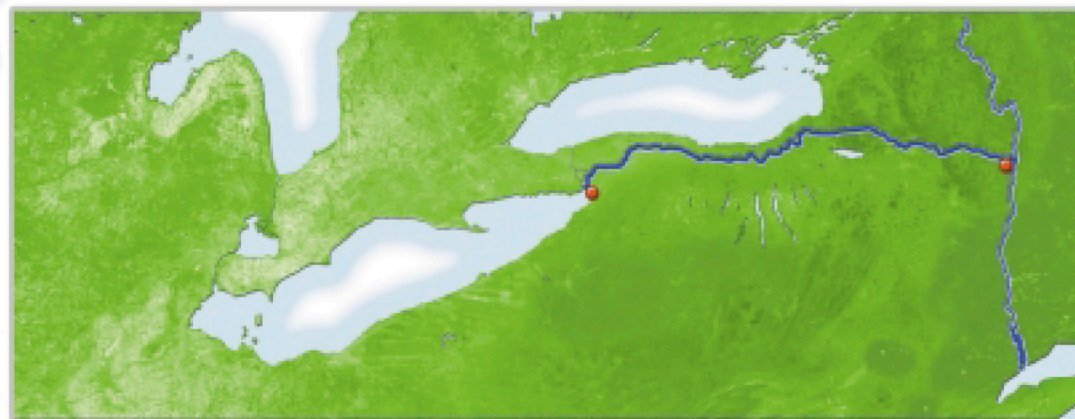
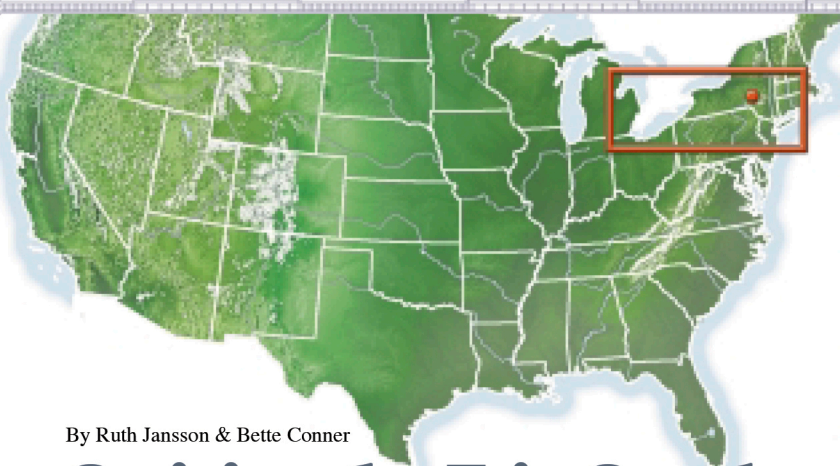


Waypoints

Revisited Issue 2 Spring 2021





By Ruth Jansson & Bette Conner

Cruising the Erie Canal

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

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

Getting There

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

Locking

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

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

The Canal

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

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

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

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

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

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

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



Note: This story was originally published by Nordic Tugs in their Waypoints Issue 2, 2002 • Special thanks to Ruth and Bette for sharing their wonderful adventure.

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

WASTE TANK MAINTENANCE

Jerry Husted Sea Trial Capt
and Founder of Nordic Tugs

HOT Tip
By Tom Callan

The hoses that plumb your sanitation system can get permeated with the smell of waste as they usually only last about 5 years. If you have a smell, see if your source is from the hoses; wet a towel in hot water and wrap the suspect hose with it. Let it sit for 5-10 minutes, take it off and put it in a plastic bag. Get 50' from the boat and take a smell. If the towel smells, that is one of your culprits and it's **time to replace the hoses!**

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

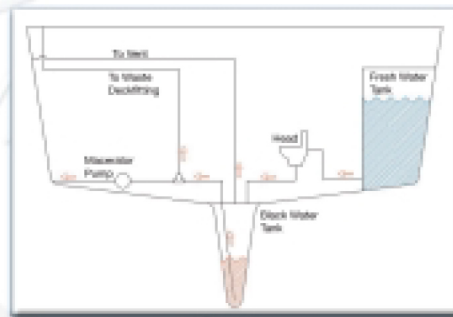
swishing the probes and float switches around in water. Salt water is okay if you are in a remote area. Be careful to keep the electrical components dry. After cleaning, see that the float switches on the bottom of the probes are free to slide up and down.

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!

Note: This story was originally published in Waypoints Issue 5, 2003 - Blue Boxes Added 2021.

HOT TIP
By Tom Callan

Since this original article was written, most of the recent boats produced by Nordic Tugs are equipped with the Thetford Easyfit ECO electric toilets which are easy to use and require far less maintenance than the VacuFlush systems. We find the electric toilets to be very dependable and require little to no ongoing maintenance. The waste tank and waste system described above pretty much remain the same but no chemical is needed when the line is properly vented. In fact, we recommend adding an extra vent on opposite sides of the vessel creating a flow thru system. The added advantage is quicker pump out, no smell, and no vent filter needed. At Wilde Yachts, we usually spec a 2nd vent for our new boat builds.

Amtico Flooring

A Cost Effective Way To Refresh And Modernize Your Boat

Thick high quality vinyl planking • Ultra Durable • Attractive • No Maintenance • Made by Mannington

Call Ben at 860-388-8577 or Paul at 203-927-1273 for further information.

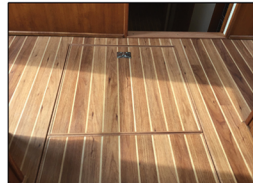
Before



During Renovation



After



amtico flooring *Our most frequently asked for upgrade*

www.wildeyachts.com • (888) 447-6944

One of the most effective ways to 'modernize' your Nordic Tug is to replace your outdated or worn out carpeting with AMTICO flooring. Amtico is a heavy duty vinyl product that is distributed by Mannington and is installed in 2 1/2" and 1/4" strips, giving it a pleasing and authentic look and feel.

For 15+ years, Wilde Yacht Sales LLC has been installing Amtico as our flooring of choice on both new (see image below) and used Nordics and we are pleased to announce that our original installer is once again installing the product in the CT, MA and RI area. We are so pleased with Bob's workmanship -- he is consistently our top recommendation for flooring makeovers. His attention to detail, the trimming of the hatches and the fabrication of solid stair treads is second to none. If you are interested in more information, please give Ben a call at 860-388-8577 or Paul at 203-927-1273.



Above: Sample of a new boat installation.
Images On Left: Sample of a used boat installation.



10 Year
Hull Warranty

Featured Product

Nordic Tug 44 Flybridge



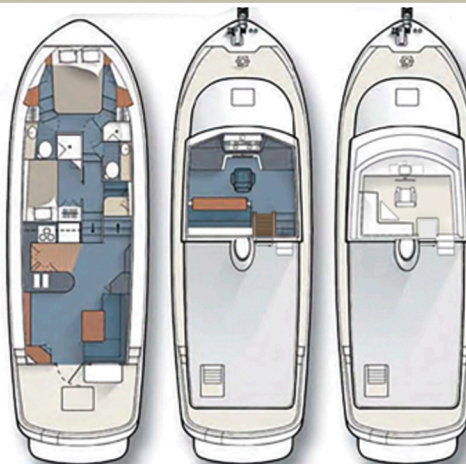
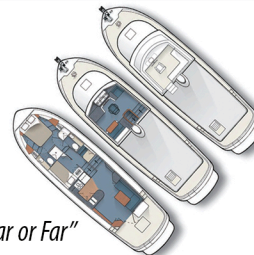
Call
Wilde Yacht
Sales For
More NT44
Information
860-767-2540



Nordic Tug 44

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'!

See why Soundings referred to the Nordic Tug 44 as "A Winning Platform For Adventures Near or Far"



LOA	45' 6"
LWL	40' 2"
Beam	14' 0"
Draft	4' 7"
Bridge Clearance*	12' 4"
WL to top of Flybridge	16' 5"
WL to top of Mast	21' 6"
Freeboard	4' 11"
Weight (dry)	31,400 lbs
Standard Power (Volvo)	D11-510hp
Head Room (Pilot House)	6' 4"
Fuel	640 USG
Fresh Water	200 USG
Black Water	45 USG
Grey Water	20 USG
Sleep Number	7
Head Number	2
Range @ 8 knots**	1,900 NM



Recipes and so much more...

OYSTERS ROCKEFELLER

Note: This recipe may not be a good one for beginners - the flame is intense if one has never burned alcohol off before. Therefore, use caution if you're adventurous. Prep Time: 20 minutes once oysters have been shucked. Cooking Time: 10 to 15 minutes.



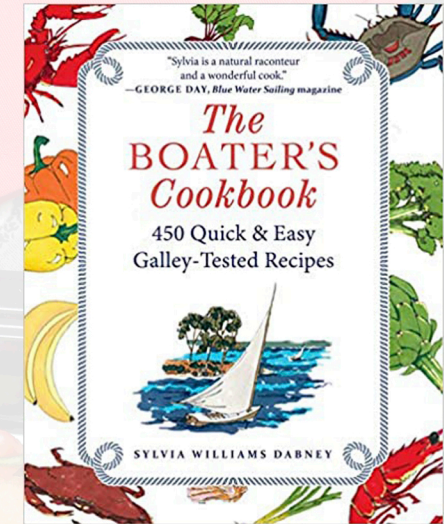
- 2 tbsp butter • 2 tsp salt • 1/2 cup Pernod
- 1/4 cup shallots, minced • 2 cups of heavy cream
- 1/2 bunch tarragon, chopped
- 1/4 cup of grated Parmesan
- 1 package fresh or frozen spinach, chopped
- 2 dozen oysters on the half-shell, opened and rinsed
- 2 cup Ritz Crackers • 4 tbsp melted bacon fat
- 2 dozen fresh shucked oysters on the half-shell (medium sized)



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

Preparation...

1. Preheat oven to 450 degrees.
2. Melt butter in medium saucepan and add shallots, cooking until translucent.
3. Add Pernod and ignite to burn off alcohol. When flame starts to subside, add cream and bring to a boil. Immediately reduce heat and simmer until reduced by 1/3. Do not allow to brown. Half-way through the reduction, add tarragon. Stir in salt and Parmesan and remove from heat.
4. In a separate saucepan or glass bowl placed in a microwave, wilt the spinach by placing it in a little water and heating until water is evaporated and spinach is wilted. Set aside. Meanwhile, crush crackers and saute lightly in bacon fat.
5. To prepare the Oysters Rockefeller, place 1 tablespoon wilted spinach (3-4 leaves) on top of fresh oyster in the half-shell. Then place a generous amount (depending on oyster size) of the prepared sauce on each oyster. Sprinkle generous amount of cracker topping over oysters so that there is an even amount on each oyster.
6. Place oysters in a baking dish, surrounded by mounds of salt to steady them if necessary, and cook for 10 to 15 minutes until done.



This issue's recommended book will help you eat well at every meal and enjoy the voyage...

As described by Amazon, "Cooking on a small boat—sail or power—requires special attention few new boaters understand. Sylvia Williams Dabney is a longtime live-aboard sailor with more than sixty thousand offshore miles who understands the necessity of a well-stored pantry and loves collecting recipes from around the world. In *The Boater's Cookbook*, Sylvia shares everything anyone needs to know about creating stunning meals in a small boat galley."

Author: Sylvia Williams Dabney

Submit your recipes to info@wildeyachts.com for possible inclusion. Include high res photos when possible.

Community Board...

Due to ongoing health and logistics concerns related to the Covid-19 pandemic, the 2021 schedule of events may change:

- Bay Bridge Boat Show - Power and Sail -Two Shows In One - April 15th - 18th, 2021
- CT Spring Boat Show - Safe Harbor Marina, Essex Island, Essex CT - April 30th - May 2nd
- Newport Trawlerfest - Safe Harbor - Newport Shipyard - Newport, RI - June 18th - 20th
 - Baltimore Trawlerfest - Late September
- Newport International Boat Show - Newport, RI - September 16th - 19th

Owner Associations and Upcoming Dates ...

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

Please visit the above websites for current information and updated dates!



West Coast Rendezvous/Flotilla



CT Workshops & Presentations



Annual SFBANTA Rendezvous



Rendezvous Break Out Session



Annual MANTOA Rendezvous



Annual SENTOA Rendezvous

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A Proud Sponsor Of NENTOA

NENTOA
NORTHEAST NORDIC TUG OWNERS' ASSOCIATION

Save The Date

July 24-25th Rendezvous, July 26th-Aug 9th Summer Cruise

NENTOA would like to let you know that if all is well, upcoming plans for the summer do include the return of our Annual Rendezvous and Cruise...

• **July 24th and 25th, 2021: Annual Rendezvous - Essex Island Marina**

(Important: If you're coming by boat, we suggest you reserve your slip NOW via Dockwa - Discount will apply - mention you are with the NENTOA)

• **July 26th to August 8th, 2021 for the 2 week summer cruise / July 26th to August 1st for the 1 week summer cruise.**

This year's location will focus on the Long Island and Connecticut Gold Coasts in the western L.I. Sound including:

- Black Rock(CT) • Branford(CT) • Greenwich Cove(CT) • Milford(CT)
- Huntington(NY) • Lloyd Harbor(NY) • Mattituck(NY) • Norwalk(CT) • Northport(NY) • Port Jefferson(NY) • Ziegler's Cove(CT)

Stay tuned for future notices with more details. In the meantime, we hope you'll reserve the dates in order to join NENTOA for the annual festivities!

For upcoming dates and 2021 Rendezvous information,
visit your owner's association's web site or contact an officer.

PaNNTOA

March 20th at 6pm - Join PaNNTOA's first ever online Island Tour

This will be a Zoom meeting for PaNNTOA members <https://panntoa.com/save-the-date/>

MANTOA

June 20 to 23, 2021 at Spring Cove Marina in the Solomon's.

If Covid is still an issue, the weekend after Labor Day, Sept 3 to 5, will be a consideration.



The Incredible Hull



40+ years of evolution and refinement • A semi-displacement hull that is both fast and fuel efficient

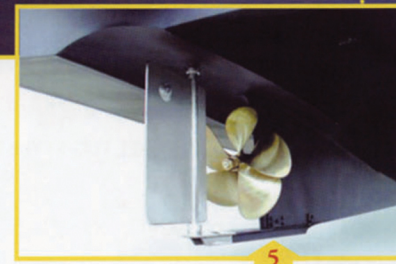


Nordicks have much more than luxurious appointments and rugged construction. They also have great rough water ability due to the Lynn Senour hull design.

10 Year
Hull Warranty



- 1.** Fine entry bow makes for a quiet dry ride and better fuel efficiency.
- 2.** Full length keel improves tracking and stability at all speeds.
- 3.** Hard chine eliminates repeat roll.
- 4.** High output dual blade bow thruster.
- 5.** Heavy-duty stainless steel shoe protects all running gear.
- 6.** State-of-the-art hand lay-up solid fiberglass hull.
- 7.** Long water line and flat aft sections increase hull speed and efficiency.



- 8.** Water tight sections in keel.
- 9.** Individual glass-encapsulated stringers provide extreme hull strength.
- 10.** Extra heavy-duty molded in rub rails which are almost indestructible.

Over
900 Hulls
Built To Date

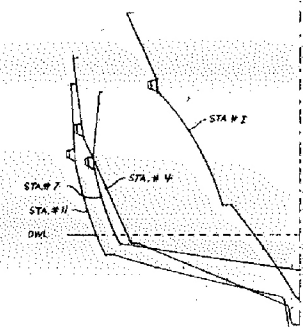
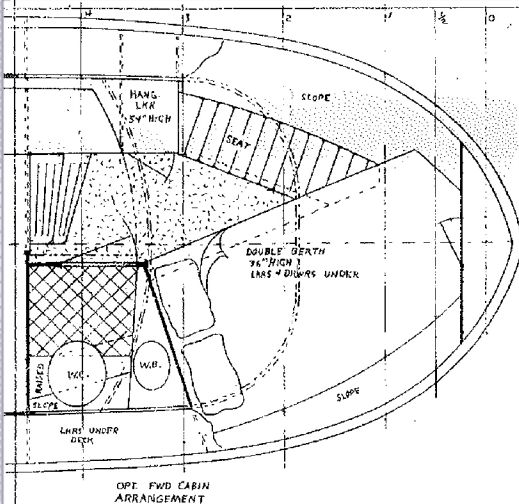


Contact
wildeyachts.com
for more info!

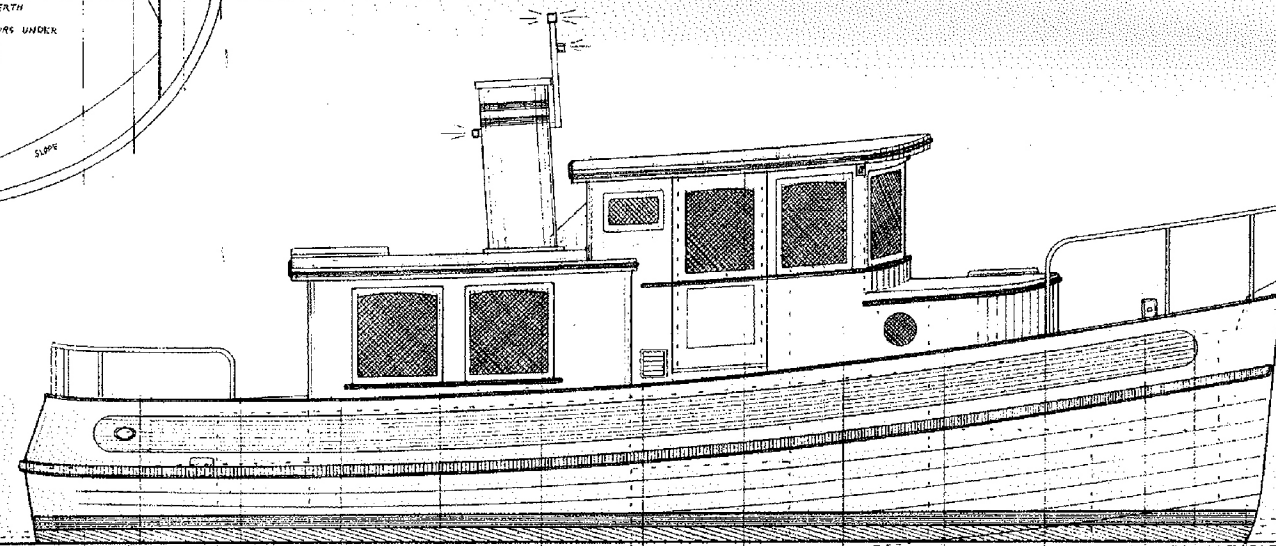


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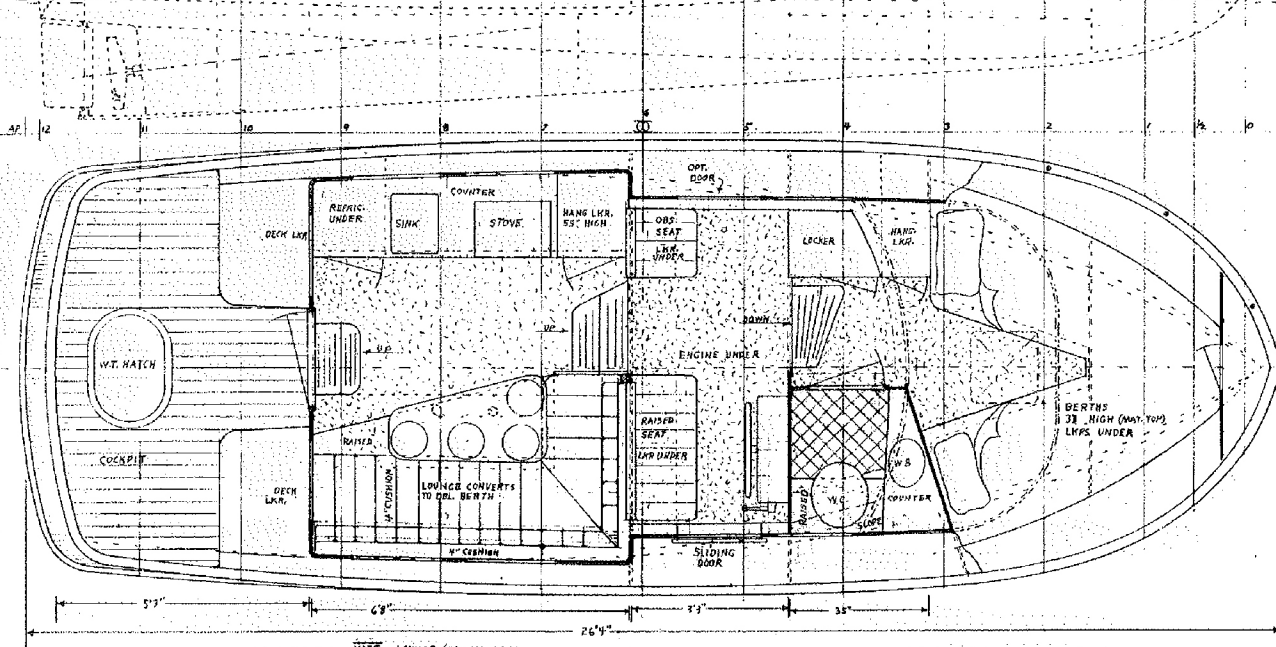
Our story begins in the early '70s, when Jerry Husted purchased Blue Water Boats, a company that manufactured ocean ketches of the Norwegian "Ingrid" design, from Jim Musser. Musser introduced Husted to Lynn Senour, the naval architect who designed the interiors and rigs of Musser's boat. That combination of circumstances proved auspicious. The early '70s were plagued by oil shortages and high gas prices. Both Husted and Senour felt there was a place for a fuel-efficient powerboat. However, they had a hard time coming up with something original. It came to Husted in a flash of inspiration: a tugboat - it is both cute and rugged and is efficient going slowly, so people could save fuel.



Dave Allen, from the Nordic Tug factory, graciously provided a scan of one of Lynn Senour's signed drawings of the first Nordic Tug 26 design. This design was so successful, Lynn later went on to design the Nordic Tug 32, 37, 42, and 54. To this day, the tried and true hull design has pretty much stayed the same with the exception of the 49. Although the Nordic 49 retains the same character of the entire fleet, it was designed by Howard Apollonio of Bellingham, Washington.



Lynn Senour tentatively agreed to jump into the project under the condition that he could do what he wanted under the waterline; namely designing a semi-displacement hull that balanced speed with fuel savings. In 1979 Nordic Tugs, Inc. was born. Lynn Senour got to work drawing the first Nordic Tug, a design that paid homage to the tugs of the 1930s. The appearance of the new Nordic Tug 26 prototype at the 1980 Seattle International Boat Show caused a frenzy of excitement. With an introductory price of \$29,995 and a reserved spot on the production line available for a \$1,000 returnable deposit, buyers couldn't help themselves. Thirty-seven (one every three hours) were sold at the show, with a total of 54 boats sold by the end of that month. With the nostalgic appeal and notable fuel economy (1/2 gallon per hour at 6-1/2 knots), Nordic Tugs became an immediate success.



26 FT. DIESEL TUG/CRUISER
NORDIC TUG CO.
P.O. BOX 314
2215 HIGHWAY # 58
WOODINVILLE, WASH 98072
PH. (206) 481-8502
PLAN + PROFILE PLAN # NZ2401-A
LOA 26'4" BEAM 9'6" DRAFT 33"
POWER - SINGLE DIESEL 15 - 50HP.
FUEL - 100 GALS.
WATER - 50 GALS.
SCALE - 3/8" = 1'
DESIGN BY - LYNN SENOUR
APRIL 1986

NOTE - LOUNGE/DINING AREA IS RAISED 6" (OPT. B)

Tips & Reminders

From Ben Wilde and Tom Callan • info@wildeyachts.com or tom@wildeyachts.com

• GENSET PROPER USE:

It is very important to put a **full load** on your genset **every time** you run her. This means turning on everything electrical, even when you are tempted to just run a couple of items (like your coffeemaker or battery charger). We suggest you run the gen, with everything on, **for at least one hr**. The genset will tend to clog up & have a shortened life if just used for infrequent and light loads. **Use it or lose it!**

• CHECKING MACHINERY TEMPERATURES:

An infra-red THERMOMETER (from Sears or Amazon - under \$100), is very useful for checking temps of alternators, engine parts, batteries, turbochargers & other components. Make sure it can read up to several hundred degrees. Check periodically in the same places & under the same conditions. That will give you a sense of what's normal. Keep a log of these ongoing 'normal' temps, using the IR thermometer which quickly reads the temp without touching the equipment. If at some point, the temp begins to creep up without some explanation (such as a very hot day), you may have just **identified an incipient problem before it becomes a real problem**. Two other useful tools in general are a voltage meter and heat gun.

• PSS DRIPLESS STUFFING - NOT ALWAYS TROUBLE FREE

These seals may only be tightened or adjusted for a few years. Also, the SS clamps can rust or corrode, even though they are SS. Therefore, the PSS and clamps must be inspected annually for leaks and wear, and as part of normal maintenance, count on replacing the unit every 5-6 years. **Better to be safe than sorry!**

• RE-BEDDING UPPER DECK, STACK, LADDERS & RAILS

The rear deck seam against the Pilothouse-remove the old caulk every 5 yrs (Dremel tools & heat gun helps), and re-bed with **Sikaflex 291 LOT** caulk. Should also re-bed all screws (1 at a time), especially by ladders, smoke stack and rails, or damage may occur as water can seep into wood cored areas on older models.

• ENGINE SURVEY:

Every 5 yrs, a **complete engine survey** should be done by a professional engine surveyor (not from your local marina or boatyard). Typically, with both gen and electronic engine, the cost is around \$675. Also good to do full oil samples at that time as well. Make sure the mechanic is certified for your brand engine. It's not uncommon for us to see 10-20k requests for aftercoolers, turbos, heat exchangers... at survey time because engine work or routine inspections were ignored along the way. **Pay now or pay much more later!**



Ben Wilde
Trawler Specialist



Tom Callan
Service Manager

Meet The Staff - "T" Thomas

"T" runs Nordic's wood shop - known for exquisite woodworking & Artisan mastery!

Job Description

Supervises the manufacturing processes and the work flow within Nordic's cabinet shop. Assures that the cabinet shop components are built to Nordic Tug standards and makes sure the parts are ready for the next stage in the build process.

When Did "T" Start Working At Nordic?

"T" started with Nordic Tugs in early 2013. "T" came to Nordic Tugs after working for several years at a couple different marine manufacturers in the interior cabinetry and furniture field.

Were There Any Interesting Changes That Came About That "T" Was Part Of?

"T" played a major role in laying out, organizing and relocating Nordic's new cabinet shop, which is now attached to the lamination building. "T" is always researching and looking for new materials and ways to improve the Nordic Tug brand.

What Does "T" Find Interesting About His Job?

The teamwork that takes place within the walls here at Nordic Tug.



Featured Product
Nordic Tug 44 Flybridge

Check Out Page 5
To See Some Of
T's Finished Work





It's all about the lifestyle!