



Waypoints

Issue 4 Summer 2003



Hello, everybody! Greetings from Tugland!! I'm sure you will find this issue of Waypoints filled with information guaranteed to enhance your Nordic Tugs experience. The high points of my recent activities have to be "BIG FUN", our new 52' Nordic Tug, and the 2003 Northwest Nordic Tug Owners Rendezvous.

"BIG FUN" was introduced to the public at the Boats Afloat Show in Seattle during May of this year, followed by a trip to Poulsbo, Washington for this year's Trawler Fest event of the Northwest. Everyone was literally overwhelmed by the sheer beauty of our newest addition, and we didn't hear the word "cute"

once. By the way, Stephanie and I are absolutely enthralled with our new Tug. We can hardly wait to begin the aggressive marketing cruise planned for the next year and a half!

I'm sure you'll be reading more about the recent Nordic Tugs Rendezvous in this issue (page 12), but suffice it to say 59 Tugs at the docks (with several more at their nearby home slips) along with over 170 very excited people in attendance! What more can I say?

Thanks to all for being a part of the phenomenon that is Nordic Tugs!



Jim Cress
Jim Cress
President

In this Issue...

- The Evolution of Nordic Tugs Page 2
- Doc and the Traveling Boat Show Page 4
- The Perfect First Mate – Pets On Board Page 6
- Tuggin' with Your Pets Page 7
- Tech Tips Page 8
- Shop Talk Page 9
- In the Galley Page 10
- Galleria Page 11
- Nordic Tugs Rendezvous Page 12



Waypoints is a quarterly publication of Nordic Tugs, Inc.

The Evolution of Nordic Tugs Twenty-four years of "Big Fun"

As with many great creations, they all start with an initial thought rolling around in someone's head. Those simple ideas that won't go away that for some lead down an unexpected path that will forever change their lives and the lives of those around them. For Jerry Husted, this idea became the phenomenon known as Nordic Tugs.

It all started with a small sailboat company, Blue Water Boats, that Jerry Husted purchased in the early 70's and took it from a back yard operation, building the occasional boat, to constructing one boat per month until 1980.

During the 70's fuel crunch, with fuel prices out-of-sight, Jerry saw a need in the powerboat market for an economical cruiser. Jerry teamed up with long time friend and boat designer Lynn Senour. Lynn had developed a hull design he felt would revolutionize the boating market, yet hadn't found a boat yard interested in building a

boat with his "semi-displacement" hull. Jerry saw the potential, and together they spent many hours pondering the right deck to team with Lynn's hull. One day-an epiphany! A "tug" - it looks right going slow and appeals to both men and women, being simultaneously macho and cute.

So in 1979, Nordic Tugs, Inc., was officially founded and was operated by co-owners and brothers Jerry and Jim

Husted and a third partner, Gail Davis (president), a small business owner and avid boater.

Blue Water Boats built the prototype Nordic Tugs 26' for its debut at the 1980 Seattle International Boat Show. Jerry was nervous about the reception the boat would get - and prayed he'd sell one boat. The little tug was the hit of the show, selling at an astounding rate of one tug every three hours.

**One day ...
an epiphany!
A "tug"- simultaneously
macho and cute.**



In the early years, the 26 was available in three models - the sport tug, the cruise tug, and the work tug.

By the mid 80's, it was clear that boaters wanted more, so the 32 was launched in 1985 with over 238 built to date. By 1990, the company had outgrown its Woodinville plant and moved north to Burlington, Wash. The new plant allowed Nordic Tugs to build both 26's and 32's in one building with room to grow... and boy, did the company grow. Aided by the demise of the luxury yacht tax of 1990, business soared, and the 42 was added to the model line. A loyal Nordic Tugs owner and dealer from the beginning, Kent Fagerstrom of Nordic Tugs of Alaska stepped up to the plate and purchased the first Nordic Tugs 42.

In December 1996, major changes occurred. Jim Cress, previously the company's National Sales Manager who left to start a Nordic dealership, SkipperCress Yacht Sales, returned to Nordic Tugs as one of a new group of owners and was appointed President / CEO. This brought a new emphasis on marketing and product development, including the introduction of a new mid-range model - the Nordic Tugs 37.



Founders: Jerry Husted and Gail Davis.

The 37 was an immediate hit and is the most popular model purchased today.

1998 saw the retirement of the original - "the 26" - yet it's popularity hasn't diminished. The 26 is a much sought after boat, with more demand than there are used boats available on the market today.

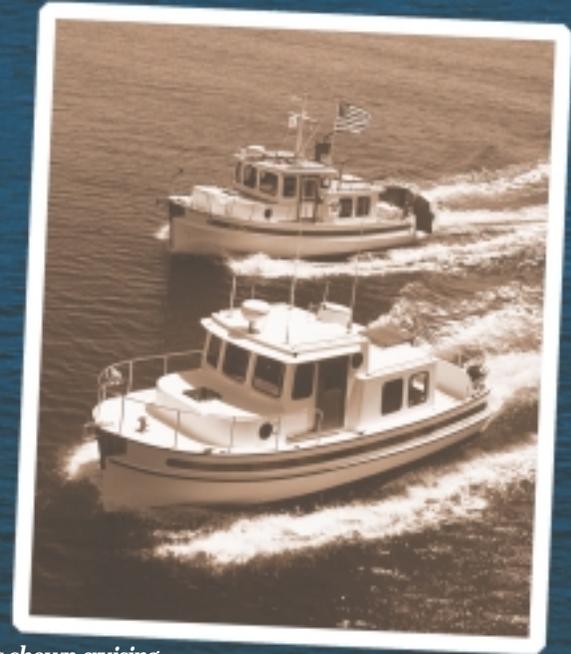
In 2000, the company began tooling for what is affectionately referred to as the Queen of the Fleet - the Nordic Tugs 52. Hull 52-01 was debuted May 15th, 2003 at the spring Boats Afloat Show in Seattle. Owners of "Big Fun" (appropriately named) Jim and Stephanie Cress are gearing up to venture out on a year-and-a-half long marketing tour. She'll be making her way

around the United States - so check out the Nordic Tugs website to see when she'll be out your way. Stop by, say hi and take in the beauty that is the 52!

The launch of the 52 means a new round of changes for Nordic Tugs. As Jim will be hard at work promoting the 52, in addition to running his two dealership offices, (Anacortes, Wash. and Fort

Lauderdale, Fla.), he's decided to hand over the reigns to Ric Reid. Ric will officially become the new president of Nordic Tugs, Inc. at the close of 2003.

From "Little Toot" to "Big Fun", Nordic Tugs has truly evolved throughout its nearly 25 years in business. A simple idea sparked a revolution in boating and has provided many generations of tuggers with countless hours of cruising pleasure and an extended family to share their experiences with.



The very first Nordic Tug - a 26 #26001 "Bee Bee" (top) is shown cruising with the last production 26 #26172 "Tug'n Together" (bottom).

Upcoming Boat Shows

 Boat shows featuring the Nordic Tugs 52

Michigan City Boat Show
August 20th thru 24th
Bay Breeze Yacht Sales

Sandusky Boat Show
Sandusky, OH
September 10th thru 14th
Bay Breeze Yacht Sales

NCMA - Okland CA
September 13th thru 21st
Ballena Bay Yacht Brokers

 Seattle NMTA Summer Show
August 13th thru 17th
SkipperCress Yacht Sales

Newport, Road Island Show
September 11th thru 14th
Wilde Yacht Sales

 LIDO Yacht Show - Newport, CA
September 18th thru 21st
Nordic Tugs, Inc.

Trawler Fest - Grand Haven MI
August 20th thru 23rd
Bay Breeze Yacht Sales

Metro Beach In Water Show
Mt. Clemens, MI
September 17th thru 21st
Bay Breeze Yacht Sales

Norwalk In Water Boat Show
September 18th thru 21st
Wilde Yacht Sales

Seattle Boats Afloat Show
September 10th thru 14th
SkipperCress Yacht Sales

Trawler Fest - Solomons, MD
September 24th thru 27th
Annapolis Sailyard

Doc & the Traveling Boat Show Connie & Don Connor

As several prospective customers in our region felt it was too far of a drive to Essex, Conn., to view our Nordic Tugs, we and Ben Wilde of Wilde Yacht Sales came up with the idea of a Traveling Boat Show. Taking a tug to potential customers was a unique concept, not to mention the idea of cruising a new Nordic Tug across Long Island Sound, up the Hudson River, through the Barge Canal system to Lake Ontario and back was definitely appealing.

During the planning stages of the summer of 2002 18-day tug trip, our 10-year old Australian Shepherd, Doc, was in the middle of the rolled out charts and the printouts that seemed to collect daily at our lighthouse office in Essex, Conn. It was apparent that Doc would have to be included on part of the 1,400 mile trip. Marinas were contacted for advance reservations and the office began to get responses from potential customers along the scheduled waterways.

The original plan was to take a new 37-foot tug, which would have been very easy for Doc to get onto the dock for his daily walk in the park. However, even the best laid plans need a back up plan. The 37-footer was sold early in June, which left only the 42-foot tug available for the trip.

Knowing the configuration of this boat made us re-think Doc's boarding possibilities. If docks are high, it

wouldn't be possible for the 70 pound dog to jump from the swim platform up and onto a dock. If he was midship, dolphins would make it quite a stretch to get to the dock. After some serious contemplation, a folding 6-foot fiberglass ramp was the perfect solution. It was stable, was rated to hold 300 pounds and had rubber grippers at both ends to protect the decks and hold it in place, even if the boat moved!

Doc, who is a certified therapy dog and part of the Delta Society's reading therapy program for children and had



Six year old Michelle Odekerden of Essex, Connecticut reads to Doc.

to take a vacation from his commitments at local nursing homes and reading programs, traveled light. His needs were simple: a water bowl, a bag of his favorite kibble, a tennis ball, his favorite stuffed bear, flaribits for heart worm, a leash, a life vest and the folding ramp to get on and off the boat. This ramp, even though it wasn't necessary at all the overnight stops, proved to be most valuable in several dockage areas.

The trip began early from Essex on June 18 with Don at the helm, Connie on the radio, and Doc already quite at home lying with his front paws just over the pilot house door opening. Cruising down the Connecticut River, the Wilde tug was escorted by Newell and Marilyn Sly of Mystic, who had just taken possession of the new 37-foot tug, Sage II. The two tugs parted at Saybrook Light with Sage II heading east and the 42 heading west in Long Island Sound.

The first day's cruise ended in Lower Hudson River. This was a long day for Doc, who patiently waited for dock assignment in a surging tight passage, lines to be secured, power hooked up and finally his ramp set up for his first walk after 8-1/2 hours! This proved to be very tricky - the surge made the docks roll, and of course the transients have the farthest to walk, but there was a beautiful park nearby.

The second night found us in Hyde Park, a quiet dockage with a restaurant a few feet away. Doc, quite at home in the tug, was content to lay in the wheel-house and watch his surroundings. At each scheduled stop, it was Doc's job to meet and greet the potential clients that had driven to see the traveling tug. Don and Connie's job was to show the boat.

There were so many wonderful stops along this trip, they cannot all be mentioned. At each night's stop, however, there was never a place that we couldn't enjoy a walk with the dog and enjoy the various wonders of the quaint little villages along the various canals. In the Oswego Canal, just before Lock 1 going up towards Lake Ontario, we discovered the tiny village of Phoenix. Waiting to greet the 42 and Doc were several local children called the "Bridge Brats". Not only did they help with the lines of the boat and plugging in of power, they offered to take Doc for a walk in the park. He was more than willing to go with them. These children were wonderful - they brought us menus from the restaurants in town, took our orders for breakfasts (and lunch) and returned with trays of food from the restaurants for us. We stayed a few hours extra the next day so we could have breakfast with them, and then made it a stop on our way back from Rochester. This time they had a small pool waiting for us and the others enjoying this stop.



A happy Doc smiles for the camera aboard a 42' Nordic Tug.

This trip included stops in Waterford at the great visitor center where the flight of five locks into the Erie Canal began. Schenectady Yacht Club was another neat place to visit. We docked next to a 42-foot tug Aholoa, that had just returned from many months doing the "big loop". Next stops were Canajoharie, Ilion, Sylvan Beach and Lock 24. The itinerary then took us down the Cayuga-Seneca Canal to Seneca Falls, back to the Junction and on to Phoe-

nix, Oswego and Rochester in the Genesee River. The return trip ended for us and Doc in Ilion, New York, where Ben and Sue Wilde continued the trip east to Waterford, down the Hudson and across Long Island Sound back to Essex. Doc was at home on the water and seemed to enjoy the trip. One thing that did bother Doc, though, was the bow thruster sound! So he was leashed and tethered in the cockpit while the boat locked through nearly 50 locks.

This eliminated the possibility of his falling overboard. Knowing where your pet is at all times is very important when you are on the water. Dogs off the boat are well received when they are on a leash and the owners are diligent in picking up and properly disposing of any waste.

Keep watching for Doc as the show will be traveling again the summer of 2003!



The Perfect First Mate

PETS ON BOARD

It's best to try pets out on the boat with short stays. Pack their favorite toys and bring their food bowls and bed along. Place food and water in a cool area on a nonskid mat (self-feeders work well because there is less spillage) and give the critters their own spot to rest.

POOPER SCOOPING

For cats, try putting litter in a deep plastic storage box that can be sealed shut and stowed when your cat is off the boat. The new scoop-out style of litter is efficient because you do not need to replace it frequently. Filter out soiled clumps at least once a day as they become stonelike.

Dogs need to be walked, of course, so you will need to consider your willingness to go ashore when their urgency arises. Many marinas have designated areas for dog walking. If this is not true of your facility, take your animal to a grassy out-of-the-way spot for his constitutional.

One default method of poop control that some boaters use is to maintain a grass-type mat on the bow of the boat with a line attached to it; when offshore, they train their dogs to do their business on this mat. The mat is easily cleaned by dunking it overboard.

KEEPING PETS ON BOARD-SAFE!

How do you keep your pet on the boat and out of the drink? One couple keeps a knotted, thick hank of hemp over the side of their boat so their cat can climb back aboard should it inadvertently go swimming. My vet recommends animal life jackets, which are a great idea if you can find one that fits snugly enough so your pet can't squirm out. You also might consider safety lines for them while under way.

*Excerpt from "The Perfect First Mate - A Woman's Guide to Recreational Boating" by Joy Smith.
Reprinted with permission.*

PET SAFETY

Cruising with a pet can be rewarding, but take the proper precautions. According to BOATU.S., not all dogs can swim, and even those who do can get fatigued and disoriented in the water.

To find out more about safe cruising with pets, consider these resources:

BOATU.S. BOATING WITH PETS

www.boatus.com/pets: For cruising animals and their owners, BoatU.S. offers articles on water safety, message boards and product testing of pet PFD brands. The site also includes a pet shop where you can find PFDs, float coats and foul weather gear for animals, as well as doggie ladders and folding ramps so your pets can come and go with ease.

DOG SCOUTS

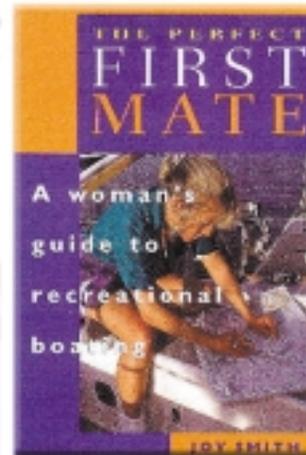
www.dogscouts.com: As a dog scout, your canine companion can earn merit

badges for different levels of water safety, boating safety and water rescue.

BOOK: *The Basics of Boat Travel with Your Cat or Dog*

by Diana B. Jessie,
April 2003. Seaworthy Publications:
This publication includes up-to-date information on pet regulations when traveling to foreign countries.

*Reprinted with permission
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PassageMaker Magazine.*



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"Because there is plenty of good advice here, the book should not scare off men or women who are skippers..."

John Rousmaniere, author
The Annapolis Book of Seamanship

Tuggin' with Your Pets

PENNY

It has been truly said that you don't train a poodle, you just sit them down and have a long talk. When we sold our 24-foot traditional wooden yawl and bought the Nordic 26, "Tootsie", we counseled "Penny" that she would no longer have to hunker down alone in the cabin, a good four feet below the cockpit, while we went about the business of sailing. Instead, she would be able to scrunch beneath the pilot seat in the cabin house with the rest of the crew, or comfortably sit in her dog bed wedged between the bulkheads at the top of the stairs leading to the v-berth area. She could even stretch out on the cabin lounge.



After carefully surveying the territory, Penny chose her spot: right in the middle of the cabin table, where she could supervise, as every good poodle does, everything she commands her pet humans to do. 🐾

Fred & Jane Bauer
"Tootsie" NTK 26-057

HARLEY

We may all assume that a Labrador Retriever would be right at home on the water. After all, they were originally



bred to assist the watermen of Labrador. Our great dog, Harley, all 100 pounds of him, is absolutely frightened by anything that moves under his feet—yes, even the gentle roll of the Nordic Tug. In this picture, Harley is making his first attempt ever of walking to the bow. If it wasn't for our little 17-pound Miniature Schnauzer that had already walked out to the bow with my wife, I'm certain that Harley would have stayed in the pilothouse with a death grip on the floor. I do have a question for fellow pet owners. How do you take care of your pet's need for nature breaks when moored in a popular harbor? 🐾

Gil & Durlene Johnson
Imagine If... NTK 32-207

GIZMO

Three years ago, we started making plans to have our Nordic Tug, Charisma, transported to Lake Powell, UT. This lake has 1,900+ miles of shoreline. Knowing that we couldn't exactly "beach the sucker" as we had with houseboats, I purchased a West Marine 8-foot rollup inflatable. Not wanting any gasoline on board, we settled with a MinnKota trolling motor and an AGM 12V battery. This set-up would let me take the wife and dog to shore, wife to hike around and dog to do her thing.

At first it was a case of my getting in the inflatable. My wife would grab Gizmo (our Sheltie with just enough coyote to give her some spice) and hand her over

the transom to me. After about two days, I gave up and just called the dog - she joined me in the inflatable with no assistance! We spent a total of two weeks cruising the lake, from the southwest marina to the northeast one. We received almost as many comments on Gizmo as we did for Charisma. Locals had never seen a Tug on their lake, especially one with a dog in the driver's seat (where she insisted on riding).

If we had attempted this trip with a rented houseboat, our fuel bill would have been approximately \$2,000. As it was, we burned a total of 60 gallons of diesel at \$1.35. A very frugal setup. 🐾

John & Lynn Polteres
"Charisma" NTK 26-147



Tech Tips

Capt. Joe Franett - Nordic Tugs Production Control Mgr.

MAKING FAST

It's been said any time you can fly an airplane to the ground and walk away from it, it was a good landing. The same could be said in the boating world. Whenever you can bring your vessel alongside a dock, get a few lines secured (without much damage) and step onto dry ground, you can pat yourself on the back.

With practice most of us can master the ability to depart from a dock and safely land a boat with relative



precision. However, my observations are very few people pay much attention to how they secure the craft once it's there. According to Chapman's book on Seamanship and Boat Handling, there are eight different lines you can use to making fast your craft. There's a bow line, a stern line, four different spring lines and two breast lines. Using too many lines will make the job complicated and cluttered. Using too few lines or lines in one direction and none in the other, allows the boat to drift with the wind and tide making it hard to board and increasing the chances of

damage. The idea is to use as few lines as necessary to keep the boat from moving fore and aft and to keep it close enough to the dock to get on and off. The next most important thing is to make sure the lines stay secured, don't chafe, don't bind, don't get in the way and look good while they're doing it.

The set of lines you use should be sized according to the length of your vessel and made of nylon. Typically, a 20-40 foot craft will use 1/2 inch diameter lines. Some owners feel more secure with 5/8 inch lines. Whatever you choose, it's nice to keep them all the same. The length of the line also depends on the length of the boat and also the tidal influence where you will moor. Usually, a vessel will be equipped with four 25-foot lines for regular mooring and two 50-foot lines for use in locks or other special occasions.

Tying up to a floating dock is probably the simplest and most common place to secure a boat. Once tied to a float, no adjustments are normally needed. Under perfect circumstances you should have one bow line leading about 45 degrees forward from your forward most cleat; one stern line leading about 45 degrees aft from your aft most cleat, preferably from the offshore stern cleat; one forward quarter spring, which leads as far forward as practical from your stern

cleat; and one after bow spring, which leads as far aft as practical from a cleat forward of mid ship.

Should the eye of the line stay on the boat or be passed to the dock? It depends on whether you want to adjust your lines from the boat or the dock.

Larger vessels usually adjust the lines on board while smaller boats are adjusted from the dock where there's more room to move. Whichever end the eyes are on, they should all be the same and secured in a manner where they will not come off on their own. Once the eye is secured, in this case on the boat, the line can be



passed to the dock and secured to the cleat in figure eights. Be sure to start your wrap around the cleat by leading it to the opposite side of the pulling force. Then go back around to wrap at least two full figure eights. You can end your wrap with a half hitch as long as the figure eight continues in the same direction (see above photo). The left-over line can be loosely wrapped in circles around the cleat or neatly coiled in flat tight circles expanding from the center.

Some docks have only raised

bulwarks, with no cleats, where you'd have to tie a bowline or half hitch around the beam first, with the eye end, and tighten the lines around the cleats on board. If only pilings are available, the same principle would apply, only with the eye dropped over or choked around the piling and then secured to the boat.

If you have a permanent slip for your yacht that you continually tie and retie to, in the exact same spot month after month, then it may be a good idea to have fixed lines tied or spliced to the dock. They could be set at the exact length for the cleats on your boat and equipped with shock absorbers and chafing gear and never moved. You would keep a second set of lines on board for other moorages.

In the end, the lines should all be snug with uniform tension. They should



all serve a purpose and look ship shape. Be sure not to leave tripping hazards on the dock or in front of your boarding platform. And remember - don't run your spring lines in front of your furnace exhaust! Yes, I saw one melted in half at a boat show! Happy Boating! 

Shop Talk

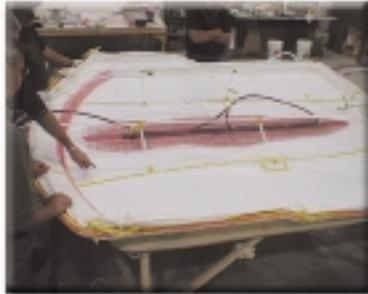
Ric Reid – Vice-President, Operations

THE INFUSION PROCESS



Above: Rick Schafer carefully installing resin supply line.

Nordic Tugs is constantly working towards improving the quality of our products through improvement in construction techniques and materials. At the same time we are making sure that these new technologies as



Right: Infusion process in beginning stage.



well as our tried and true construction techniques are environmentally responsible.

For example, gel coat and resin spray-up are commonly used in the open molding processes in the boat building industry. However, styrene, a compound listed as a hazardous air pollutant, is emitted during the application and post application (roll-out and curing) stages. One of the ways Nordic Tugs is keeping up in today's eco-friendly world and with ever



Above: Infusion process 2/3 completed.

Right: All resin supply lines full - infusion process near completion.

Left: Completed project.

changing technology is building fiberglass parts using a new process called infusion. This process greatly reduces the styrene emission (HAP's) we emit into the air, creating a better environment for our employees and surrounding community.

The infusion process starts by loading dry fiberglass material into the mold. Then resin feed lines are laid in the center properly spaced and vacuum lines are laid out around the perimeter for complete infusion. This is the tricky part. The open part of the molds then covered with a plastic sheeting and securely sealed to the mold with tape. Vacuum and resin lines are connected to the part and sealed. At this point a vacuum is



Right: Completed part - 22 minutes from start of infusion to completion.

pulled on the mold and seams are checked for leaks with a special vacuum leak test meter. Once all checks are complete, the infusion process can begin.

The infusion process begins by attaching a vacuum pump, which will remove all of the air from within the bag. Very tightly compressing the multiple layers of fiberglass and the core together. Next, the resin is pre-catalyzed and placed into a container beside the part that is being made. While still maintaining a vacuum, a tube is placed from the resin feed system into the container of resin. The vacuum pump will draw the resin from the container through the part. The infusion process allows extremely accurate control of the amount of resin infused into the part. Because the materials are under extreme pressure, the infusion process results in a far superior lay-up than the traditional hand lay-up method while reducing pollutants. 



In the Galley

Dungeness Crab Cakes

- 3 cups fresh bread crumbs, divided
- 2 large eggs, beaten
- 2 Tbl mayonnaise
- 2 Tbl each, onion, celery, & red bell pepper
- 1 Tbl parsley, minced
- 1/2 tsp salt
- 1/4 tsp dried mustard
- 1/4 tsp cayenne
- 1 lb fresh crabmeat
- 2 Tbl olive oil



Mix together 1 cup bread crumbs, eggs, mayonnaise, onion, celery, bell pepper, parsley, garlic and seasonings. Stir in crabmeat. Chill mixture for at least 2 hours or overnight.

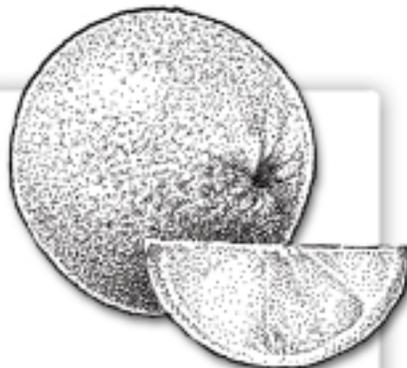
Shape crab mixture into 12 small cakes. Evenly coat each cake with remaining bread crumbs. Heat oil in a large skillet over medium heat. Cook cakes until brown and crisp, about 5 minutes per side. Serves 6. Top with Orange Sauce.

Orange Sauce

- 2 large shallots, minced
- 1/4 cup white wine
- 1 cup orange juice, reduced by boiling to 2 Tbl
- 4 Tbl butter, cut into bits
- 2 Tbl plain yogurt
- 2 Tbl cream
- 1/4 tsp Tabasco

Heat shallots, wine and reduced orange juice together until the liquid is further reduced to 2 Tbl. Gradually whisk in butter, stirring well after each addition. Remove from heat and stir in yogurt, cream and Tabasco.

Thanks to Carolyn Van Calcar for submitting this delicious recipe.



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Galleria

This exciting new segment of Waypoints features gadgets and gizmos that members of our Nordic Tugs family have said they just can't boat without!

ONE HANDED PAPER TOWEL RACK

My favorite gadget on Aunt Bess is also about the least expensive thing I have bought for the boat.

It is a suction cup vertical paper towel holder. I found it in the BoatU.S. catalogue (Item # 176037) only \$14.99.

The device is made out of shiny metal and the entire base is a suction cup. You simply place it on your galley counter and it stays until you flip the little release and move it. There is a metal loop to set your paper towels on. The suction cup means you can tear off a paper towel with one hand without worrying about the towel holder tipping or skidding.

I wish everything on Aunt Bess worked that well -- but, to tell the truth, thanks to the great folks at Nordic Tugs, Raymarine and Simrad . . . it DOES! 🇺🇸

Carrick Patterson
NTK 37-76

WALLAS DIESEL STOVE

Recently, I installed a WALLAS Diesel Stove in my tug. It has a ceramic cooking surface. It has a vented cover when closed and blows heated air over the ceramic surface into the cabin. It is dry heat, and the exhaust gases are vented outside. In my boat (a Nordic Tugs 26) we vented through the rear of the cabin and out of the deck box base. For those who have a 2-burner alcohol stove, it will drop into the cavity with little adjustment.

The stove heats up quickly. It takes about the same amount of time to heat a coffee kettle, and then the stove is ready for cabin heating. The installation is fairly simple, and the 2.5-gallon horizontal or vertical diesel feed tank can be easily placed.

In about 30 hours of use, it burned less than half a gallon of diesel at the medium setting. The dry heat really warms up the cabin.

It is not cheap at approximately \$1,600, but worth it for winter cruising. 🇺🇸

Joe Colletto
NTK 26-037

Submission Guidelines:

Mail: Waypoints Editor, c/o Nordic Tugs, 11367 Higgins Airport Way, Burlington, WA 98233.

Email: sara@hoodgraphics.com

Questions regarding electronics submission contact Sara at Hood Graphics (360) 293-7653.

Nordic Dreams

John and Kathy Erickson bought their Nordic Tug, Nordic Dream, Hull No. 32-45, and have thoroughly enjoyed their time cruising since they purchased her from SkipperCress Yacht Sales in 1998.

Columbia. His curiosity piqued, John checked out Grant's website (www.grantmclean.com) and noticed he was painting a series on Mt. Baker.

John sent his picture to Grant, who felt an immediate connection



"Nordic Dreams" painted by Canadian artist Grant McLean

On one of their adventures during a crisp, clear October day, they were the only boat tied up in Echo Bay at Sucia Island. With a breathtaking view of Mount Baker in the background, John couldn't resist snapping a photo from shore with his Olympus IS-1 camera using a 105mm lens.

Last summer, Canadian artist Grant McLean and his family were camping at John and Kathy's KOA Campground in Victoria, British

to the photo, and this stunning painting, Nordic Dreams, was commissioned.

The Ericksons brought Nordic Dreams with them to this year's Northwest Owner's Rendezvous in Anacortes, Wash., this past June to share it's beauty with fellow tuggers. Anyone interested in purchasing a print may contact Grant by calling (604) 855-3711 or via email at grant@grantmclean.com. 🇺🇸

Nordic Tugs Rendezvous

Join us at the 1st Annual Gulf Coast Rendezvous!

Nordic Tugs dealer Higgins, Smythe & Hood Yachts of Seabrook, Texas, is sponsoring the 1st Annual Gulf Coast Rendezvous September 12-14, 2003, at the Lakewood Yacht Club in Seabrook. For more information, please contact coordinator Beverly Van Zandt at (281) 474-5100 or via email at beverly@hshyachts.com.

NE Rendezvous - July 2003!

The 2003 NE Rendezvous was held on July 23-26, 2003, at Essex Island Marina in Essex, Conn. For more information on the NE Rendezvous, please call Wilde Yacht Sales at 1-888-447-6944.

Thank You to all of the sponsors that helped make the 2003 NW Nordic Tugs Owners' Rendezvous a big success!

Trident Funding, Cummins Northwest, Fisheries Supply, Yachting and Motor Boating magazines, Fine Edge Publishing, LaConner Shirts, Passagemaker Magazine, Tug Wear, West Marine, Fred & Donna Paquette, Mike Beemer, Jim & Kris O'Connor, USCG Auxiliary Flotilla 17, SkipperCress Yacht Sales, Commercial Fire Protection, Cap Sante Marina, and Port of Anacortes. A special thanks to Cap Sante Marine, for providing the space for the gathering, wholesale fuel prices and a beautiful "Tug" cake.

JUNE, 2003 NORTHWEST RENDEZVOUS

Attendance Record Set at the 2003 NW Nordic Tugs Owners' Rendezvous!

The 2003 NW Nordic Tugs Owners' Rendezvous was a raging success and set a new attendance record. Fifty-nine tugs were moored at the dock and 174 people attended, representing a total of 84 Nordic Tug owners. The factory tour, the opportunity to see the new 52 and Anacortes' close proximity to the San Juan Islands were major draws. Owners (and their relatives) attended from as far away as Denmark, and we had numerous east coast attendees, including owners from Connecticut, New York and Florida. Attendees voted



to return to Anacortes for next years Vous. The Rendezvous closed with a Tug Parade up the east side of Guemes Island, with 52-01 "Big Fun" leading the pack. Nordic Tugs' whole model line was represented. It was

an awesome site to see and gave a great perspective of where Nordic Tugs started, with the ever-popular 26, and where Nordic Tugs is today thanks to our customers. We couldn't have done it without you! 



Practical pilothouse cruisers.

Nordic Tugs, Inc. • 11367 Higgins Airport Way, Burlington, Washington 98233 • 800 388 4517

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