

# Waypoints



Issue 2 Winter 2002

## Welcome to Waypoints!

*Nordic Tugs' first-ever magazine...written for you, our customer!*

Thank you all for your overwhelmingly positive responses and kind comments about the premiere issue of Waypoints.

Waypoints is produced for you – our customers – and is intended as a venue in which to share stories, photos, jokes, recipes, helpful tips and information amongst our Nordic Tug Family.

We're looking to you to help provide content. As winter sets in, it's a great time to write down your stories and ideas and sift through the piles of photographs taken during your summer excursions and send them in. Those of you whose submissions are published in Waypoints will receive a gift certificate to Tugwear as our way of saying "thank-you".

From all of us at Nordic Tugs, we wish you and your families a joyous holiday season!



Jim Cress  
President

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*Waypoints is a quarterly publication of Nordic Tugs, Inc.*

# The Nordic Tug 42 *Gets a new look for 2003*

Think you know  
this 42?... look again.

For 2003, the NORDIC TUG'S 42 interior gets a fresh new look. Upon entering the salon, you'll immediately notice the striking new galley layout and the open stairway to the pilothouse from the saloon, with exquisite teak banisters and handrail. Her new entertainment cabinet ① in the aft port corner provides ample room to mount a 15-inch flat panel screen and sound system. Room for a barrel chair ② is provided aft of the galley peninsula ahead of the entertainment cabinet. Additional storage is added by way of two new bookshelves ③ built-in under the deck trails, one located on the starboard side forward and one mid-cabin on the port side. A smaller new cabinet boasting a built-in icemaker ④ is located forward of the "L" settee (which is convertible to a berth) on the starboard side of the salon.

From the salon you will have the option of either going up to the pilothouse or down to the staterooms. Yes - you now can access both heads and staterooms from a common companionway. The addition of the new companionway allowed us to build a dry guest head ⑤ with standard Vac-u-flush toilet system. The combo washer/dryer ⑥ is now standard, with access doors in the companionway (forward starboard corner of guest stateroom), or it can be located in

the guest stateroom aft starboard corner. The guest stateroom features a full convertible settee berth ⑦ and can be equipped with an optional Pullman berth ⑧ on the aft bulkhead.

The master stateroom has new hull side cabinets ⑨ and redesigned drawers and hanging lockers, providing more storage space than preceding models. The master head includes a new 29"X29" shower stall ⑩ and a Vac-u-flush toilet system.

The pilothouse has a new look as well, with a full helm station from side-to-side and a new large console ⑪ that will hold up to three flat panel monitors. A second lower panel ⑫ houses engine and other navigational instruments. The starboard side helm area includes a comfortable guest seat with footrest, the main pilothouse settee footrest includes storage for rolled charts.

The use of new composite cabin sole enabled us to design increased overhead room in both the salon and pilothouse. To view the 2003 Nordic Tug 42, contact your local Nordic Tugs dealer, or if a trip to Seattle, Washington or Miami, Florida, appeals to you, the redesigned 42 will be on display at both the Boats Afloat Show, January 17-23, 2003 and Miami International Boat Show, February 13-18, 2003. 

lower level

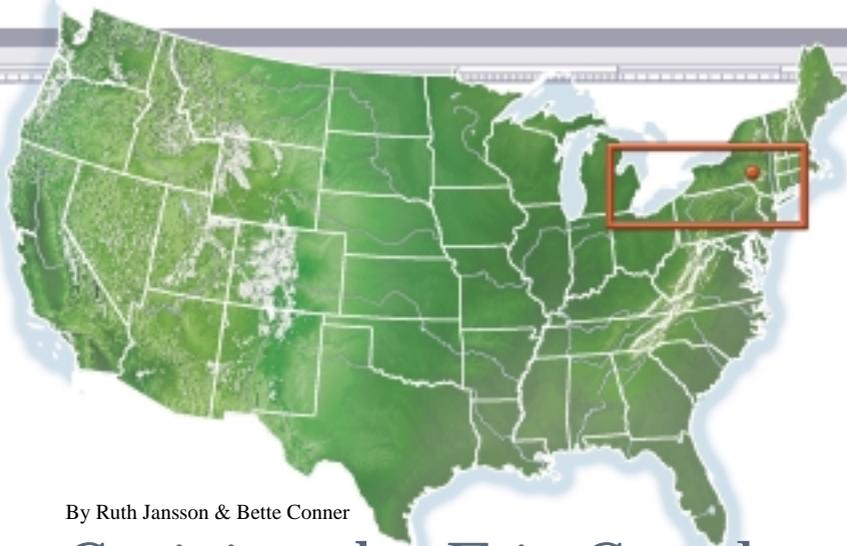


upper level



*The new 42 layout makes  
this all-new version  
the most comfortable  
cruising tug ever!*





By Ruth Jansson & Bette Conner

## Cruising the Erie Canal

Cruising on the Erie Canal was a positively wonderful experience on our Nordic Tug "Annie B" (32-172). There are many free tie-ups, some with electricity and water, affordable restaurants, friendly people, a little adventure in the locks, and ever-changing scenery. Combine that with fresh water, little current, and no tides—and you have the perfect ingredients for a fine way to spend a month or so.

### Getting There

From the Battery in New York Harbor, it's a leisurely, three-day, 132 nm run up the historic Hudson River, passing the beautiful Palisades, the majestic area of Bear Mountain, and the dramatic views of West Point. Farther north, the western shore gives rise to the Catskill Mountains and soon the capital city of Albany comes into view. Once through the Federal Lock at Troy, it's a stone's throw to the Erie Canal. Turn left at the sign and tie up at the free Waterford town dock, complete with water and power. From this beautifully renovated town dock and Visitor Center, you can walk up the hill to Lock 2 (the first lock on the canal) to buy your Canal Pass. If your timing is good, you may also see a boat locking.

### Locking

Going through a lock is not a threatening experience at all, but we must admit to some butterflies at first. One usually ties to the right side of a lock, a good thing for us for two reasons: 1) the helm is on that side, and 2) our stern moves to starboard in reverse. "Annie B" sported a 2x4x8 fenderboard spanning two large fenders with red ball fenders positioned toward both bow and stern on the starboard side. And just in case we were requested to lock through on our port side, we hung four fenders over there as well. All boaters on the canal live with fenders everywhere.

With an easy reach to the wall at both bow and stern and close access to the helm, we realized that our Nordic Tug is well-suited for locking with a crew of two. This is not so for all boats.

### The Canal

At the eastern end of the canal in Waterford there's a flight of five locks covering two miles and lifting boats 167 feet. Once into the first lock, boaters cannot stop until the flight is completed. Around the bend from the last lock is a guard gate, one of many guillotine-like steel structures that is lowered during times of high water, diverting the water over the dams and preventing damage to the locks.



*The Erie Canal is made up of rivers, lakes and man-made canals connected by a series of locks.*

The Erie Canal is made up of rivers, lakes and man-made canals connected by locks. The Mohawk River at the eastern end has a wide expanse flanked by gentle rolling hills. We saw a deer swim across our bow and beaver working along the banks. Ducks and geese are plentiful. The habitat supports large blue heron and egrets as well.

The scenery changes around every bend. There are cows grazing in the morning sun, houses with decks and docks, blue and yellow work-tugs of different sizes keeping the canal open. All along the canal, people fish in small boats. Some bring their kids, others their dogs. Some row; others troll. No one's in a hurry.

Oneida Lake is the largest lake on the Erie, with big towns at either end. On the east end is Sylvan Beach, a very interesting old town complete with an amusement park featuring rides and arcades of all sorts. Locals tie up along the wide cement wall for the weekend, sunbathing and playing cards and enjoying the good life. There are many restaurants and a good marina as well. Brewerton, on the west end, has a wall used heavily by transiting boaters and several marinas advertising good fuel prices. Just west of Brewerton there are many beautiful homes with expansive lawns and the only place we saw kids on PWCs. We passed the Oswego River (only 24 miles to Lake

Ontario) and headed for a side trip to Seneca Lake via the Cayuga-Seneca Canal. One of the locks is the only double lock in the system. Boats travel directly from one lock into the other. At the top is Van Cleef Lake and the beautiful Trinity Church.

The town of Seneca Falls has a wonderful free tie-up with power and water and a fine, old restaurant. At the southern end of Seneca Lake is Watkins Glen with a nice marina and ships' store. If you have the time, climb spectacular Watkins Glen, then treat yourself to dinner in one of the fine restaurants. Once again back on the Erie Canal, turn west toward Fairport and Pittsford. Both of these towns have gone to great lengths to attract boaters, creating picturesque settings with shops and restaurants.

Life on the canal is good. It's slow, it's relaxing, it's friendly, it's fun. Would we do it again? You bet!



# An Alaskan Adventure *by Carolyn Van Calcar*

For all the destinations Sandpiper has taken us over the years, our favorite cruise is still (and may always be!) up the coast to Alaska. From the quiet waters of the Pacific Northwest, to Alaska's majestic snow-covered mountain peaks and breathtaking glaciers, the scenic beauty is truly a site to behold. The scenery notwithstanding, the Alaskan coastline would remain a favorite destination simply due to the many friends we have made throughout the years of cruising her waters – Alaskans by nature are

some of the most friendly and honest people I've ever met. I think in turn, their friendly nature brings out the best in those of us who venture up their way.

Hank and I are truly blessed that we are able to take a 4-month hiatus every summer from life on shore. Much of our time while cruising is spent fishing and collecting the abundance of seafood for our nightly meals. However, I think I realized just how lucky we were while visiting friends we made during last year's Alaskan excursion.

Last year while Hank walked around town looking for a saw to cut a board for his carving project,

“Alaskans by nature are some of the most friendly and honest people I've ever met.”

he met Troy and Di. They helped him cut his board and in return we invited them aboard the Sandpiper the following evening for dinner. We had a marvelous time hearing of their life in Alaska and sharing stories of our adventures at sea and our love of boating. As we parted ways, they were quite insistent that we let them know when we'd be up their way the following year.

When we returned this year, Troy and Di were excited to see us and invited us to their house for dinner. They picked us up at the

marina and drove us to their beautiful home overlooking the water.

Imagine our surprise when we entered their home and found a blown-up picture of the Sandpiper, framed and placed prominently on a shelf in the dining area! Troy and Di said that meeting us had changed their focus in life – they were working towards purchasing a Nordic Tug to cruise the Alaskan and Canadian waterways. The picture was to keep them focused on their dream! We were quite humbled!

I think at times we get so caught up in preparations for our trips and in the immense pleasure we get from boating that we forget how fortunate we are. Thanks to Troy and Di, I have a renewed appreciation of the precious time I spend with Hank and our many friends aboard Sandpiper.



37' Nordic Tug "Sandpiper"



## Tech Tips... *Winterizing your vessel*



Next, pour one gallon of RV antifreeze into the head, and flush that into the tank, leaving a little in the bowl. That should put enough antifreeze in the equipment to keep any remaining water from freezing. It also keeps seals from drying out.

### Gray Water Tank & Drains

Pump out the gray water tank and pour enough antifreeze in each sink and shower to fill any traps that may contain fresh water.

Much has been written in different publications about winterizing boats. This article may be redundant in some ways, but it is an important part of the maintenance, reliability, enjoyment and eventual resale of your vessel. Plus, this article is more Nordic Tug specific. Dry storage is usually the best way to go, but we'll base this article on water moorage.

These are only suggestions and may be either inadequate in your location or excessive in others. Use it as a guideline and adjust accordingly. Ingredients needed:

- 5-10 gallons of -50° non-toxic marine/RV antifreeze.
- Note: All references to antifreeze in this article refer to non-toxic antifreeze.
- 1 pint of biocide fuel additive.

### Black Water Tank and Head

Start by filling and flushing the black water tank, run fresh water in to the head, or the pump-out hose on deck. Pump the tank dry with the macerator or shore station pump-out facility. Before the tank is completely empty, shut the supply valve off to the head and flush one last time to clear the bowl, hoses and any pumps or tanks between the head and black water tank.

### Main Engine and Generator Seawater System and Exhausts

Before winterizing any engine, it's recommended to change oil. On a typical 330-hp engine, we use about four to five gallons of antifreeze to fill the strainer and run through the system to the muffler. Start by shutting off the seawater intake thru-hull valve. Remove the strainer top and remove the pipe plug at the bottom of the strainer and drain the seawater out. Replace the plug and fill the strainer with antifreeze. Have several more gallons ready to dump into the strainer. Have someone start the engine while you continue dumping the fluid into the strainer at the same pace the engine is drawing it out. After four gallons or so, stop the engine and open the petcock on the muffler to see if you have antifreeze to that point. Continue the procedure until you do. Top off the strainer and replace the top.

Follow the same procedure for the generator using proportional amounts of antifreeze and waiting for the fluid color to show outside the boat since the smaller mufflers usually don't have petcocks to check.

### Fresh Water System

Drain the fresh water tank either by running the pump or removing a supply hose at or near the bottom of the tank and draining into the bilge. Drain the hot water tank by opening the drain valve and draining that into the bilge. Remove the discharge hose off of the fresh water pump and blow air through the lines while having a helper monitor all the faucets to be sure nothing but air is left in the system. If you don't have access to an air supply, then drain what you can and get antifreeze flowing through each faucet. It'll save time and money if you can bypass the hot water tank and leave it empty.

### Fuel System

It is a matter of preference how you leave your tanks over the winter. Some suggest that the fuel should be topped off, to cut down on condensation. Others say to leave the tanks near empty because they would rather have a small amount of bad fuel to drain the water out of in the spring and fill the tanks with fresh fuel. In either case, it's a good idea to add about a pint or so of biocide to each 200-gallons of fuel left in the tank (read the chart on the can).

### Interior Spaces

Dampness, mildew and moisture are going to wreak havoc on your interior or just plain reek. Air circulation and a little heat are vital to keep the mold from growing. It's also a good idea to remove all the food items from the boat.

All mattresses and cushions should be elevated and all interior doors, cupboards, refrigerators, freezers and drawers should be partly or completely open for maximum ventilation. Keep some kind of safe heat on low on the cabin sole or in the engine room with the hatches open. A small fan or two may be nice to keep air moving. Block off most of the engine air vents to keep the wind and other things out.

### Batteries

Make sure the batteries are appropriately filled. A charger should be left on to keep the batteries up

in case of emergency. Overcharging could be a problem unless the charger is capable of shutting itself off when the batteries are full. If this is a concern, talk to a reputable marine electrician about your situation.

### Lines and Fenders

It's a good idea to double up lines and add chafing gear where the lines rub on cap rails, chocks or hawseholes. Split hose and wire ties work well. Some people lash tight rubber cords on to loose dock lines for shock absorption. Common sense would be to keep all lines clear of the furnace exhaust, but I've seen melted lines hanging by a thread in that situation.

### Miscellaneous Reminders

Shut all the thru-hull valves off. Make sure the bilge pumps are on auto. Canvas covers for your windows, doors, aft deck, dingy, fly bridge, etc., are a worthwhile investment to protect from weather damage.

Last but not least, make a list of the items to be de-winterized when spring comes. Tape it to the counter, and anyone can quickly get the boat up and running when the time comes. 



# Shop Talk



The 42 team  
left to right:  
Andrey Morza,  
Dick Hansen,  
Dennis Doolittle,  
Jon Werdal,  
Rob Harrold,  
Casey Schols,  
Randy Hundley

This issue's Shop Talk will feature those who played a major role in the redesign of the 42, from research and development to the staff of our renowned Post Bond Division.

Leading this division is Dick Hansen, an 18-year veteran of cabinetry and finish carpentry, 12 of these years in the marine industry, primarily at Uniflite building Chris-Craft and Tollycraft boats. Dick joined our family in 1995 as a finish carpenter, and was the lead finish carpenter on both the 26 and 32-foot tugs before his promotion to management in 1999.

It takes a driving force to lead the way in accomplishing a project of this magnitude, and the driving force behind the 42 remodel was John Werdal. John started his boat-building career in the early 1970's doing one-off custom yacht construction using both contemporary and traditional techniques. John's strong emphasis on interior layout and design was instrumental in the initial stages of this remodel. He worked vigilantly to maintain open communications with the many departments involved in this project to ensure a smooth transition from what was once a "vision" to the beautiful 42 today.

Working closely with John is Rob Harrold, a high-end custom homebuilder for over 20-years, who brought valuable skills into the boating industry. By increasing the salon/galley length 18"

forward, he was able to create more useable space, improve cabinetry design and add two bookshelves in the salon. Rob also redesigned the mid-stateroom that now includes a convertible full berth.

Another integral part of the team was Dennis Doolittle, who worked his way into the boating industry as a cabinet shop foreman and engineer. Joining Nordic Tugs in 1997, Dennis worked as a finish carpenter on the 32 and 37 before moving to the 42. He designed the new open rail staircase that satisfied our main goal of visually opening up the salon into the pilothouse. He was also instrumental in building the new day head with separate shower in place of the spiral staircase in previous models.

There are currently 19 employees in the Post Bond Division including 10 finish carpenters, five pre-fab carpenters, two upholstery and two final detail staff. We've singled out some individuals who have contributed significantly to the completion of the 42 remodel project, but we would be remiss if we didn't recognize the outstanding contribution of everyone in this division for their tireless efforts and personal sacrifices during the last couple of months to meet boat show schedules.

In conclusion, we leave you with a little tidbit of information. All of the work in this division occurs after the deck has been bonded to the hull hence the name Post Bond (hmmm). Until next issue, so long from everyone on the shop floor. 

## "My stern thruster saved my marriage"

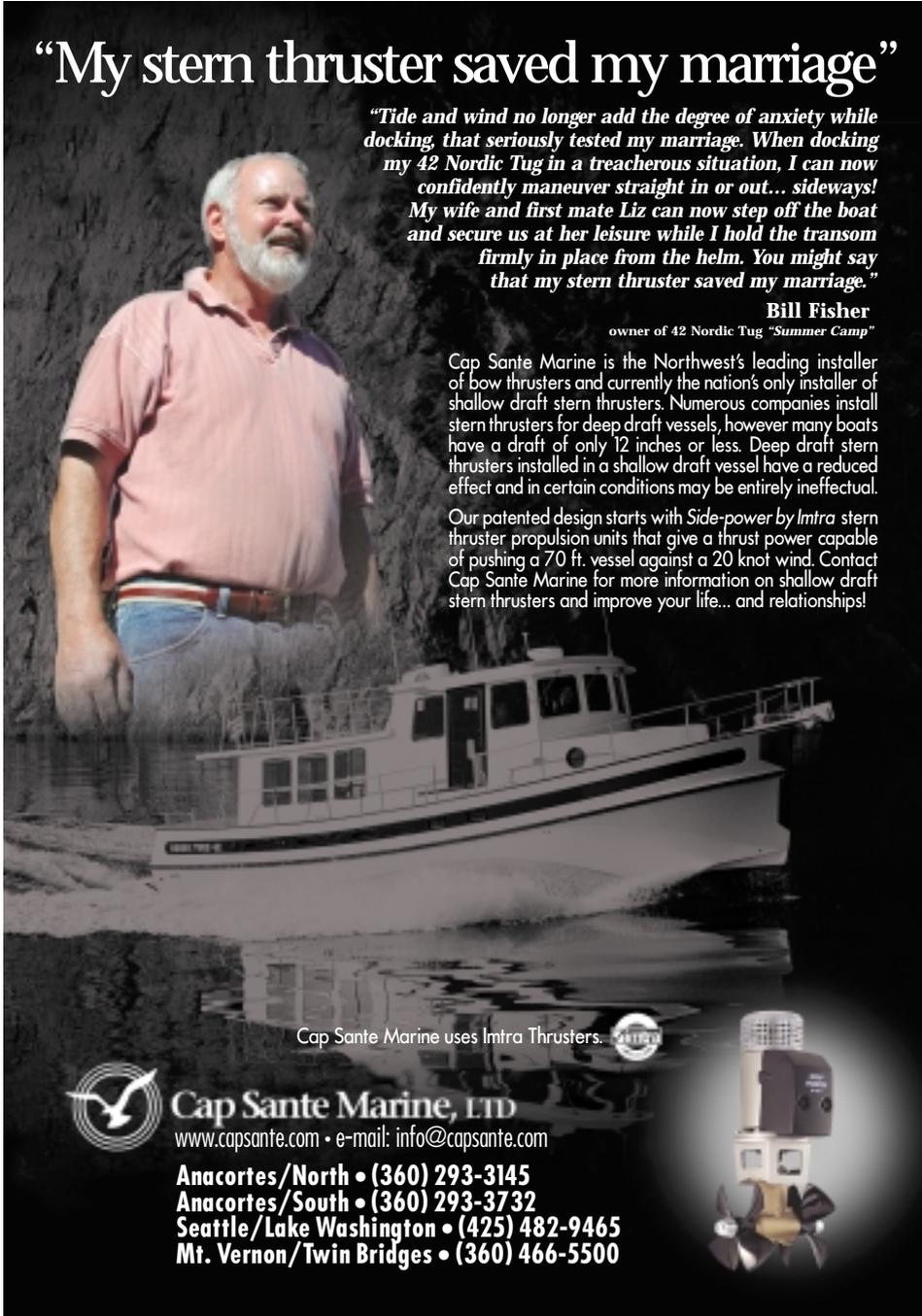
*"Tide and wind no longer add the degree of anxiety while docking, that seriously tested my marriage. When docking my 42 Nordic Tug in a treacherous situation, I can now confidently maneuver straight in or out... sideways! My wife and first mate Liz can now step off the boat and secure us at her leisure while I hold the transom firmly in place from the helm. You might say that my stern thruster saved my marriage."*

**Bill Fisher**

owner of 42 Nordic Tug "Summer Camp"

Cap Sante Marine is the Northwest's leading installer of bow thrusters and currently the nation's only installer of shallow draft stern thrusters. Numerous companies install stern thrusters for deep draft vessels, however many boats have a draft of only 12 inches or less. Deep draft stern thrusters installed in a shallow draft vessel have a reduced effect and in certain conditions may be entirely ineffectual.

Our patented design starts with Side-power by Imtra stern thruster propulsion units that give a thrust power capable of pushing a 70 ft. vessel against a 20 knot wind. Contact Cap Sante Marine for more information on shallow draft stern thrusters and improve your life... and relationships!



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# Sea Trials



The Nordic Tug's sea trial is one of the mainstays of our quality assurance program. We want a new owner to take delivery of their boat and find that everything works flawlessly. The only way to finally assure ourselves of this objective is to take the boat to the water and perform some real-world testing.

What do we do on a sea trial? Broadly, there are four phases that take from four hours to all day to complete.

1. At the dock, we check for leaks, measure and record all fluid levels, see that sea cocks and ball valves are on, that safety equipment is in place, electrical cables are secure, etc. Then we start the engine and perform leak checks of all engine fluids.

2. In phase two, we take the boat to open water and run for one or two minute intervals at each 100 rpm, from idle to maximum. This is a listen-and-feel time, on alert for unusual noises and vibrations, while closely watching engine instruments. After determining that the engine, gear and propeller are all working properly, we perform maneuvers designed to settle the rubber engine mounts (with engine torque) and make certain that all drive train mounting bolts will hold up under maximum-engineered strain.

3. The third phase of sea trial is wrench-and-tool time. We return to the dock and realign the propeller shaft coupler because the engine has



now pushed the rubber mounts down into their permanent "set". We align the coupler to compensate for any slight change in engine mount position. Again, we go over every system for leaks, which will sometimes show up after running. The generator, air conditioners, heaters, furnaces, sinks, showers and toilets are all run. Windshield washers are checked for proper spray pattern; defrosters are aimed properly to remove fog. We even try every door key and occasionally turn up a key that is not cut properly.

At this time, everything else in the boat is run (we even ascertain that hot water comes out of the left-hand faucets). The generator, heaters, air conditioners, and the furnace, are run extensively. We check the work order to see that everything that the customer ordered is on the boat and décor items are as specified. You get the picture – we go over everything with a fine-toothed comb!

4. Then we return to open water. Many runs are made at various speeds. This time out, we record everything with instruments and enter them into a laptop computer for printed reports at the factory. Readings consist of boat speed versus engine revolutions-per-minute, number

of seconds from idle-to-full rpm acceleration, decibel levels at various speeds, temperatures (of engine, gear, exhaust system, thruster motor), engine instrument readings and sea conditions, etc. The angle-of-heel during high-speed turns, for example, tells us specifically about the boat's athwartship trim and ballast requirement, if any.

If the "exception" items found during a sea trial do not threaten the success of the trials, we do not repair them at sea; as the shop learns a lot from making these corrections. For example, we might write: "The heater hose on the starboard, forward side of the engine needs chafe protection at the engine bed". If we find an exception that we've written up on a previous boat, we may ask the production department to conduct additional staff training

When the boat returns to the shop, it is pressure washed to pristine condition, and each window, door, hatch and deck fitting is inspected for leaks. Any exceptions are corrected. Then the detail crew cleans and polishes the boat for shipment to its owner. All of us look forward to the boat's owner finding everything working perfectly! 

## Upcoming Boat Shows...

### San Diego Boat Show

San Diego, CA • January 9th thru 12th  
Shown by Ballena Bay Yacht Brokers

### Seattle Boats Afloat Show

Seattle, WA • January 17th thru 26th  
Shown by Skippercross Yacht Sales

### Miami International Boat Show

Miami, FL • February 13th thru 18th  
Shown by Nordic Tugs, Inc. and dealers

### Bay Bridge Boat Show

Kent Island, MD • April 24th thru 27th  
Shown by Annapolis Sailyard

### Houston International Boat Show

Houston, TX • January 3rd thru 12th  
Shown by Higgins & Smythe



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## Editor's Notes

Waypoints Magazine provides the perfect opportunity to share your experiences with our Nordic Tugs family. We invite you to submit your articles, recipes, tips and photographs for potential inclusion in a future issue.

Waypoints Magazine is published quarterly by Nordic Tugs. Any contributor whose submission is published in an issue of Waypoints Magazine will receive a gift certificate to "Tugwear", courtesy of Nordic Tugs.

## Submission Guidelines:

Mail: please submit written materials and photographs to Waypoints Editor, c/o Nordic Tugs, 11367 Higgins Airport Way, Burlington, WA 98233. Photos must be a glossy finish, clean with no fingerprints, and should be no larger than 8x10 inches. Please note that photographs cannot be returned.

Email: please submit text within the body of email rather than as word processing document/attachment. Photos should be submitted as digital files at no less than 400 dpi/ppi resolution, with a minimum size

of 4-inches on long axis. All photos must be emailed as a "Zip" or "Stuff-it" attachment. Email submissions to hood.graphics@verizon.net.

For questions regarding electronic submission format, please contact Aaron Foster at Hood Graphics at (360) 293-7653.

We appreciate your support and hope you enjoy this issue of Waypoints Magazine. Please feel free to contact us with any comments or suggestions you may have!