



Waypoints

Issue 5 Fall 2003

In this Issue...



Hi everyone! Wow, what a trip we had cruising down the coast to Newport Beach, California, in BIG FUN! I mean both — “what a trip” and “BIG FUN”! Perfect September weather. Outside, we were treated to a full marine display of cormorants, loons, seals, porpoises and whales. Inside, we enjoyed the amenities of #52-01. All in all, it was an exciting and restful trip.

September provides lots of morning fog, which tends to quell any serious wind. By and large, the seas were relatively smooth. However, the afternoons did bring some breezes that gave us perhaps 5 or 6-foot waves.

You know something really cool about the 52 in quartering waves? The “pods” (which we now call “shaft keels”) really locked the hull from falling off and rolling down into the troughs. It was like a giant hand was holding the boat steady through the waves. Thanks Lynn Senour, for another great design idea!

Three of us enjoyed the cruise to California, including my wife, Stephanie, and her dad, Tom Burke (Tom's the owner of #37-82). Also aboard for the first leg were longtime friends, David Goehring (Nordic's Controller) and Mike Jorgeson of Cummins Northwest. They accompanied us from Anacortes to Neah Bay, Washington, where they caught transportation back home.

It's been a great summer for most of us - a little drier here in the Northwest and maybe a little wetter on the East Coast - what a switch! Whatever the weather, we know fellow Nordic Tugs owners have been busy. So while it's fresh on your minds, how about sending in your odyssey or anecdote for publication in a future issue. Especially great to receive are the little tips you have for us, whether it's a new eating place, a hidden harbor or a tip on boat maintenance, they are all welcome. Don't forget - pictures can make a story come to life for the reader!

We'll soon have BIG FUN at the Miami boat show, February 12th-17th. If you are in the area, please come by to say hi!

Jim Cress
JimCress, President

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What's New For 2004 Improvements on the 32+

Hello Nordic Tuggers! Waypoints has highlighted nearly all of our models over the past year – last, but not least, is the 32+. The 2004 32+ has been featured lately at several boat shows and Nordic Tugs dealerships. She has received many accolades from tug enthusiasts, both Nordic Tugs owners and future tuggers alike.

Major changes were incorporated into the construction and layout of the previous Nordic 32+, starting with retooling for a new forward composite module that is the base for the forward stateroom and head compartment. A

new mold was also made to build a composite sole module for the pilothouse and salon. Now what does all that mean to you, an owner or potential buyer? First and foremost, is more uniformity in building and stronger boats as the modules are glassed to the hull sides resulting in one solid structure (boat).

The new layout also meant the aft bulkheads for the stateroom and head moved aft about 10-inches, allowing for a larger stateroom with privacy door. The stateroom now features a large "V" berth and more space.

Additional changes are featured inside the 32+. Minor layout adjustments allowed us to lengthen the settee. A 16-inch deep cabinet was added across the aft bulkhead of the galley, which allowed for an additional drawer and cabinet and also made for easier access into the salon. A single refrigerator/freezer was incorporated to accommodate the new aft bulkhead cabinet. The 32+ now features a Kenyon 2-burner electric/alcohol cook top and a Sharp R230 microwave under the counter. An optional NovaKool F2600 freezer is available, located under the port pilothouse seat, for those who require more frozen stores onboard. The forward head now features a JABSCO® electric quiet flush toilet.

Finish changes were also made, resulting in a more aesthetic and lower maintenance craft. The 32+ has a lighter, more open feel due to the removal of some teak from both the salon and pilothouse. The lower forward bulkhead and under the settee in the salon received an Ivory gel coat finish, which cuts down on maintenance for an area that can tend to get many scuffmarks. In the pilothouse, the wall treatments above the chart table were changed to a textured tan colored vinyl with foam backing. This is the same treatment. We are now using on all the 2004 models after trying it on the new 52 last year.

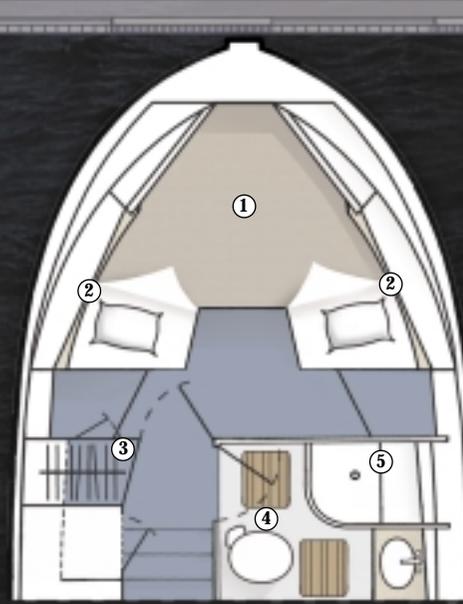
Another goal of the redesign was to help make ownership a reality for many Nordic Tugs enthusiasts by lowering the price of our entry level Nordic Tug. Lower price points did mean the removal of a few non-necessary features, but for those who can't boat without them, they are available as options.

Please keep an eye out for the new 32+ at a dealership or at a boat show near you. We'd love to hear what you think of the new changes after viewing the 2004 Nordic Tugs 32+!



- 1 Elegantly crafted V-berth.
- 2 Port & starboard shelves
- 3 Hanging locker.
- 4 Head with Electric Flush system.
- 5 Separate shower with seat.
- 6 Helm with single handle Morse KE4 throttle control.
- 7 Two large pilothouse seats with storage under and electrical distribution panels.

- 8 Double large engine hatches.
- 9 Settee with removable teak table converts to double berth.
- 10 Galley with under-counter appliances and extra storage.
- 11 Under-counter refrigerator/freezer.
- 12 Deck storage box for lines, fenders or propane tank.
- 13 Boarding platform.



Specifications:			
LOA	34' 2"	Standard Power	270 hp
Beam	11'0"	Fuel	200 gal
Draft	42"	Fresh water	100 gal
		Headroom	
		• Pilot house	6'8"
		• Foreward cabin	6'2"
		• Salon	6'6"
		Weight	16,000 lbs
		Berths	4



Cruising with Kid Captain By Wendy Shepherd and Herb Nickles

Cruising New England on Snorri, our 37-foot Nordic Tug, with our four-year-old granddaughter, Sunny, is like living out a chapter in Swallows and Amazons. The first boating adventure for the self-described “kid captain” was on our 23-foot catboat. At just barely two, Sunny proved herself a hardy sailor, despite the slightly rugged conditions. Snorri, on the other hand, is a kid captain’s dream come true.

The Nordic Tug offers many different venues for pint-sized adventure. The bow is a great place for a pirate picnic, accompanied by a crew of dolls. A pilot house seat becomes a crow’s nest for spying on ships going by in the harbor, with the help of kid-captain-sized binoculars. The cockpit serves as schoolroom, train depot, pirates’ cove, and even bathtub. And when it’s time for bed, the second stateroom is a cozy kid-captain’s berth with the magical sound of water gurgling by.

Sunny’s favorite location is perched



Sunny after a long day of cleaning.

on the pilot seat, giving orders to the captain. The wheel house in the Nordic is particularly accommodating for a four-year-old. The seats are high and offer a panoramic view of the world. The electronics on Snorri are ubiquitous and easy to see from the seats. Sunny quickly figured out that the little green boat symbol on the computer represents where we are, and she often draws her own paper charts to indicate the route the helmsman should be following.

Guests are always treated to a royal tour by the kid captain – Snorri is as much Sunny’s as she is ours. The tug seems to hold immense appeal to children and from passing boats we hear children cry, “There’s Snorri!” Imagine the delight of being Snorri’s own kid captain.

Rough seas become a “rock and roll” day on Snorri. Perched safely in the port pilot seat, with a bowl of goldfish (the eating variety), Sunny directs the captain even closer to the waves breaking on the shore – “it’s really rockin’ and rollin’ over there Grandpa”.

Commissioning Snorri with the help of the kid captain was more fun than work last spring. Sunny made every chore a chapter in her personal pirate adventure. Armed with sponges, goldfish to munch on, and snazzy sunglasses, each project was shared and infused with her delight.

Although Snorri lives on a mooring in Wickford Cove during the season, we were fortunate to borrow dock space early in the spring. This made our commissioning project much easier, particularly since we had the kid captain on board.

The logistics of commissioning a boat with a small child become slightly more



Four year old “Kid Captain” Sunny relaxes aboard Snorri a 37’ Nordic Tug.

complicated. But we found that hauling boxes, unpacking, cleaning and polishing can be exciting adventures in a kid captain’s life if you are willing to go along with a more creative approach to the work. As it turns out, cleaning is one of Sunny’s favorite activities. A small sponge with only a little water can turn into a very long game in the head or galley. Counting boxes can be more fun than you thought! And four-year-olds are very good at finding little spaces for lots of treasures. One of the more challenging projects was washing down Snorri, but riding in the inflatable dinghy tied to the top deck, along with a sponge and a bucket of water, turned out to be a fabulous diversion while the grown-up crew swabbed the decks.

When it was time for a break from cleaning, a tour around the docks with Grandpa was a pleasant change of pace.

Sunny discovered that some of the docks, the older variety, were “tippier” than others. Once she mastered the wide-legged sailor’s swagger, a trip to the tippy docks to “walk the plank” was a great reward at the end of the day.

Living on Snorri at the dock also offered the pleasures of people-watching. Meals in the cockpit were enlivened by the parade of dogs, kids, and grown-ups. As a potential member of the kid captain’s pirate band, each one was interviewed for qualifications. Dogs and kids were always welcomed.

We are already looking forward to next summer on Snorri with our granddaughter. Learning to fish from Snorri’s cockpit is high on Sunny’s list of new adventures (maybe not on Grandpa’s). But no matter where we go, we know it will be made more magical when we are joined by the kid captain! 

Earning their Sea Legs By Dave Elias

I feel very fortunate having grown up boating along the California Coast, my fondest childhood memories being my family's boating trips. Over the past 15 years, I have owned a variety of small powerboats, always knowing eventually I would own "the one.. Our dream boat". My wife, Barbara, shares my interest and enthusiasm in boating and we agreed that one day we would own a Nordic Tug. We traveled to the Seattle Boat Show on two separate trips, and even met with Jim Cress who gave us a personal tour of the Nordic Tugs facility 10 years ago.

seasickness...
"We are a boating family, we can't have this".

Patience paid off, and I now own Jollymon, NT32-180.

Our daughters, ages 11, 6, and 4 have all earned their "sea legs". Each one received a trophy when they replaced any fear of "going out in the ocean" with enthusiasm, and showed safe, good behavior. In fact, when our youngest showed signs of nervous seasickness, my wife told her point blank, "We are a boating family...we can't have this". Her competitive edge kicked in, and she earned her sea legs shortly thereafter.

Our cruising ranges from quick trips to Channel Islands Marina from



"Jollymon" a 32' Nordic Tug sits pretty off the coast of Catalina



Left to right: Bobbi age 6, Brooke - 11, Bradie - 4 with their father Dave Elias aboard their 32' Nordic Tug "Jollymon".

Ventura Marina for doughnuts, overnight trips to Santa Barbara, weekends at Santa Cruz Island exploring different coves, to two week long trips to Catalina Island in the summer. I watch my daughters naturally gravitate to the things I loved to do. There is an indescribable joy and peace we see in them...laying on the bow while underway mesmerized by the water for hours, exploring the different ports we stop at even if it is just looking for a good restaurant or laundry mat, swimming, hiking, snorkeling, being visited by schools of dolphins, looking up at the clear sky at stars, familiar ice cream shops they love, and just playing board games while cruising. These memorable experiences are something

wonderful we now all share. All five of us cuddled in blankets in the salon talking about what we did that day, what we will do the next day, and hearing them say each night "this was the best day of my life!" The current gently rocking everyone to sleep is an indescribable peace.

Before I was married, I had often dreamed of being on a beautiful boat surrounded by beautiful women. Twenty years later, as I sit on my Nordic Tugs 32 with my wife and three daughters, I realize that God has a sense of humor when answering my prayers. Watching our three daughters have such a deep joy of the adventures we share on Jollymon is a gift they will carry with them forever. 

The Perfect First Mate by Lupe Tucker

ON BOARD ACTIVITIES FOR KIDS

Boating is an excellent way to enjoy quality time with your children. But as we all know, a child's attention span is in constant flux, and contingency plans are essential to help keep your younger passengers entertained. The following are excellent web-based resources for you to check out.

www.boatingsidekicks.com: operated by National Safe Boating Council.

www.kidsaboard.com: excellent site for both adults and children.

www.nwboat.com/kids/kids.htm: operated by Northwest Boat Travel.

What would you do if you had a four-year-old or a 14-year old on your boat for a month, or even just one day? There are many things that kids can do while on board to stay occupied, have fun and even learn something new. However, sometimes adults have to get creative in finding neat things for kids to do, and that is not always easy. Here are some ideas, resources and guidelines to follow when planning a day or a few days on the water with children.



Going ashore in the dingy- Remember life jackets!

For children of all ages it is a good idea to keep an "art box" with crayons, colored pencils and markers and a ream of white paper to color and write on.

We use a small Rubbermaid-type box with a lid and a handle. Markers are good for older children, but a potential disaster on setee covers, headliners and teak varnish if used by toddlers. Kids love art projects and can spend hours working on them. However, with the motion of a boat underway, or even at a dock, messy art supplies like glitter, glue, paint and inks are not good choices. Kids should be able to work with minimal supervision, and these items require much more attention and adult supervision. After all, the main objectives are to keep them occupied, safe, and happy.

Young children, such as toddlers, can get bored easily, especially when they are on a boat and are not allowed to touch many things. Using the boat theme to plan activities for them works well because then they can be involved on their own level. A toy boat is good for playing in the cockpit and below decks, and a pair of junior binoculars can entertain them in the cockpit and on

deck. A boat related coloring book, or a board book with fish and marine wildlife are great also. Encourage children's parents to bring the child's own books and toys in a container that can be used to store them and so they won't get lost or clutter up the salon or cockpit.

For older children, ages 4 and up, there are many activities that they can do which involve the boat itself. There are many skills that can be learned while on a boat, and kids will hardly realize they are learning. For example, one of the best ways to get a child involved and confident about boating is to let them sit at the helm and feel what its like to steer the boat, under your supervision of course. Two minutes of this activity boosts their confidence and makes them feel privileged.

Get some free paper charts of your area, one for each child so there is no fighting, at any marina or marine store. If there are none available in your area, the folks at US Charts (www.uscharts.com) will mail some to you. These charts are a great way for kids to become involved with the activities of the boat, learn navigation, and not get bored. Kids can plot their course out of a channel by matching up the markers with the symbols on the chart. They can spot and record landmarks on their chart, as well as manatee sightings, dolphin sightings, bridges, tow boats, and almost anything else they see out on the water. You can show them the coordinates on a GPS and how to plot them on a chart. They can create their own legends, as well as learn the cardinal points (east, west, north and south). If the kids do not understand very



Kids love art projects and can be entertained for hours working on them.

well, get frustrated, or lose interest, just remember that the objective is to involve them and to give them an idea of what navigating a boat is like.

Other fun aspects of boating that children like are flags and burgees. Kids can make their own flags out of white paper and crayons or markers. Explain to them what the signal flags are and the alphabet code that they represent. They can make their own messages and spell their name in flags. Also, if kids are on an extended cruise, they can fly a Kids On Board flag to alert other children in other boats. If you are taking a trip to the Bahamas or another country, take along a white sheet and some scissors and make courtesy flags with markers. Kids of all ages love watching their flags fly from the boat while underway.

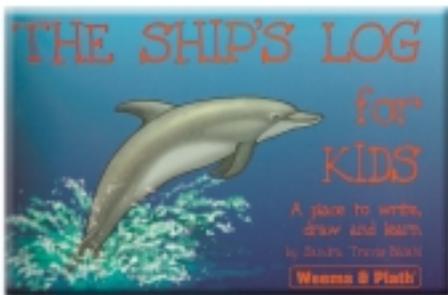
Show kids what the different gauges on a boat are for, from the depth sounder

to the anemometer. Children like computers and high tech gadgets, and they can help you keep an eye on the depth or the direction of the wind. Fishfinders are also exciting for children, especially if they have graphics and colors. The child doesn't have to touch it to see what it does, and permission to do so should be granted by the captain. On our boat, our two-and-a-half year old daughter Sunny is not allowed to touch anything electronic.

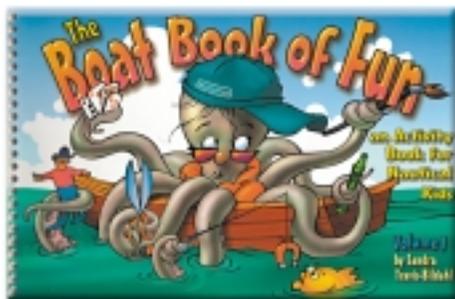
You can arrange for kids to play games like scavenger hunt, where they have to find different things on the boat, or identify different landmarks. They can draw a picture of a boat and label the parts as well. Cards and board games are good also for playing in the salon, but not recommended on deck or in the cockpit because pieces can fall over board and cards can fly away.

There are a few good resources to help you occupy children while on board. Weems and Plath publishes some excellent children's activities books and CD-Roms, such as *The Ship's Log for Kids*, by Sandra Travis-Bildahl (Weems and Plath, Inc., www.weems-plath.com, ISBN 1-878797-15-8).

This spiral bound book is designed for children to record their adventures



The Ship's Log allows kids to record their own on-board adventures.



The Boat book of fun is a great resource for games, art projects and puzzles.

while at sea. It is great for a daysail or an extended cruise, and teaches children about weather, stars, morse code, sea life and more, as well as observing and recording what's around them while on a boat. Another excellent activity book is *The Boat Book of Fun* also by Travis-Bildahl, (Weems and Plath, Inc., www.weems-plath.com, ISBN 1-878797-16-6) and also published by Weems and Plath. This book has art projects, word searches, puzzles, science experiments, games, and lots of places for children to write, doodle, draw and create. Both books have laminated covers. Another activity book designed for the long term boating child, but which can be used by the daysailor, is *Fun Afloat!* by Theresa Fort (FortWorks Publishing, 2001, 170 pp).

If you have a computer onboard that the kids can use, Weems and Plath also publishes *Capt. Pete's Harbor* (Active Arts Software), which is a print art program for ages 4 – 10 with tons of activities centered around watersports and boating. Kids can "play mind bending puzzles and memory games" and make mobiles, learn morse code and signal flag trivia.

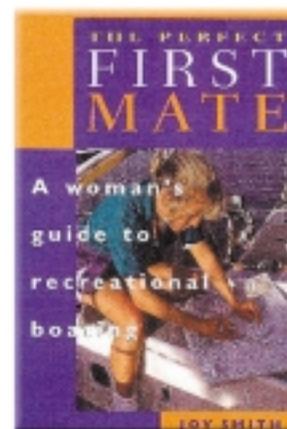
While cruising, kids always put out their radar in search of other kids on boats. Unfortunately, it's hard to get connected with other kids while under-

way, especially if your family is traveling somewhere they have never been before. For example, there are some message boards where parents have posted messages looking for playmates along the Intracoastal Waterway. The Seven Seas Cruising Association, www.ssca.org, SailNet, www.sailnet.com, and the Women Aboard bulletin boards are good places to look for and post messages of this sort. Flying a "Kids on Board" flag that can be clearly read by kids on other boats can also help.

Lastly, there is a good resource that parents can read which can help them plan and prepare for having kids on board. Nan Jeffrey wrote "the complete manual for family adventure travel" in 1990, and the ideas and practical advice still apply today. The Jeffrey family has hiked, sailed, bicycled and canoed on four continents since 1979, and from those experiences came Jeffrey's book, *Adventuring with Children* (Avalon House Publishing, ISBN 0-9627562-0-2, www.seaworthy.com). This book contains lists of supplies, and great tips on activities for kids from infants to teenagers.

There are exceptions to some of the age limits that I mention above, as everything depends on the individual child and what types of activities they can handle. Pay attention to their interests and be flexible with your expectations. This article was written with the visiting child in mind: one that does not spend much time on a boat, or doesn't have much contact with boats at all. If you have invited children to spend time on your boat, you have a great opportunity to make a real impact and create a memorable experience in a child's life.

Lupe Tucker and her husband Curtis publish three water sports magazines on the Internet, AtlanticCoastBoating.com, SailMiami.com and KidsAboard.com. Their mission is to promote safe and intelligent boating as America's favorite family sport through information and education. They are international, certified teachers, and Curtis is a 50 T Licensed Captain. The couple lives and cruises aboard their 35 ft yacht, *Fellowship*, with their three girls, ages four years, two years and six months old. 



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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

Tech Tips

Jerry Husted Sea Trial Capt. and Founder of Nordic Tugs

WASTE TANK MAINTENANCE

What?? An article about taking care of a WASTE TANK? You must be joking! We thought so, too, when Dan Hilsinger, Nordic Tugs' warranty manager told us we better address this issue because several owners had called in to report waste tank problems. Even worse, you should have heard the shouts of derision when we suggested it might be appropriate to write about this in the next Tech Tips section of WAYPOINTS.

Shouts of "We're not going to despoil a beautiful piece like WAYPOINTS with a toilet article (you idiot)!" resounded throughout the office. But, it's important, so here it goes anyway. Somebody has to take the cra — er, I mean the heat!

First, just let me say that both the VacuFlush® toilet and the Tank Watch® systems have given excellent service in Nordic Tugs, providing they are properly maintained.

THE PROBLEM: Several tug owners called Dan to report that their toilet waste was overflowing into their bilge, and the TANK WATCH indicator lights showed only half full. Luckily, one of the tanks was in a local boat, near the factory, so Dan went out to take a look.

The waste tank is located directly under the engine. What was happening was that after the tank became full, the pressure of one more flush from the toilet forced the effluent up past the Tank Watch sensor, into the engine pan and on into the mid bilge. But why didn't the Tank Watch indicator panel show the red light that fairly shouts FULL?

He found that the Tank Watch sensor, the unit inside the tank that sends Empty,

Low, Mid, and Full signals to the Tank Watch panel, was blocked by debris. The debris blocked the float switches from floating up to the contact that sends the LED signals.



Tankwatch sensor

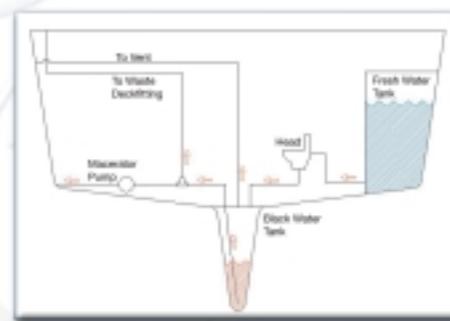
THE FIX: The Tank Watch sending unit is located in the top of the waste tank, immediately in front of the engine. To clean it; disconnect the electric harness and remove it by unscrewing the probe assembly from the tank top. Slowly lift the sending unit from the tank and place in a bucket. It can then be cleaned by swishing the probes and float switches around in water. Salt water is okay if you are in a remote area. Be careful to keep the electrical components dry. After cleaning, see that the float switches on the bottom of the probes are free to slide up and down.

I've never actually done this, so take this next advice with a grain of salt – if the debris is actually hardened into place, a careful brushing with a tooth brush might be the right tool (be gentle, so you don't damage the float switches or probes) – then more swishing around in water. You get the picture.

PREVENTATIVE MAINTENANCE: When you empty your waste tank, refill it with

water and pump it out again. Refilling the tank with water can be done two ways:

1. On VacuFlush toilets, lift the flush pedal up and fill the bowl with water, then flush it into the tank. Do this repeatedly until the tank is full. - or -
2. Put a water hose into the deck fitting and fill the tank that way.



Waste water schematic

HELPFUL HINTS FROM THE TOILET MAKER:

- a. Use rapid-dissolving toilet tissue. Household tissue often contains adhesive, which bond the paper fibers together. It is easy to visualize undissolved tissue fibers wrapped around a tank probe and preventing the float switch movement.
- b. Use deodorant when flushing the tank if you want to prevent or minimize the buildup of odors. Hot climates need more deodorizing than colder climates. Some deodorants are harsh on the environment; others are more benign, but are less effective as deodorant. Read more about this on the internet – try "Sealand Technology".
- c. Please read the owner's manual – VacuFlush has a good one that's easy to understand with lots of pictures.

NEW TECHNOLOGY: We've heard from other owners about a couple of items they added to their waste tank system. The first is a product from Groco. It is called Sweet Tank® and essentially it is a 12v blower which sends a constant flow of air into the tank. This furnishes an oxygen-rich environment, which kills the anaerobic bacteria. It is the anaerobic bacteria that is responsible for the offensive odors emanating from the tank.

The second product of interest is a VacuFlush option - an In-Line Vent Filter. This filter is packed with activated filter media (probably charcoal) that removes any odors before they can escape out the hull vent. Replacement cartridges are good for an entire boating season.

SUMMARY: We talk about the engine being the heart of the boat. Maybe it is. But ask any skipper about the time his toilet malfunctioned, with his wife or significant other aboard, and you will witness some pretty strong emotions cross his face. Probably not a memory he'd care to recall.

So now that we've reviewed the problems and solutions of holding tanks, you might want to examine your own tank to determine whether it smells clean and the lights for the Tank Watch LED's work properly.

Here's the good news. After covering such a painful issue, we promise to write about fun things (comparatively) in the next Tech Tips. Don't forget to send us your comments on articles we write. Oh, and keep flushing!

EPILOGUE: Dan Hilsinger is up for "Employee of the Month". 

Shop Talk

Ric Reid – Vice-President, Operations

NORDIC TUGS ELECTRICAL DEPARTMENT



Cynthia wires a 32+ AC distribution center.

Through the construction process of a Nordic Tug, there is one item you find running all through the boat - wire. Nordic Tugs buys the best wire available, namely ANCOR MARINE® marine grade tinned copper wire. From the early stages of the assembly process you will find Nordic's electricians, Tim Hastings, Cynthia Nobles and Vic Ruiz hard at work. They start by building all the individual wire harnesses that go into a boat. This process starts by pulling each wire individually from large spools and bundling it neatly through the length of the harness. Many wires terminate short of the harness end. This is because the harness bundle serves many electrical appliances, scattered along the harness. A short wire end will protrude from the harness, and the electrician will mark its identification on the wire end. Try writing very small on the last inch of wire – not everyone can do it! Any point in the harness where there is a termination, for example a pump terminal strip or pin and plug, we mark the wire with the appropriate circuit.

After the harnesses are built, coiled up, and transported to the boat, a team of mechanics will install the harnesses into the boat. We take pride in how we install our harnesses, ensuring that all cable bundles lie straight (for easy tracing of an

individual wire), are supported properly (per American Boat and Yacht Council specifications) and are accessible when need be. We install the harnesses with the same level of quality throughout the boat, so if you are looking behind a cabinet or in the engine room, you will see the same quality of installation.

You may find extra coils of wire in various



places when looking around in the bilges of your boat. We do that so when an owner wants to add an optional piece of equipment later on, the wire is already installed in the boat. Most options boat owners install are covered by this pre-wired policy.

The next step is assembly of the electrical panels and helm panels - we encourage you to look behind the panels for the neatness of the routing and layout of the panel. From an

electrician's standpoint, they are far prettier on the backside than from the front. Each panel is pre-built to the specification of the individual boat order. We leave plenty of room on the electrical panels for spare and future added equipment. After these panels are all assembled in the Electrical Shop, they await installation in the boat.

The final step is testing. When the boat is done and ready to move out of the shop (for start-up), one of Nordic's most trusted and skilled technicians goes through the entire boat and tests every wire and cable terminal for absolute tightness and solid contact. Next, the line mechanics start the boat and test every circuit. And finally, at the all-day sea trial, every circuit is tested through many start-stop and heat-cool cycles.

This is why our tug owners are assured of years of trouble-free electrical service from their beloved tugs! 🇺🇸



#1 Wiring and plumbing runs down the hull side.

#2 Back side of a 32+ helm and engine panel.

#3 Vic wiring a 42 main electrical distribution center.



In the Galley

Skookumchuck Chili

The NE Nordic Tugs Owners' Rendezvous held their annual cookoff.

Rules: Recipes had to be an entrée or an appetizer
Take 30 minutes or less to prepare
Made from scratch
Cooked on board.

Recipes were judged on originality, complexity of preparation, presentation and taste. This year's first prize winners were Wendy Shepherd and Herb Nickles, with this lip-licking recipe.

- | | |
|---|--------------------------|
| 1 lb. leftover cooked salmon
<i>don't have any leftovers! can of salmon will do fine</i> | 1 cup diced celery |
| 2 cans of kidney beans | 1 tsp ground cumin |
| 1 can diced tomatoes | 1 tsp oregano |
| 2 TB olive oil | Salt and pepper to taste |
| 1 large onion, diced | 2 TB chili powder |
| 1 large garlic clove, minced | Grated Asiago cheese |

Saute onion, garlic, and celery in olive oil about 5 minutes. Add beans, tomatoes, and spices and bring to a boil. Turn down heat, gently fold in salmon, and simmer for about 20 minutes. Serve chili in bowls topped with Asiago cheese. Serves 4.



Blau's Baked Oysters

- 2 quarts fresh Blau oysters
- 8 oz. half & half cream
- 2 sticks soda crackers
- 1/2 stick butter or more
- Salt & pepper (to taste)
- Nutmeg

1. Grease shallow baking pan. Preheat oven at 350°.
2. In sauce pan, blanch oysters in their juice.
3. Chop oysters into bites; season with salt and pepper.
4. Crush crackers into baking pan, layer with oysters and more crushed crackers.
5. Top with half and half. Dot with butter, and sprinkle with nutmeg.
6. Bake 30 minutes until crackers are golden brown.

Provided by Elizabeth at Blau Oyster Co.



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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!

Oh, no! More gadgets from Bill and Sherri. We couldn't resist sending a few more ideas that we are enjoying aboard the Augenblick. We promise this is the end.

1. Wheelhouse table: we LOVE using this table.



2. Stained glass cupboard door: guests who tour the boat always notice our red tug glass door. It might be a nice feature to connect with a stained glass artist to offer a choice to new Nordic Tugs owners.



3. Dryers: hand-washing clothes in the deep galley sink is easy. Getting towels, jeans, t-shirts, and socks dry enough to hang out was the hard part about doing laundry. Then we found this clothes wringer at www.survivalunlimited.com. The folding rack was purchased at Bed, Bath and Beyond. Now we run our own laundrymat!

4. Storage Canisters: both on our 32' and now our 37' Nordic, I was always struggling with storing odd boxes and packages of rice, flour, cereal, nuts, etc. Then I discovered Snapware. This cupboard now handles 14 quart containers and five one-half gallon containers. In another spot we have several others with a one-gallon capacity. They were purchased off the internet at a kitchen supply site.



Excerpt from Bill and Sherri Hapham's letter.

Note from the Waypoints Editor: I think I'd like Sherri to come organize my house! 🏠

Submission Guidelines:

Mail: Waypoints Editor, P.O. Box 2163, Mount Vernon, WA 98273

Email: mmn@fidalgo.net

Requirements: Text should be sent in body of email or submitted as a Word document and photos should be 300 DPI JPEG or TIFF.

Nordic Tugs Rendezvous



"Parade of Tugs" Anacortes WA 2003 NW Rendezvous.

Practical pilothouse cruisers.

RENDEZVOUS AT ESSEX ISLAND

July 23-25, 2003 featured the 3rd Annual Northeast Nordic Tugs Rendezvous at Essex Island Marina in Essex Harbor, Connecticut.

What a grand sight! Nordic Tugs everywhere! Red, blue, green and ivory – tugs of every color and size! By Wednesday afternoon, the official start of the rendezvous, Essex harbor was crawling with Nordic Tugs and their crews. They came from Florida, Maryland, Massachusetts, Rhode Island, New York and Connecticut. There were 13 tugs at Essex Island Marina and eight more a short distance away at local docks and moorings. Four crews came sans tugs, and six couples who will someday be tuggers also came to join our wildly successful rendezvous.

All enjoyed many meals together, including cocktail parties, buffet breakfasts, a picnic-style lunch, a potluck supper and a lobster bake. Nordic Tugs and Cummins were there to answer questions, and there were cruising presentations by owners, several roundtable discussions, navigation software demonstrations, a tug parade, a raft-up, and many more informative and fun events.

Jerry Husted, founder of Nordic Tugs, welcomed the tuggers with his warmth and wit. Executive Producer Jose Moniz and Cameraman Tom of Boating Today TV became a part of our lives, chronicling the entire rendezvous. With an interest in showcasing the boating lifestyle for their programming, they attended all of our events, interviewed tuggers, sponsored and taped an onboard cooking contest, and captured the parade of tugs and the raft-up. The rendezvous was aired in August in the northeast on New England Sports Network and on Direct TV's channel 623.

With the formal rendezvous over, 11 boats continued to the Three Mile Harbor anchorage

on Long Island 26 miles away for the 2nd Annual Les Petites Bateaux Raft-Up with dinghies of every description, two kayaks, 28 people and one dog, Doc. After a gorgeous sunset, the raft gradually drifted apart and owners and crew promised to see everyone next year at the 4th Annual Northeast Nordic Tugs Rendezvous in Essex to be held on July 21-24, 2004.

Sunday, four tugs continued cruising from 3-Mile Harbor, through Little Peconic Bay to



Nordic Tugs at Hamburg Cove Connecticut.

Riverhead, New York, where they enjoyed exploring the town, parks and restaurants, as well as their "own" concert on the docks for another three days. The Wilde Nordic 42 was on display for prospective customers for the second leg of the 2003 Traveling Boat Show, stopping in Greenport, New York, for a couple of days before returning to the home port of Essex. 

UPCOMING BOAT SHOWS

Trawler Fest San Francisco
Oct 22nd through Oct 25th
Alameda, CA • Ballena Bay Yacht Brokers

Fort Lauderdale Boat Show
Oct 30th through Nov 3rd
Fort Lauderdale, FL • SkipperCress FL

San Diego International Boat show
Jan 8th through 11th 2004
San Diego, Ballena Bay Yacht Brokers

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