

Waypoints



Revisited Issue 1 Winter 2021



Welcome To Waypoints Revisited!

Between 2001 through 2008, Nordic Tugs published a magazine for their customers entitled "Waypoints". It was intended as a venue in which to share stories, photos, travels, recipes, helpful tips and information amongst the Nordic Tug family of owners and prospective buyers. Wilde Yacht Sales has taken on the challenge to resurrect 'Waypoints' and we're looking to you to help provide content for the new "Waypoints Revisited". If you have a story about your boat or travels, please send an email to info@wildeyachts.com for possible inclusion. The Wilde Yacht Sales team hopes you enjoy our first edition!

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 Caicos 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!



For our featured 'adventure' article in this first issue of Waypoints Revisited, we thought it would be befitting to reprint the first trip article Nordic published in their first edition of the original Waypoints. Thanks to all who made this 2001 article timeless!

If you would like to share your Nordic Tug adventures, we invite you to submit your text and photos for potential inclusion in a future issue. Send to info@wildeyachts.com

Tech Tips... *Getting Ready for Cruising Season*

Spring Maintenance for Your Nordic Tug

To get the most enjoyment out of your boating experience this spring and summer, you need to minimize the potential problems that could ruin your trip. Most of these can be caught in time with regular maintenance and inspections. It's that time of year again to take



a day or two and examine all the systems below deck, make necessary repairs and stock the parts drawer to be prepared for problems that may arise when you're on the water.

Without proper maintenance and regular inspections, things that can go wrong will go wrong, and most likely on your first outing of the year or when you're miles from civilization or in

otherwise challenging situations. Let's take a look at all the items that need attention before you leave the dock.

Charging Circuit - Check for proper voltage and solid connections. Keep the voltage up. The longer you leave a battery in a semi-discharged state, the shorter its life will be. Multi-stage chargers should be factory set to properly charge a discharged lead acid battery to 14.2-14.4 volts and reduce the charge to maintain 13.4-13.7 volts. A 12-volt battery at rest should read 12.6 volts. Check all the connections between the alternator, isolator, inverter, switches and batteries to be sure they're tight and free from corrosion. Corrosion can be cleaned off with baking soda and water.

Batteries - Check each cell for electrolyte level and specific gravity. Check each cell with a hydrometer a few hours after turning off the charging circuit. The specific gravity level should read between 1.260 and 1.280. Fill each cell with distilled water to the manufacturer's recommended height.

Hoses - Check all hoses for wear and tear. Take a close look at all the hoses on your engine and on other systems, especially the ones below the waterline. Check for cracking, chafing, kinking or other signs to indicate that it's time for changing or protecting.

Belts - Check for slippage and cracking. Be sure the battery switch is off and remove the pulley cover on the front of the engine. Check for proper deflection in the belts and for cracking or signs of slipping. Tighten or replace as necessary.

Bilge Pumps - Test each pump. Turn the bilge pump switches to auto and activate the float switch next to each pump to be sure they're working. Check the wire terminal connections while you're in each compartment for corrosion or loose screws. At the helm, turn each pump on manually and check that the pump and the indicator light are working properly.



Shut the ball valve off, remove



Water Pumps, Strainers, Pressure Tanks, Water Tanks and Filters - System Check. Fresh water systems may not be a matter of life or death, but it's probably the most common source of irritation on board. To get rid of poor tasting water, some people flush their tanks with a little bleach and fresh water. There are also additives such as Sweet Water® Aqua Fresh® that condition the water. The in-line strainer, before the pump, should have the screen removed and rinsed out. If you have a filter in your system, change the element. If you don't have one, they are easy to add and highly recommended.

Seawater Pumps and Strainers - Check strainer basket, valve, hose and impeller.

Note: This story was originally published by Nordic Tugs in their Waypoints Issue 3, Spring 2003

Meet The Staff...



From the factory (L to R): Buddy Brown • Brian Flemming • Paul Johnson • Peter Basler • Dave Allen • Cecillia Nalley

At Nordic Tugs, the emphasis is always on quality over quantity. Each vessel is inspected at every stage to ensure it meets our stringent requirements for performance, durability, comfort, quiet operation and fuel efficiency. Over 120 components and processes are monitored on the hull and deck before the two parts are ever bonded together, and this is only the beginning of Nordic Tugs' quality assurance. The Nordic Tug community thanks the entire Nordic management team along with the workforce for their dedication and loyalty to maintain the highest standards of build quality for the Nordic line of trawlers.

From Wilde Yacht Sales LLC...



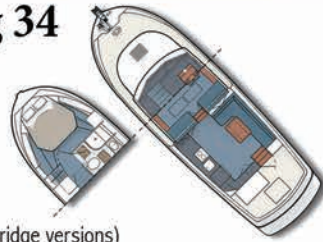
Wilde Yacht Sales LLC has sold over 685 Nordic Tugs to date and has consistently been the largest Nordic Tug dealer in the US for the past 14+ years. We are trawler specialists and always welcome the opportunity to share our enthusiasm about Nordic Tugs and the trawler lifestyle in general. Ask us about our 'Platinum Training', Technical Support, Mini Cruises and Annual Rendezvous w/ an Extended Cruise.

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For
Additional
Product
Information,
Contact
wildeyachts.com
860-767-2540
info@wildeyachts.com

Nordic Tug 34



The Nordic Tug 34 With Optional Flybridge
(All sizes shown come in pilothouse and pilothouse plus flybridge versions)



Nimble handling with the perceived ride and comfort of a much bigger boat. A perfect choice for the boater that wants as small of a boat as possible while still maintaining safety, comfort and economy when cruising.

Cruise With Confidence

The smallest member of the Nordic Tug family is every bit a Nordic Tug from stem-to-stern. The superior craftsmanship and rugged construction standards that all Nordic Tugs share is apparent from the moment you step on board. Powered by a single 280hp Volvo diesel engine, the Nordic Tug 34 can reach speeds up to 18 knots or take a leisurely cruise at 8 knots and burn a meager 2.3 gal/hr. With a 205 gallon fuel capacity, there will be few stops along the path to your latest destination. And like her larger siblings, the Nordic Tug 34 features a smooth, stable semi-displacement hull that will inspire many years of comfortable cruising.

The Nordic Tug 34 features a spacious salon with an L-shaped convertible settee that converts to a double berth, a well-equipped galley, a ship-style pilothouse with 360 degree views, twin pilothouse seats, direct access to the decks from walk-out doors on both sides, a standard bow thruster and much more. Please call an authorized dealer for full specifications & further information.

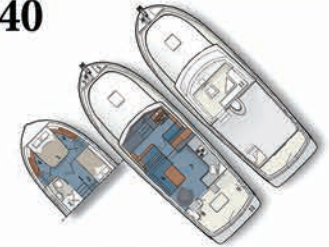


All Nordic Tug models come standard with a powerful 5 blade bow thruster. A keel mounted stern thruster is available as an option as is variable speed thrusters, all making docking relatively easy and stress free.



All Models Proudly Made In The USA

Nordic Tug 40



The Nordic Tug 40 With Optional Flybridge
(All Nordic Tugs are proudly made in the USA)



The Nordic Tug 40 is the proud recipient of the Newport 'People's Choice Award'

Built For Cruising

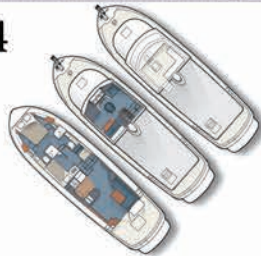
With its fresh new styling and features, the Nordic Tug 40 offers advanced design, leading-edge technology and legendary performance in a masterfully built vessel. Yet for all of its innovation, it boasts a pedigree that has brought the Nordic Tugs brand to the forefront of the semi-displacement cruiser category. The new 40 has the structure, ride and range to bring distant ports within easy reach... and an inviting, comfortable seagoing environment to make every voyage worthwhile. While an evolution of the iconic NT39, the NT40 is distinguished by a number of innovations and improvements that are sure to set a new standard. Among these are an enlarged cockpit with transom and starboard boarding doors, a molded staircase to the upper deck, a larger swim platform, 2-panel sliding glass door to the salon/gallery to integrate the salon with the cockpit and includes a fold up cockpit counter, increased storage including a larger cockpit hatch for easier lazette access, a new salon and gallery layout to accommodate a barrel chair with ottoman (in addition to the settee), widened side trails with drains and curbs for better drainage and access, raised fills, an extended foredeck for greater master cabin headroom and enlarged sundeck, a re-designed anchor management deck with split anchor locker/storage (includes drain hoses to direct mud/water overboard), and softened chines to reduce wave slap while anchored or moved. To experience this impressive list of enhancements, please contact your local authorized Nordic Tug dealer, they welcome the opportunity to share their enthusiasm for the Nordic Tug line of travelers.



A Seakeeper Gyro Stabilizer option is now available on all models 40' and larger



Nordic Tug 44



The Nordic Tug 44 With Optional Flybridge
(All Nordic Tugs are built to NMMA & ABYC standards)



All new walk out to the upper deck from the pilothouse



The NT44 has become Nordic's most popular model due to its livability in a yacht that is easily handled by a cruising couple. No wonder she's a popular choice amongst 'loopers'!

Freedom, Security & Comfort

Few trawler-style yachts available today can match up to the Nordic Tug 44, with its remarkable seaworthiness, rugged construction and long list of thoughtful interior and exterior features developed with the cruising boater in mind. Powered by a single Volvo diesel electronic-controlled engine, the 44 offers top speeds of 16 knots, with an economical cruising range of 1,700 nm at 8 knots, making her the ideal boat for cruising both inland and coastal waters. Inside and out, the Nordic Tug 44 offers the freedom, security and comfort to take you just about anywhere you want to go.

New for this model is the walk-out to the upper bridge from the pilothouse, a side entry walk-through (in addition to the transom walk-through), a redesigned helm and pilothouse to accommodate the captain and passengers comfortably and spaciouly, a redesigned helm to accommodate the latest trends in state-of-the-art electronics, a galley overhang to accommodate optional bar stools, increased salon space for 2 barrel chairs opposite the settee, and much more...

To see all of this model's enhancements, please contact Wilde Yacht Sales for a personalized walk-through.



Model Specifications

10 Year
Full Warranty



	34	40	44
LOA	34'11"	43'	45' 6"
LWL	32' 11"	38' 2"	40' 2"
Beam	11' 4"	13' 0"	14' 0"
Draft	3' 8"	4' 2"	4' 7"
Bridge Clearance*	10'	11'	12' 4"
WL to top of Flybridge	10'	14'	16' 5"
WL to top of Mast	13' 2"	19' 8"	21' 6"
Freeboard	3' 9"	4'	4' 11"
Weight (dry)	15,700 lbs	22,600 lbs	31,400 lbs
Standard Power (Volvo)	D4-260hp	D6-370hp	D11-510hp
Head Room (Pilot House)	6' 7"	6' 6"	6' 4"
Fuel	205 USG	320 USG	640 USG
Fresh Water	100 USG	144 USG	200 USG
Black Water	30 USG	32 USG	45 USG
Grey Water	26 USG	9 USG	20 USG
Sleep Number	4	6	7
Head Number	1	1	2
Range @ 8 knots**	600 NM	1,000 NM	1,900 NM

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Other models
not shown:
NT26
NT49
NT54

Recipes and so much more...

CREAM CHEESE AND FRUIT LOG

1 package of cream cheese at room temp • ¼ cup brown sugar • 2 tsp cinnamon • ½ tsp allspice • ¼ ground cloves (can omit) • Dash of salt • Fresh Strawberries sliced • Blueberries • Sliced peaches • Any other fruit you might like

Form cream cheese into a log, using the wrapper to form the log. In a baggy, mix sugar and spices. Roll log in the mixture and place on plate with sliced fruit. Serve with Triskets or other crackers. The sugar melts if you roll it to early. It's still good, but not as pretty! It's also necessary to make a few crackers with the cream cheese and fruit to get folks to try it. Once they do, it will disappear rapidly!

BAKED CHEESE BISCUITS

1 can Hungry Jack Biscuits • 6 oz crumbled blue or gorgonzola cheese • 1 stick butter

Preheat oven to 350 degrees. Cut each biscuit into ¼'s and place in shallow baking dish. Melt butter and add crumbled cheese. Pour over biscuits. Bake for about 20 minutes or until golden brown. A real crowd pleaser.

Submit your recipes to info@wildeyachts.com for possible inclusion.

*This Issue's Recipes
Were Submitted By
Kem Vassello
Legend - Nordic Tug 37-142*



PEAR AND GORGONZOLA CHEESE PIZZA (OR PEARCHEEZIES)

"Here's an appetizer that's exciting and unique! Fresh pears and Gorgonzola cheese star as unlikely cohorts in this wildly delicious flavor extravaganza!"

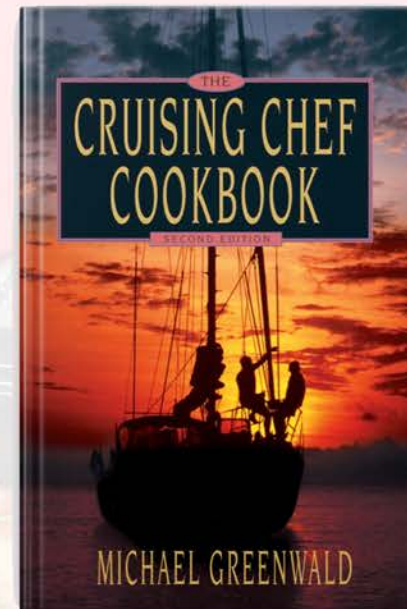
1 Boboli Thin Crust Pizza • 4 ounces sliced provolone cheese • 1 or 2 Bosc pear, thinly sliced • 2 ounces chopped walnuts (can omit) • 2 1/2 ounces Gorgonzola cheese or Bleu Cheese, crumbled • 2 tablespoons chopped fresh chives (can omit)

Preheat oven to 450 degrees F (230 degrees C). Place pizza crust dough on a medium baking sheet. Layer with Provolone cheese. Top cheese with Bosc pear slices. Sprinkle with walnuts and Gorgonzola cheese. Bake in the preheated oven 8 to 10 minutes, or until cheese is melted and crust is lightly browned. Remove from heat. Top with chives and slice to serve.



Community Board...

Wilde Yacht Sales has an owner who would like to know if any boats plan to head to Florida next fall. He's thinking of taking the trip, leaving from CT in October 2021, and thinks it may enhance the trip to have a few boats heading in the same direction at the same time. Thus, he's asked us to let him know if we hear of any other Nordics making the trip. Therefore, if you are heading south this fall and want to travel as a flotilla, please let us know at 860-767-2540 or email info@wildeyachts.com and we'll provide you with his contact information. It would be nice to see a flotilla of Nordics heading south this fall!



Looking For A Cookbook To Start With? We Recommend The Cruising Chef Cookbook...

As described by Amazon, "the Cruising Chef Cookbook is the bestselling, most extensive sailors' cookbook ever written. Twenty-two years in print and ten reprints make it clear that sailors consider it essential equipment. The new Cruising Chef is actually a book of nautical wisdom in the guise of a cookbook. It contains hundreds of tips plus more than 300 delicious recipes. Includes an extensive discussion of preparing for a voyage and resupplying in native markets." "Special Cooking Techniques" describes pressure cooking, stir frying and grilling, particularly useful techniques for the galley chef. Greenwald's salty humor is found throughout the book. His vignette, "Planning for the Big Eater" is a delight. "Fishing" is a sidesplitting description of his idea of sport fishing."

Owner Associations and Special Events ...

Nordic Tugs has one of the strongest resale values in the industry. This is predicated upon their 40+ year commitment to building boats that are based on being responsive to user feedback, using the highest industry standards, coupled with dealer and owner loyalty from coast to coast.

In addition to a strong commitment from the factory authorized dealer network, there are numerous active owner organizations that facilitate and promote the joys and advantages of owning a Nordic Tug and the trawler lifestyle in general. The following are some of those key organizations...

- NENTOA (North East Nordic Tug Owners Association)
www.nentoa.com
- MANTOA (Mid Atlantic Nordic Tugs Owners Association) Man-
toa@yahoo.com
- SFBNTA (San Francisco Bay Nordic Tug Association)
www.sfbnta.org
- SENTOA (Southeast Nordic Tug Owner's Association)
www.sentoa.org
- PaNNTOA (Pacific Northwest Nordic Tug Owners Association)
www.panntoa.org



West Coast Rendezvous/Flotilla



CT Workshops & Presentations



Annual SFBANTA Rendezvous



Annual MANTOA Rendezvous



Annual SENTOA Rendezvous



Rendezvous Break Out Session



Above: Warwick Trawlerfest • Below: Image Taken On A NENTOA Rendezvous Cruise



Let's Do It Again!
Interested In
Joining A Trip
To Marathon?
Call
Ben Wilde
860-767-2540



Above: Inter-coastal Waterway Trip Several Years Ago
To Marathon, FL - Organized By Wilde Yacht Sales
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