



# Waypoints



## Welcome to Waypoints!

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

At Nordic Tugs, we've taken every opportunity to make our customers feel like part of a family. Just attending your rendezvous and reading the wonderful letters we receive – it truly feels like we have become a large, extended family.

But something was missing – the communication between *all* family members that ties us together; communication is especially important with a family whose members are scattered throughout the country. From this desire to increase communications 'Waypoints' was born.

In each issue, we'll tell you about the latest changes and innovations in the tugs themselves, offer some tips on care and maintenance, let you know about upcoming boat shows and gatherings and give you a chance to air your opinions. We've also offered *limited* advertising space for suppliers who offer products that may interest you.



*Jim Cress*  
Jim Cress  
President

Best of all, though, will be the opportunity for you to share stories about your passages – special harbors you've visited, restaurants you'd recommend, tips about cruising with pets and kids or cool stuff you've found in some little out-of-the-way marina store. So sort out your photos and send us stories of your favorite (or memorable) boating waypoints.

Remember, an afternoon in a cozy harbor can be just as interesting and rewarding as that thousand nautical mile odyssey! They're all worth hearing about!

I sincerely hope you enjoy 'Waypoints' and look forward to getting to know you all a little better through the experiences you share within its pages. 🌐

## In this Issue...

The all new 32'+	Page 2
The Convertible 37'	Page 3
A Trip to Paradise	Page 4
Lessons from the Sea	Page 5
Tech Tips	Page 6
Shop Talk	Page 7
Nordic Tugs Rendezvous	Page 8
Calendar of Events	Page 8

## The all new 32+ *You spoke - we listened!*

The result... the new 32+ Nordic Tug. From its redesigned state room to the new pilot house layout, there's only one word to describe her – **WOW!**

Your tour starts in the new stateroom ① featuring a magnificent island berth. Elegantly crafted, yet with functionality in mind, the stateroom includes ample shelving ② and a convenient hanging locker ③ in the aft port corner for more storage capacity than ever before. The cabinetry is crafted from the finest teak available and brought to a beautiful, hand-rubbed patina. You'll love the privacy provided by this lower level berth.

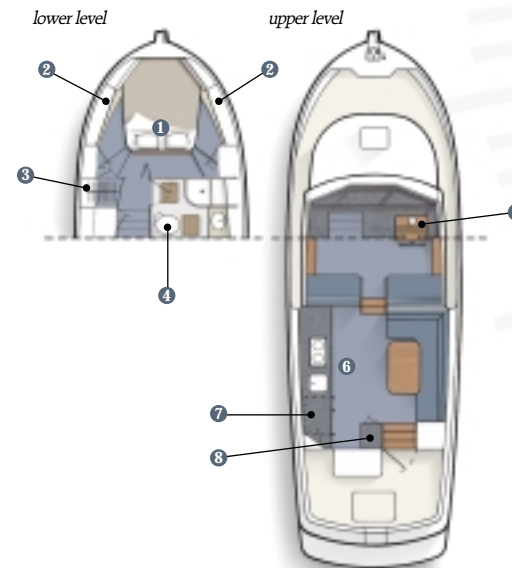
As we move aft, you'll discover the reconfigured head ④ with a Vac-U-Flush system as standard equipment. The molded shower base and seat were relocated providing additional space and comfort, with the wash basin placed to the aft.

Moving up to the pilot house ⑤ you will notice a new helm dash layout resembling her big sister, the 37 Nordic Tug. Quality our top priority, the shift and throttle control have been upgraded to the single handle electronic Morse model KE4.

You'll love the new galley ⑥ with the stove and under-counter refrigerator/freezer ⑦ along the port side of the salon and the extra storage provided by a small storage cabinet against the aft bulkhead ⑧.

All cabin soles and forward modules are now molded composite structures that are bonded to the hull and house sides for increased overall strength of the boat.

The new 32+ ...quality engineering and craftsmanship you expect from Nordic Tug.



## New Convertible 37!

So you ask, how do you make one of the best selling trawlers in America even better? By listening to what your customers have to say and what the market is asking for. Then go back to the drawing board and BAM. Presenting the new Convertible 37 Nordic Tug – and no, you do not get a soft top with this Nordic Tug.

The Convertible 37 offers its owner a larger master stateroom, a tremendous redesigned head and a convertible space that can be used for any number of uses. An office/navigation station, utility room for a combo washer/dryer and freezer, a walk-in hanging locker or a day head for visitors – *it's your choice.*

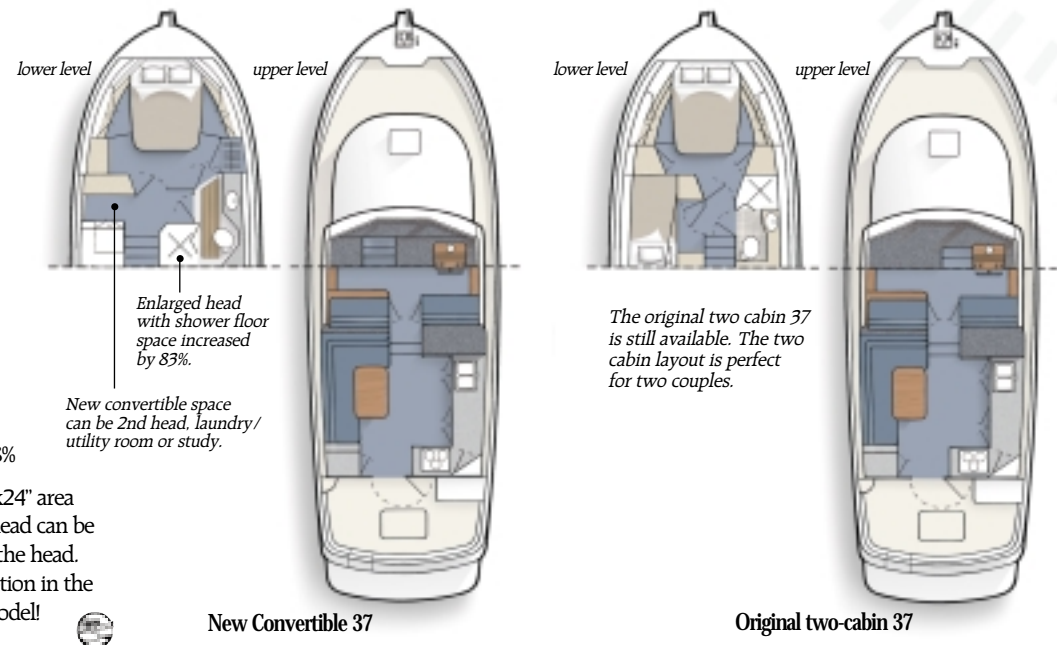
She also offers more floor space in the head and stateroom – something we know you'll appreciate.

The new Nordic Tug 37's convertible space can be customized to suit her owner's preference.

Just check out these numbers:

- Head floor space increased by 58%
- Shower floor space increased by 83%
- Stateroom floor space increased by 58%

But that's not all she has to offer. A 24"x24" area that is used for the passageway to the head can be converted to a locker and made part of the head. This is just another great convertible option in the new Convertible 37 single stateroom model!



New Convertible 37

Original two-cabin 37



NORDIC TUGS 37

# A Trip to Paradise

*Aboard "Island Tug"*

My extended family had taken a couple of annual vacations in the Virgin Islands. My wife Stephanie's father, Tom Burke, found a place that chartered Grand Banks trawlers, called Trawlers in Paradise in St. Thomas. The trips were sun-drenched, tropical, beautiful and very few phone calls. Wouldn't that qualify for "paradise"? – read on.

As president of Nordic Tugs, I talked to the owner of "Trawlers in Paradise", Tommy McCoy, about diversifying his charter fleet of Grand Banks to include a new 42' Nordic Tug. We agreed on price, terms, and delivery, and I ended up becoming Tommy's partner with this charter boat-to-be. The new 42' Nordic Tug was delivered by truck to Ft. Lauderdale, and after a few days of preparation, Tommy

McCoy, Bill Pike  
(a delivery  
captain  
and

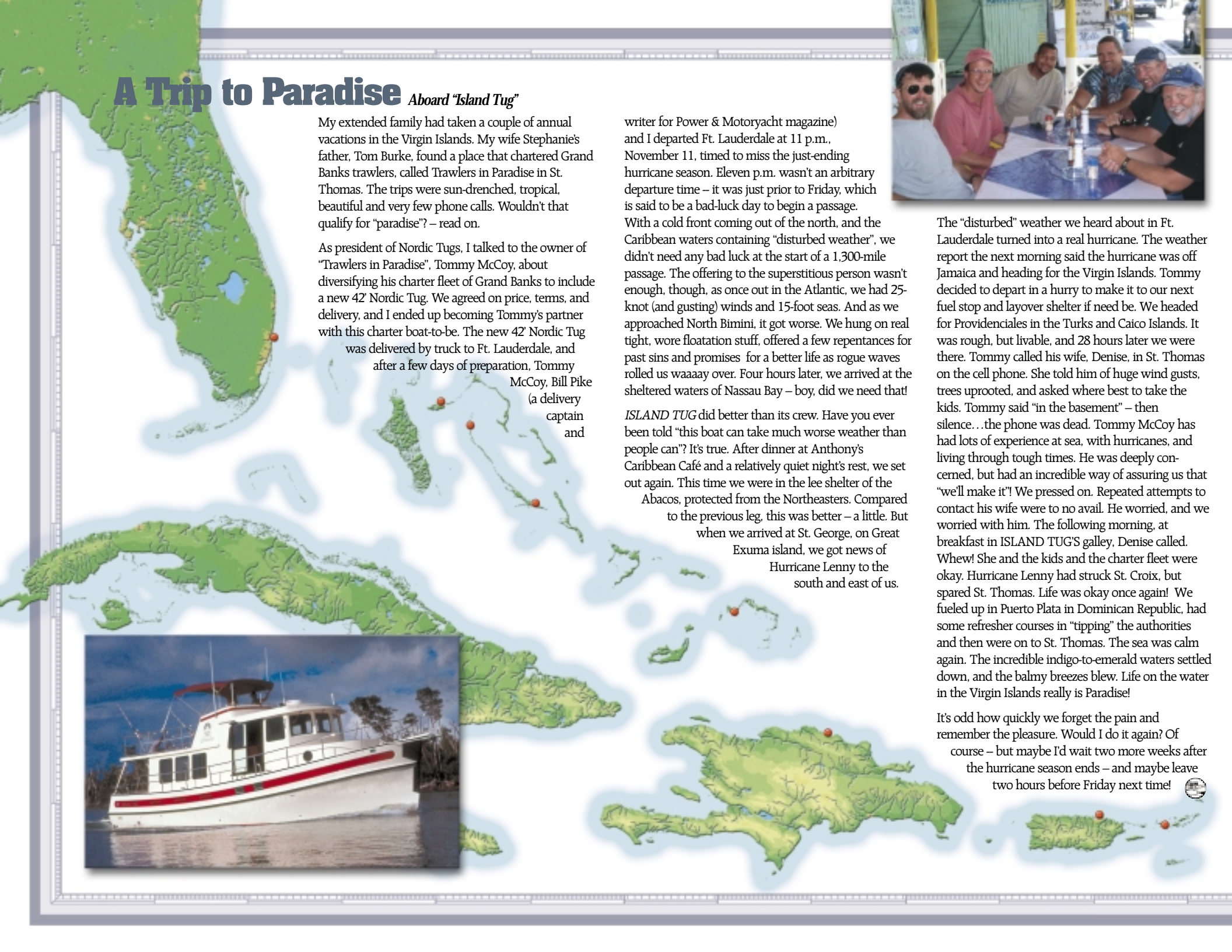
writer for Power & Motoryacht magazine) and I departed Ft. Lauderdale at 11 p.m., November 11, timed to miss the just-ending hurricane season. Eleven p.m. wasn't an arbitrary departure time – it was just prior to Friday, which is said to be a bad-luck day to begin a passage. With a cold front coming out of the north, and the Caribbean waters containing "disturbed weather", we didn't need any bad luck at the start of a 1,300-mile passage. The offering to the superstitious person wasn't enough, though, as once out in the Atlantic, we had 25-knot (and gusting) winds and 15-foot seas. And as we approached North Bimini, it got worse. We hung on real tight, wore floatation stuff, offered a few repentances for past sins and promises for a better life as rogue waves rolled us waaaay over. Four hours later, we arrived at the sheltered waters of Nassau Bay – boy, did we need that!

*ISLAND TUG* did better than its crew. Have you ever been told "this boat can take much worse weather than people can"? It's true. After dinner at Anthony's Caribbean Café and a relatively quiet night's rest, we set out again. This time we were in the lee shelter of the Abacos, protected from the Northeasters. Compared to the previous leg, this was better – a little. But when we arrived at St. George, on Great Exuma island, we got news of Hurricane Lenny to the south and east of us.



The "disturbed" weather we heard about in Ft. Lauderdale turned into a real hurricane. The weather report the next morning said the hurricane was off Jamaica and heading for the Virgin Islands. Tommy decided to depart in a hurry to make it to our next fuel stop and layover shelter if need be. We headed for Providenciales in the Turks and Caico Islands. It was rough, but livable, and 28 hours later we were there. Tommy called his wife, Denise, in St. Thomas on the cell phone. She told him of huge wind gusts, trees uprooted, and asked where best to take the kids. Tommy said "in the basement" – then silence... the phone was dead. Tommy McCoy has had lots of experience at sea, with hurricanes, and living through tough times. He was deeply concerned, but had an incredible way of assuring us that "we'll make it"! We pressed on. Repeated attempts to contact his wife were to no avail. He worried, and we worried with him. The following morning, at breakfast in *ISLAND TUG'S* galley, Denise called. Whew! She and the kids and the charter fleet were okay. Hurricane Lenny had struck St. Croix, but spared St. Thomas. Life was okay once again! We fueled up in Puerto Plata in Dominican Republic, had some refresher courses in "tipping" the authorities and then were on to St. Thomas. The sea was calm again. The incredible indigo-to-emerald waters settled down, and the balmy breezes blew. Life on the water in the Virgin Islands really is Paradise!

It's odd how quickly we forget the pain and remember the pleasure. Would I do it again? Of course – but maybe I'd wait two more weeks after the hurricane season ends – and maybe leave two hours before Friday next time!



# Lessons from the Sea

It's said that life is the best teacher, but some "lessons" we'd rather learn from reading a book than from first-hand experience. Just ask Dennis Ingersoll, whose seamanship and strength of his tug were tested by the temperamental and unpredictable seas on his recent journey from southern California to the northern waters of Alaska.

On May 1, 2001, Dennis Ingersoll and his 'co-captain', an adorable Carin Terrier mix named Boris, started their 5-month voyage to Glacier Bay, Alaska in their 32-foot Nordic Tug, aptly named Mama Toot.

"It was an experience of a lifetime," exclaimed Ingersoll. "It was a magnificent journey with breathtaking scenery, and I met great people and made many new friends along the way. It was the first time Boris and I had cruised farther than 60 statute miles. I'd heard the waters up north

could be a bit rough, but I still wasn't sure what to expect. All in all, it was a fantastic journey. The seas were friendly throughout the majority of the trip, though there were two nerve-racking experiences I'd prefer not to repeat."

Indeed, Ingersoll learned the importance of tides and suggests using more than one tidal table for reference.

"The table I used turned out to be inaccurate, and I hit the tides near the Seymour Narrows. I had never seen whirlpools that large in my life! Fortunately, Mama Toot is a sturdy, powerful vessel and I managed to power out of the whirlpools, though I had a heck of a time mooring!"

**"If I had been in a lesser boat, I may not have made it home."**

Some advice from the experienced – make sure everything is battened down. "Once you get loose of the whirlpool's grip, it acts like a slingshot. You'll soon learn what you thought was battened down but wasn't," laughed Ingersoll.

The whirlpools were not the worst obstacle to present itself to the two travelers. On the return voyage, Dennis and Boris hit 28-foot seas and 35-knot winds off the Washington-Oregon coastline. "The seas were wicked, and I kept the cockpit door open so the water would empty out as

fast as it entered. I altered my cruise speed from 8 to 11 knots, and the boat handled the seas like a champ. Mama Toot suffered no damage whatsoever – not even so much as a broken window. If I had been in a 'lesser' boat, I may not have made it home."

Ingersoll intended to cruise from Glacier Bay to the eastern Siberian coastline but had to cancel this leg of his trip in order to get through the weather window off the coast of Washington and Oregon. In late September, the crew of two completed their 4,500 nautical mile journey, docking in Long Beach, California.

Not the least deterred by what he refers to as his 'exhilarating experiences', Ingersoll plans to continue his journeys after a respite at home to recuperate from a recent surgery. Soon he and Boris will set out to cruise from California, through Mexico, to Central American and Panama, up the east coast and through the St. Lawrence Seaway to the Great Lakes. Ingersoll says his wife, who is not as avid a boater as he, may join him on the last

leg of his journey for the cruise down the mighty Mississippi River to the Gulf of Mexico.

You can be sure that Dennis, his seasoned co-captain, Boris, and Mama Toot are ready for whatever "lessons" life and the sea dish out!



# Tech Tips...

## Have numbers available for faster assistance

The problem: You have a question, complaint or comment and want to call someone:

- Nordic Tugs factory
- Engine, generator, gear supplier
- Dealer
- Your local boat yard or repair facility
- An equipment supplier (or anyone else connected with your boat)

The first thing any one of the above parties will need to know in order to assist you is identifying information, such as:

- Date
- Boat HIN (serial) number
- Equipment manufacturer
- Equipment model number or type
- Equipment serial number

Where will you find them? You could crawl around with a flashlight looking for the



numbers stamped on the part or piece of equipment - but that's the hard way.

The easiest way is to refer to *Chapter 1 in your OWNERS MANUAL* (the big red binder).

This chapter has several important pages that you should review when you take delivery of

your boat. These pages may be in any order, but they all include important information, including (pertinent pages related to this article are capitalized and bolded):

- Warranty Registration
- Vessel Assist info
- Sea Trial Report
- **EQUIPMENT MODEL & SERIAL NUMBERS**
- **VESSEL DATA**
- Winterizing procedure
- Warranty explanation
- De-winterizing procedure
- USCG Documentation info
- Protect your boat's finish

The VESSEL DATA page has *phone numbers* for Nordic Tugs, Cummins Engine Co., and your dealer. It also has the model and serial numbers for your boat (the HIN number) and the major engine, generator and reduction gear. These are the numbers you will be asked for.

What is missing from these two pages that you will also need to provide is the date you took delivery of the boat.

With this necessary information on hand when you make your call, your customer service representatives will be able to assist you more quickly!



## Tips to keep the teak interior on your Nordic Tug looking like new

We receive many compliments on the fine joinery work and satin smooth finish on the teak interiors of our boats. Exposed and unprotected teak will lighten in color, but the teak oil finish we apply seems to get better with age. However, some areas may still dull or fade due to excessive exposure or use. With the following tips you can maintain a more uniform appearance and protect the teak.

In case of major damage or additions to your interiors, you can follow the process we use to try to match the finish. First, we apply three coats of ©Daly's Sea Fin Teak Oil:

We start by sanding the surfaces, finishing with 220 grit sand paper until there are no sanding marks.

After wiping the surface clean, we apply one heavy coat of teak oil and let it soak in for 15 to 30 minutes.

When the oil begins to get tacky we wipe the surface dry with a cotton rag; repeat this step every hour or so for several hours to give the surface an even sheen. Then let it dry over night.

The next day we apply a second coat, this time with 320 grit wet/dry sand paper using a rubber sanding block. While it's still wet, we finish sanding with 600 grit paper and wipe dry every hour or so, as in day one. Let dry over night.

The third and last day we apply one more coat, the same as we did in day one, wiping the surface dry periodically throughout the day. After 24 hours the surface is dry and ready for use.

Finally, just before shipping our boats, we apply and wipe off one or two coats of Formby's® Penetrating Lemon Oil Treatment with a cotton rag to give the surfaces a little extra shine, uniformity and protection. We prefer to use lemon oil because it's compatible with our finish and it doesn't have the ingredients that break down a finished surface that other products may have.

To maintain your boats' teak interior, we recommend semi-annual applications of lemon oil. If an area remains dull or if raised grain appears, you can go back to the original steps of sanding and/or reapplying three coats of teak oil.

The more sunlight you can keep off the teak, the better off you'll be. Many boat owners are installing window screens that keep the UV's from damaging their interiors. While those of us in the Northwest don't have to worry too much about sun damage, every little step you take to preserve your interior helps.

Happy cruising!



# Shop Talk

For our first article, we would like to highlight our lamination and tooling shops. Both of these shops played a major role in the development and refinement of the new look for 2003 models and the new 52-foot tug. Our hats are off to what we feel are the best Fiberglass Reinforced Plastics (FRP) specialists in the industry.

Leading the **lamination** shop is Brian Fleming, who has over 23 years FRP experience, most recently with Northern Marine. Brian made an immediate impact by luring some of the best laminators in the industry to Nordic Tugs. One of these was 25-year veteran Ric Shaffer, most recently with Pacific Mariner. Ric took us to new levels in technology with the introduction of vacuum bagging. All tops are now being laminated with this technology. He has also designed an inner lining for the 32 and 37 tops.

There are currently 26 employees in the lamination shop who have played a major role in the development of the new 32 forward module; fiberglass soles for the 32, 37 and

soon for the 42; single stateroom 37 soles and new shower and the highly anticipated start of the 52-foot tug.

Before the lamination process can ever begin, the talented five individuals in the **tooling** shop are busy taking ideas off paper and making them magically appear in the real life form of plugs and molds. Leading this group is Marty Bridenstine, who has over 20 years experience in boat building, most recently with Northern Marine. The tooling shop also has the distinction of having the longest tenure employee at Nordic Tugs, 10-year veteran Marty Bennett. I bet Marty has some stories he could share on the evolution of the Tugs in the last 10 years.

Tooling projects for 2002 include modifying the 32 deck mold to enlarge the pilot house; build molds to create the top liners for 32 & 37 pilothouse and salon tops; redesign bulkheads and stringers to move the engine aft to be compatible with fiberglass soles and forward module for the 32; move the salon door and aft salon windows in mold to

accommodate a new ladder to the sundeck for the 37; new shower mold for the convertible 37; build plugs for the new 32 forward module mold; and 52 deck mold and fly bridge mold.

You can see from the above that both of these shops have been very busy keeping up with the Engineering Department and model year changes. We at Nordic Tugs appreciate all the hard work and dedication they've shown throughout the painstaking process. I think everyone will agree that it has been well worth it!



## MARINE - CARE

### A Planned Maintenance Program

- Annual Service Agreements
- Spare Parts Kits for 32', 37', and 42'
- Change oil every 12 months or 300 hours
- Checked your zincs?
- "Captains Briefings" for new Nordic Tugs
- Onan Marine, Single Power Source



**Cummins Northwest, Inc.**

800-274-0336



## 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.

## 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 resolu-

tion, 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!



# Nordic Tugs Rendezvous



Over the last twelve months, we had the opportunity visit with many owners at Rendezvous in California, Washington, Connecticut and Kentucky and wanted to share some memories with all of you. Many of them were first or second time events for their regions, put on by the local dealer and owners working together.

First time regional Rendezvous in 2001 included the Noreast Owners and Wilde Yacht Sales in Essex, Conn. They held a second event on July 26, 2002. What a neat place and what a great bunch of tug owners you all are.

Ballena Bay Yacht Brokers and San Francisco Bay area owners have had two gatherings now. The first one was held at Ballena Bay


Yacht Club, and this year's event was held on April 6 at the Berkley Yacht Club. If any of you tug owners are planning a trip to the Bay area in spring, 2003, plan on attending – you're sure to meet some new friends and fellow Nordic Tug enthusiasts.

The Northwest owners held their 2002 Rendezvous on June 13-16 in Port Orchard, Wash. The gathering hosted over 50 Nordic Tugs and owners from around the country. Chuck Billing was chairman and organizer for this event and owner of NT26-001 M/Y Be-Be - home port Port Orchard, Wash.

Guest speakers that included Mike Jorgeson with Cummins NW, Joe Franett and Jim Knutson with Nordic Tugs, Inc.,

and Bruce McDugle with Cap Sante Marine.

The Midsouth owners had a great little get together last fall at Green Turtle Bay Resort and Marina in Grand Rivers, Ky. Nordic Tugs' president, Jim Cress, stopped in on his way home after the Annapolis fall boat show. The Rendezvous won't be held this fall, but if you are doing the great circle or just heading south from the Great Lakes to warmer cruising weather in October, 2003, plan to attend.

Keep an eye on the [www.nordictug.com](http://www.nordictug.com) web page for updates and reports on Nordic Tug events around the country. 

## Upcoming Boat Shows...

**Seattle Shilshoe Bay** (Seattle, WA)  
August 14th thru 18th  
32-226 First 2003 new 32+ model  
Shown by Skippercross Yacht Sales.

**NCMA Jack London Square** (Oakland, CA)  
September 7th thru 15th  
32-227 2003 new 32+ model  
Shown by Ballena Bay Yacht Brokers

**Newport International Boat Show** (Newport, RI)  
September 12th thru 15th  
32-228 2003 new 32+ model  
37-78 2003 new 37 Convertible model  
Shown by Wilde Yacht Sales

**Lake Union Boats Afloat Show**  
September 11th thru 15th  
32-226 First 2003 new 32+ model  
37-75 First convertible single stateroom 37 model  
Shown by Skippercross Yacht Sales

**Norwalk International In-water boat show** (Norwalk, CT)  
September 19th thru 22nd  
32-228 2003 new 32+ model  
37-38 2003 new 37 convertible model  
Shown by Wilde yacht Sales

**Trawler Fest Northeast** (Solomons, MD)  
September 25th thru 28th  
32-222 This is a 2002 model but what a sweet red boat!  
Shown by Annapolis Sailyard

**Houston International In Water Boat Show** (Kehma, TX)  
September 26 thru 29th  
37-76 2003 model Twin Cabin  
Shown by Higgins and Smythe Yachts



Hand built in USA.



Practical pilothouse cruisers.

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