Florida with her capable crew of Gary and Carolyn Eaton.

We had the two wonderfully rainy days together and one nice sunny day, with lots of social time intermixed with presentations and seminars.

Ben Wilde's rum party and the potluck dinner were followed by a video recap of last year's rendezvous. During a brief association business meeting, Dick Seymour was elected Commodore for the 2008-09 year; Russ Jones was elected to the position of Vice Commodore and Mable Seymour was elected as Treasurer. Later, Herb Nickles was appointed as Cruise Chairman and Bill Anderson was appointed as Vice Commodore.

The evening's entertainment was furnished by the trio The Shiny Lapels. On Thursday, Bob Shamek, sales manager for Nordic Tugs, talked about the latest news from the factory and showed slides of the new production buildings, as well as the newest addition to the Nordic Tug fleet—the Nordic ug 49.

Of course, Ben Wilde's new NT 54-008 was at the docks and most tuggers took a tour of this grand new TUG! WOW!!

NENTOA's 2009 Rendezvous will be held July 22 - 24 at Essex Island Marina.

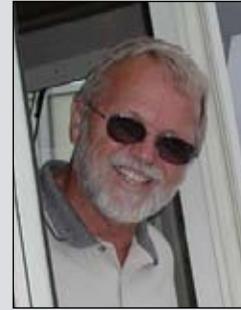
# Nordic Notes

## Upcoming 2009 Domestic Boat Shows:

San Diego Boat Show – San Diego, Calif.	Jan. 8 - 11
Trawler Fest – Stuart, Fla.	Jan. 22 - 24
Hartford Boat Show – Hartford, Conn.	Jan. 22 - 25
Seattle Boat Show – Seattle, Wash.	Jan. 23 - Feb. 1
Trawler Fest – San Diego, Calif.	Jan. 26 - 28
Miami Int'l Boat Show – Miami, Fla.	Feb. 12 - 16
Anacortes Boat Show – Anacortes, Wash.	Mar. 13 - 15
Bay Bridge – Kent Island, Md.	Apr. 23 - 26

## Upcoming 2009 International Boat Shows:

Moscow Boat Show – Moscow, Russia	Feb. 7 - 15
Yokohama Int'l Boat Show – Yokohama, Japan	Mar. 12 - 15
Kansai Int'l Boat Show – Kansai, Japan	Mar. 27 - 29



## *In Memory of* Jim Cress

Jim Cress, president/CEO of Nordic Tugs®. Inc., and owner of Nordic Tugs' largest dealership, SkipperCress Yacht Sales of Anacortes, Wash., passed away at 3:45 pm on Saturday, Oct. 18, 2008, from injuries suffered as a result of a motorcycle accident.

Born on May 13, 1946 in Chicago, Ill., 62-year-old Cress joined Nordic Tugs in 1989 as sales manager. He left the company in 1993 to start SkipperCress Yacht Sales, Nordic

Tugs' northwest dealer. Always passionate about Nordic Tugs, Cress and a small group of investors purchased the company on Dec. 13, 1996, and he has served as the company's president/CEO for a majority of the past 12 years.

Cress enjoyed boating, motorcycles and sprint cars, but his main passion in life was his family. He leaves behind family members including his wife Stephanie, three sons, Jeff, Allen and Steven, along with three grandchildren, plus many friends and coworkers whose lives he touched.

"Jim was passionate about Nordic Tugs, and this came through in all aspects of his lengthy career with the company," stated Nordic Tugs founder Jerry Husted, who retired in Dec. 2007. "He was a lively person – always exuberant, but at the same time showing a great deal of humility, and this combination of traits matured into amazing leadership qualities. Jim was a fun guy to be around, and I'm proud to have been associated with him in the boat business."

Jim made many friends over the years – both Nordic Tugs owners and staff alike. He will be missed by us all.



**Nordig Tugs®. Inc.**

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