

Waypoints

Revisited Issue 3 Summer 2021



Wilde Yacht Sales LLC • 39 Pratt Street Essex CT 06426 • www.wildeyachts.com 860-767-2540

America's Great Loop and the Nordic Tug - A match made in heaven By Brian Clarke

I doubt that when Lynn Senour sat down at his drafting table in the early 1970's to design the Nordic Tug that he had America's Great Loop in mind. In fact, given that the Tennessee-Tombigbee Waterway, the last connection needed to complete the Loop, wasn't started until 1972 and completed until 1984, it's doubtful that Lynn ever envisioned the Great Loop as he put pencil to paper. And yet the result of his labors was to design the perfect cruiser for this magnificent adventure.

The Great Loop is the circumnavigation of the Eastern United States and Canada that spans a minimum of 5,250 miles. Most vessels will take side trips extending their adventure to over 6,000 miles. My wife Ellen and I completed ours having travelled 6,400 miles and taking over 10 months (with a lengthy delay at the end) to complete. Over 500 vessels a year are generally travelling some part of the Loop with about 100 completing it each year. The trip takes boaters through some of the most majestic waterways in the US and Canada, including the Atlantic ICW, Captain John Smith's Chesapeake Bay, the historic Hudson River and Erie Canal in New York, and the Trent-Severn Waterway in Canada. You'll cross the Georgian Bay and the wilds of the North Channel in Canada. You'll touch at least three of the five Great Lakes including Lake Ontario, Lake Huron and Lake Michigan, and you can easily add a fourth with a side trip to touch the mother of all lakes, Lake Superior. And then come the Great Rivers – the Chicago, the Illinois, the Mississippi, the Ohio and the Tennessee. These rivers are magnificent in their beauty and also mighty thoroughfares of commerce. When heading down the mighty Mississippi, you'll have a following current that can reach 7 knots, making your passage a heart stopping trip. And finally, the largest crossing made on the Loop – the overnight crossing of the Gulf of Mexico.

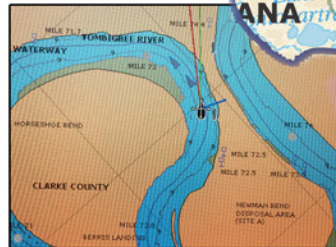
Our marvelous Pearl, a Nordic Tug 37 Pilothouse, proved to be the master of all of these waterways. There are some nice-to-haves on a vessel making this trip and there are some must-haves. Pearl has all of both. She is an incredibly spacious and comfortable vessel. On our first week on the Loop we were invited out for dinner by two couples who were making their second Loop. After some nice preliminary chat getting to know each other, one of the wives looked Ellen and me in the eyes and asked a penetrating question: "How's your relationship?" Wow, we certainly weren't expecting that question! Well it turns out, they said, that whatever direction your relationship is going, you'll get there a lot faster on the Loop! Happily, our relationship was going great -- but a comfortable layout aboard our Nordic Tug 37 with enough space to allow us to spend only 22/7 together - rather than 24/7 - certainly assisted in ensuring that this remained true throughout our ten-month excursion.



Planting Our Wake



Three Tugs on Georgian Bay



Thank Goodness For AIS



Crossing The Gulf Of Mexico



Visit America's Great Loop Cruisers' Association (www.greatloop.org) for a wealth of Great Loop information and resources.

But perhaps the most important feature of the Nordic Tug is her strength – in all aspects. Traveling the Erie Canal in early summer is a dicey affair. Spring rains wash a tremendous amount of flotsam and jetsam into the canal system. And the fact that you traverse the canal via numerous locks means that there are giant man-made collection stations every few miles to catch these trees, trash and debris. For us, the first time a lock opened to the upstream canal and we faced an island of debris is when Ellen and I realized that our full keel and fully protected prop gave us a huge advantage over nearly all other boats on the Loop. I doubt we were more than five or six locks in before the first vessel with unprotected props fell to the demise of an underwater branch that grabbed its prop and shaft. By the time we arrived at Lake Ontario, the first of the Great Lakes you'll reach, the Erie Canal was littered with broken shafts, bent props or worse for non-Nordic Tug travelers. As we passed several significant boatyards, I wondered how they stayed in business given the amount of traffic on the Canal. Once we reached Lake Ontario, I fully understood. They were the beneficiaries of the disabled vessels transiting the Canal.

The other incredible aspect of Pearl's construction is that, like all Nordic Tugs, she is built like a tank. When the good folks at Wilde Yachts told me this fact when we were purchasing our first Tug, I, like most people, yawned and thought, so what? Well, America's Great Loop will answer that question quickly. On the Loop, you'll lock through over 100 locks. The interesting fact of a lock is that it allows a boat to travel across an area that would otherwise need to be portaged, given the fall of the canal or river. A lock raises or lowers your boat over those areas. However, given that these locations are where water flows swiftly next to the lock, either over a dam or directly, and returns to the canal just as you enter the lock, there can be tremendous turbulence just as you are carefully trying to enter a small concrete and metal box (the lock). Few if any boats won't take a bang or two against a lock wall when entering if the water is swirling too rapidly. Pearl, however, didn't care. She bounced off and laughed at the offending lock as if to ask, "Is that all you got?" Fortunately for a Nordic Tug owner, the line from GoldenEye "I am invincible," turns out to be accurate.

When Jerry Husted purchased Blue Water Boats so that he could build the Nordic Tug, a part of his goal was to build an incredibly fuel-efficient vessel. The world was in the midst of a major oil crisis with gas and diesel prices skyrocketing. Jerry knew that a boat that sipped fuel rather than gulping it would be very attractive to the market. Little did he know, however, that those same attributes would still be important 50 years later. Knowing that we could run long distances on a fill up made our 6,400-mile adventure far less stressful, no matter the price of diesel. In fact, we ended up using only four complete tanks of fuel for the entire trip. Needless to say, we were the envy of the Looper fleet.

This truly rang home one night in Mississippi. We had just returned from a side trip to Chattanooga on the Tennessee River and were overnighing at the Grand Harbor Marina where the Tennessee River meets the Tennessee-Tombigbee Waterway. We were enjoying the evening tradition of docktails with other Loopers when the marina owner showed up to reopen the gas dock. I asked him why he was doing this and he said that a yacht was arriving that needed 600 gallons of fuel. When the spaceship-like yacht arrived, I asked the captain where he had travelled from. He told me that he had made a speedy trip from Chattanooga, burning 600 gallons of fuel, and needed to refill before heading to Mobile the next day. I walked back to our docktails with a swelled head. We had used only 46 gallons for that same trip. I imagine Jerry was also smiling proudly at this!



The Erie Canal



Twin Tugs anchored on the Ohio River



Traveling through Chicago



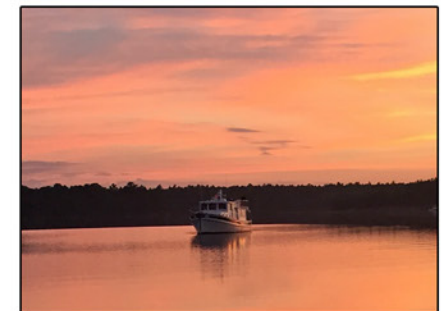
Twin Tugs in Chattanooga

And as for the trip itself – it's difficult to put into words. Never have Ellen and I had a more fabulous adventure. It began on the very first day when heading out of Essex, Connecticut, and making our way down Long Island Sound to Manhattan where we would "plant our wake," only to cross it again several years later. On our first day out, we, of course, had the VHF dialed to channel 16, or the soap opera channel as we liked to call it. We were not disappointed. Several hours into the trip we heard the first mayday call. It came from a boater who wanted to alert the Coast Guard to a large sport fishing vessel making seemingly random circles. The Coast Guard asked if the boater could get closer to see if the vessel was manned. Yes, came the reply, by a man slumped over his wheel. After that there were, sadly, no more reports. However, shortly after we tied up for the night in a marina, the Coast Guard towed in the offending vessel. It turned out that the captain drank so much in the hot sun that he passed out. And when the Coast Guard attempted to board his boat, he roused himself and attempted to physically stop them from boarding. Needless to say, his day ended far differently from how he had expected it to early that morning.

We departed Essex with three very important commitments: eat food with flavor, tip generously, and make the trip OUR OWN. The first was easy as we both love to cook and eat well – so we did. We would try to stop every day by 3:00 p.m., allowing plenty of time for a quick rest and lots of time for food prep. On board Pearl, we were able to grill, sauté, bake, sous vide, slow cook, broil and roast. We learned quickly that fresh food was always readily at hand, so we shopped locally as often as we could. We figured out where and when the outdoor markets were held and visited them religiously, storing up on lots of fresh vegetables and often fresh meats. We carried lots of spices and bought many on the way. And we discovered local delicacies like smoked whitefish, butter tarts, bloody Caesars, and poutine. Regarding tipping – we knew we were fortunate to make this trip and wanted to share our good fortune with those we met along the way. So generously tipping everyone who helped or served us was easy. And the last – making our trip our own was also simple. On the Loop you can choose to sit still for many days or to move 100 miles every day – it's really up to you. We chose the middle ground – moving often, but not far (we averaged 30 miles per day). We enjoyed several lost days on the Erie Canal, days in the quaint towns along the Trent-Severn, a few days at Washington Island in Wisconsin (a place where time has forgotten), ten days touring Chicago, and many days lolling about with friends along the way. Perhaps the most poignant demonstration of this mantra was when we arrived on the Chesapeake Bay. We had decided early during the trip that when we arrived on the Bay we would slow down and look for places that might someday be "home", since we had lived on the Bay 20 years earlier and had always thought we might return. Little did we know that we would anchor below a magnificent house on a small creek off the Bay that had a long-forgotten "For Sale" sign attached to its dock. Five days later we owned that house and now call it home – hopefully for life.

The theory of the Loop is that you can start it literally anywhere along the route and the first time you "cross your wake" is when you've completed it, whether you're home or not. For us we planted our wake in front of the Statue of Liberty and were delirious when we crossed it four years later (we had to completely renovate our new house and weren't able to get back on the Loop for almost two years). The Loop brought us hundreds of days and nights filled with beauty and majesty. We saw the entire Milky Way, the Northern Lights, a blue moon, a red moon and an orange moon. We had dolphins jumping our wake and leaping gleefully in the early morning as we crossed the Gulf. We anchored in some of the most peaceful spots on Earth. We witnessed places where ambient light does not exist. We traversed amazing locks including the famous Peterborough Lock and the Rail Lock on the Trent Severn and the enormous barge locks on the Ohio River. In the end we locked through 116 times. We touched four of the five Great Lakes (the scariest by far being Lake Superior with swells reaching 8 feet). We cruised in pristine waters so clear that after anchoring we could still see the anchor 100 feet out. We met wonderful people, both on the Loop and in the towns and villages in which we stopped. We attended an "I'm alive day" – the day one year after a fellow cruiser had been saved from a massive heart attack. He travelled back to that anchorage one year later and invited every boater in the anchorage to his vessel to celebrate! We saved a life – pulling from the Hudson River an elderly gentleman who had capsized his sailboat, wearing no PFD, and was desperately clinging to a cushion in the bitter cold waters. We pulled him out literally as he was about to drown.

In short, it was a trip of a lifetime – made all the better by Lynn Senour and his miraculous vision of a boat design called a Nordic Tug.



Anchoring in Georgian Bay



Crossing our Wake!

Tech Tips

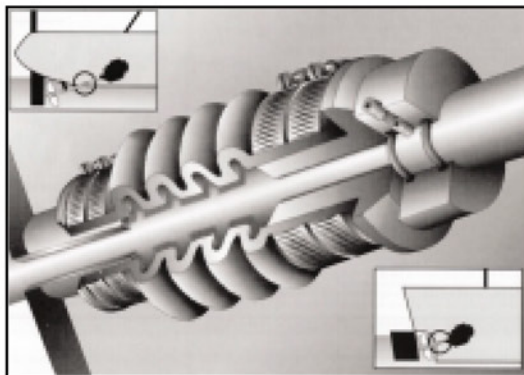
Bob Shamek (Originally printed in the Waypoints Issue 7) • New cometary by Tom Callan

PSS Shaft Seal

Well, we have been hearing from many of you about the PSS shaft seals, by PYI, about how they work and what causes them to fail. As we build our Nordic Tugs to achieve speeds in excess of 12 knots, we use the high-speed version and plumb it with cooling water from the main engine per the installation instruction. The PSS shaft seal should not leak or drip at all when the boat is at rest. However while running during the break-in period you may see some fine spray with black carbon in it. The carbon comes off the fixed carbon seal that is attached to the bellows as it seats itself against the rotating shaft collar. If you are seeing any more than that then the seal faces should be cleaned or refaced. If you hear a high-pitch squeal during operation you should check the water supply to the seal. However, the grounding brush on the propeller shaft will also make a squealing noise at times so remember to check it too. Now if your shaft seal is dripping at rest some foreign material is on the face of the seal between the SS rotor and the carbon flange. To correct this pull back on the bellows and carbon flange (do not touch the flange or rotor faces) and work a rag in between the flanges. Then pull it around the shaft between the flanges. This will allow water to flush the foreign materials from between the sealing surfaces. Remember water will enter the boat when you are performing this process. Remove



PSS Shaft Seal Packless Sealing System is a maintenance-free dripless stuffing box and packing gland replacement for sailboat and power boat drivetrains.



The PSS Shaft Seal is a mechanical seal that uses a self-aligning carbon-graphite stator to ensure a 100% watertight seal with proven reliability. This seal will eliminate shaft wear and minimize corrosion. Available for shafts from 3/4" to 3 3/4" (22mm to 95mm). Larger sizes are available.

Tip 2

If you hear a loud squeal coming from the stuffing box area, check the ground strap. It's not uncommon for them to squeal as they wear unevenly - it's a square bushing against a round shaft. If you put a bit of dialectic grease between the bushing and the shaft, it will usually reduce or eliminate the squeal.

the rag and the leaking should stop. You may be wondering why I said not to touch the faces. Oil will cause the seal to leak even the natural oil on your fingers.

If you think or know that the SS rotor has moved up on the shaft you will need to check the amount of compression in the bellows. The bellows should have one inch of compression in it. The only way to test this is to remove the locking setscrews in the SS rotor and slide it up the shaft toward the shaft coupling until the bellows is relaxed. This can be accomplished when the boat is in the water but be sure to have safe guards in place to keep

incoming water to a minimum. Slide the SS rotor up to the bellows, mark the shaft with a pencil, and slide the rotor one more inch and tighten the setscrews.

To ensure that the rotor does not move up the shaft you can put some type of clamp in front of the rotor like split shaft zinc. The fine people at PYI said to use a SS clamp but those could rust and cause corrosion on the shaft.

For more info. about PSS shaft seals contact PYI Inc. at www.pyiinc.com Phone them at 425-355-3669

Tip 1: Shaft Grounding Brush A Modification To Repair and Strengthen

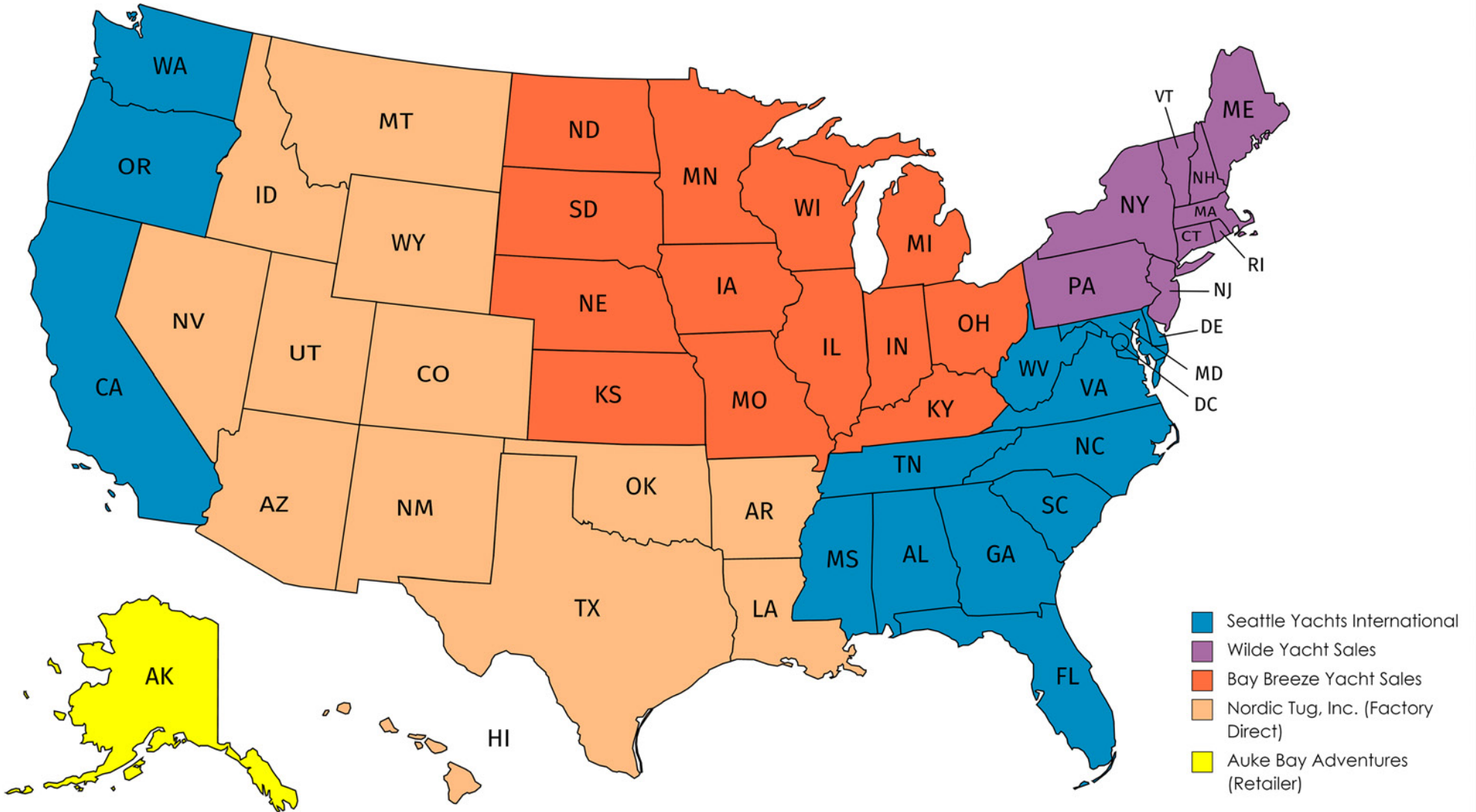
By Tom Callan

Located on the shaft in close proximity to the PSS System, is a shaft grounding brush (small metal block). During my many years of servicing Nordic Tugs, I often encounter a situation whereby the shaft's grounding strap is missing the brush (block). For some reason, the way the manufacturer of the strap bonds or solders the strap and brush together, it doesn't hold up. Therefore, what I do is take the brush that is originally soldered on to the copper strap and fill in the two voids (openings) on either side of the block that touch the copper strap on the sides, and then fill it in with marine tex on each side. You then grind down the marine tex 1/8" where the metal block is going to touch the shaft so it creates a small contact opening. If this sounds complicated, please feel free to call me for a more detailed explanation or if you think it would be easier, you can purchase a modified unit already prefabricated from me for \$75.00 plus shipping.

Tom Callan 860-304-6366



Factory Authorized Dealer Network



Lynn Senour began designing powerboat hull shapes in 1975, which eventually evolved into the Nordic Tug 26 in 1981. For Senour, it was new territory. In a 1999 interview with Bob Lane, Senour, who was 83 at the time, said "I didn't believe what I had been taught. And that was that a boat couldn't be efficient at low speeds and at faster speeds, as well.

"It turned out that, yes, you could make a boat that would do six or seven knots very easily, and that could then be pushed to 17 or 18 knots."

Following the success of the Nordic Tug 26, a 32-footer came next, then a Nordic Tug 42 was introduced. To bridge the gap between the NT32 and NT42, they introduced a NT 37 in 1999. Hull 3701, named Uff Da, proved an instant hit, a comfortable size, layout, and price, ideal for a couple with plenty of room for a dog and space for everything needed to cruise Alaska, the Great Loop, Chesapeake Bay, or a winter in the tropics.

One of the hull characteristics of the Senour semi-displacement hull is a reverse chine that starts at the bow and runs aft to the stern. It is found in all models from 26 to 54 feet. (The Nordic Tug 49 is different as it was developed after Lynn Senour's passing in 2004, designed by Howard Apollonio.)

While running above displacement speeds, this reverse chine contributes to hull shape stability. At anchor, it also contributes to the lack of roll in a Nordic Tug. A passing wake may get a full displacement trawler rolling from side to side, but a Nordic Tug will rock over once and quickly settle back down because of this reverse chine.

Unfortunately, at anchor and even tied to a dock, if wind kicks up any kind of chop, the water tends to slap against this chine near the bow. Some owners find this somewhat annoying, and they have trouble sleeping in the forward cabin. Reverse chines are commonly molded into many semi-displacement hulls, certainly not limited to Nordic Tugs.

Various methods have been tried to reduce this bow area wave slap, to reduce the noise in the hull. Some find stuffing clothing and bedding against the hull, or sound deadening material, helps reduce the banging sound. Some owners have tried fitting pool noodles at the waterline near the bow when they are stopped. All are effective up to a point.

I have been on many cruising boats with semi-displacement hulls, and the reverse chine design feature provides many more benefits than not. Reverse chines are a good thing. But they do represent a compromise.

I also know the level of commotion caused by wave slap greatly varies from one boat design to the next. At one New England builder's owner rendezvous I attended, it seemed that was a steady string of conversation. On this particular Downeast cruiser line, I learned that some couples slept in the saloon, as the slapping noise in the forward stateroom made sleep impossible. One couple took me aboard their 42-foot boat to have me experience the wave slap, even with the boat tied to the dock. I was surprised.

Experienced Annapolis broker, Bill Boyer, has sold many Nordic Tugs over the years, and he told me he finds the noise soothing. It helps him sleep.

In any case, Seattle Yachts' Cory Gracey, is the former director of sales and dealer development at Nordic Tugs. Cory wrote the following piece about how the Nordic Tugs yard came up with a solution to reduce this wave slap by filling in a length of the reverse chine near the bow.

His comments and photos follow:

On the opposite page, I have attached photos of the modified chine on the new 40-foot Nordic Tug. In summary, here is a description of what was done. The chine was filled in to a rounded chine from the bow back 13 feet. It started at zero (0) at the bow tapering back to 8 inches, 6-1/2 feet from the bow with a 3/4 inch air gap. It then tapered down to zero (0), 13 feet back from the bow. This was achieved by grinding to a clean fiberglass surface, then adhering 2-inch wide, 5-pound low-density foam board blocks to the hull in this area, followed by shaping it to the desired curve and taper. It was then fiber glassed over using one layer of matte, three layers of stitched fiberglass, and one layer of matte laminated together with vinyl ester resin. Make sure each layer slightly overlaps the previous layer. mSand to desired shape. Paint with gelcoat and finish. Bottom paint to desired line. I can say this project reduced the wave slap phenomenon to near nothing.

Refer to the opposite page for photos.

Photos of the Modified Chines on the New NT 40:



Area where chine has been filled



13 feet from bow



6.5 feet back from bow 8 inch filled in to 0.75 inch curved air gap



Aft End of the modified chine
13 feet from the bow

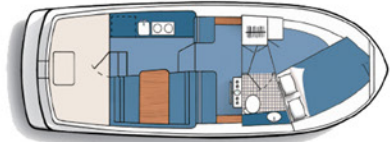
Photos of the Described Modification on a NT 37 by the Nordic Tugs Factory



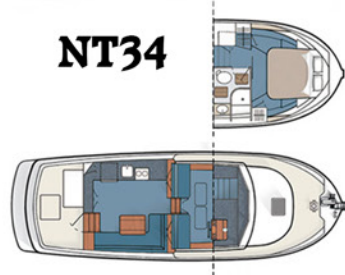
Please Note: Hull slap is not an issue for the masses. We've had very few requests for actual modifications. However, if you're an extremely light sleeper, this can be a solution - fill in the chines.



NT26



NT34

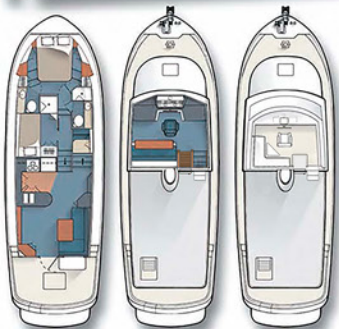


NT40

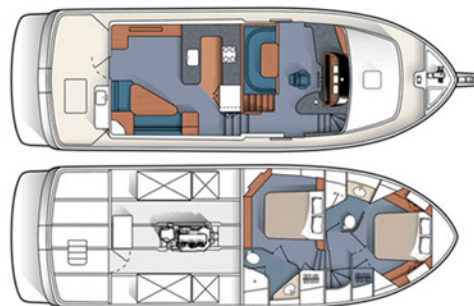


Nordic Tug Floor Plans: Visit www.nordictugs.com for updates

NT44

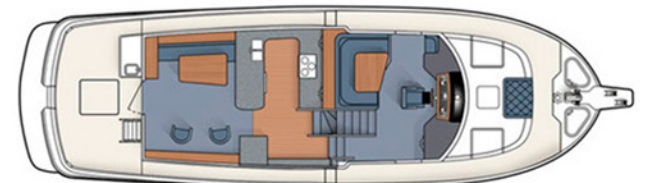
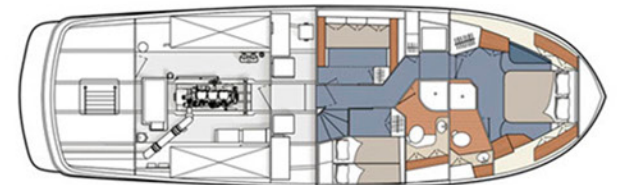


NT49



All Nordic Tug trawlers are built for life's adventures, confidence at sea, and comfortable cruising. Call your local dealer to find out more about the Nordic Tug experience!

NT54



2021 Mini-Cruises, NENTOA Summer Cruise & Events

Annually, Wilde Yacht Sales, in collaboration with NENTOA, organizes a series of mini-cruises to various destinations in the CT, LI and RI areas. These cruises were originally conceived to supplement Wilde's one-on-one training program. It was a way to enhance the new owner's hands on experience to include short trips. The mini-cruises quickly grew in popularity amongst the CT owners and have transitioned to include any Nordic Tug owner, regardless of where or whom you purchased your boat from, or your level of experience. If you need additional information on the destinations or a trip's specific logistics, please contact Ben at Wilde Yacht Sales LLC at 860-767-2540. Note: owners are responsible for making their own reservations via Dockwa.com. All trips are weather permitting so please confirm once we get closer to the date. We also ask that you RSVP to Margaret@wildeyachts.com.

Destination	Date Of Arrival	Date Of Departure	Note
Greenport: Mitchell Marina	May 15	May 17	Mini Cruise: Arrive Sat & Depart Monday
Watch Hill, RI (Moorings, Anchor & Slips)	June 12	June 13	Mini Cruise: Arrive Sat & Depart Sun
NENTOA: Summer Cruise	July 26 - Aug 8		Western Long Island Sound & Gold Coast (Call For Details)
TRAWLERFEST: Newport Shipyard	Aug 24-28	Aug 29	Event
TRAWLERFEST: Baltimore	Late September	More Info At https://www.passagemaker.com/trawlerfest	
Newport International Boat Show	Sept 16 -19		Event: Boat Show

We're trying to organize an Eastcoast trip from CT to FL this fall. If interested, please send your contact information to info@wildeyachts.com



Tips & Reminders

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

• Shore Power Connections:

Shore power cables, along with their receptacles that are permanently mounted on the boat, should be inspected regularly. If there are signs of wear including cuts or cracks in the jacket, arching or loose and bent blades, it's time to replace the cord(s) and/or receptacles. Additionally, always make sure your connection is tight and secure, each and every time you make a shore connection.

• Steering System and Autopilot Pump:

It's a good idea to include your steering and autopilot pump in your preflight check list, especially before long trips. Look in the lazette, engine compartment and at the console area for signs of a leak which is usually drippings of steering fluid (often red or pinkish in color). Additionally, turn the steering wheel from side to side a few times. If it starts to feel looser than normal, or takes more total turns than usual, you may have a leak or simply be in need of fluid. Remember, on a flybridge model, you always fill from the highest point, e.g. the flybridge. Nordic conveniently places a fitting near the steering wheel with a screw cap on it to ease fillings. If you need to add fluid, simply use a clean funnel with a tube placed in the fill receptacle, add some fluid being careful it doesn't overflow, then turn your steering wheel from side to side repeatedly. Repeat the process until it no longer goes down the spout. Check in your owner's manual for the fluid specifically recommended for your boat. Nordic does a good job in listing all of the fluids, specific to your boat, in the 1 page summary sheet that comes in your manual. Also check the brass rudder arm in the laz for cracks.

• Cleaning Your Teak:

One sure way to help keep your boat's value high is to keep your teak clean and oiled regularly. You would be surprised how little time it takes to do the entire boat's interior if you keep it up on a seasonal basis. For cleaning stubborn areas, we recommend using Murphy's Soap, mixed in hot water, and gently applying with a scrub brush. Sometimes you can use water from an electric tea kettle if you don't have access to hot water at the yard. Remember to take care not to damage the grain or de-laminate areas when wetting and scrubbing. We've seen some professional cleaners use an iron to remove water stains but use with caution (instructions can be found on the web). Once cleaned and

dried, some teak oil can be used to feather in the cleaned areas, then follow with a thin coat of lemon oil or a 50/50 mixture of teak oil and lemon oil. In recent years, the factory has switched from the combination of oils to finishing with DURA SEAL 210 Neutral. Call Ben or Tom for more info.



Ben Wilde
Trawler Specialist



Tom Callan
Service Manager

Meet The Staff - Dave Allen

Director of Sales & Product Support At Nordic Tugs

Job Description

Before, during and after the build, Dave acts as the liaison between customers, dealers and factory personnel. Post-delivery, he provides the factory staff with important feedback from both the dealer and the customer. Owners contact Dave with questions and when looking for replacement parts. One of his favorite aspects of the job is providing factory tours for potential buyers. It's very rewarding to see their excitement grow as they learn more about the building process.

When Did Dave Allen Start Working At Nordic?

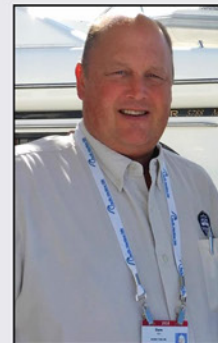
In 2014, after 27 years in boat manufacturing, Dave jumped at the chance to join the Nordic Tug team.

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

In 2015 Nordic introduced the Nordic Tug 40'. A few years ago, prior to Seattle Yachts coming aboard, Nordic sold factory direct on the West Coast and Dave sold a new NT 40 and a 44.

What Does Dave Find Interesting About His Job?

"The dedication of Nordic's team is extraordinary. We have a diverse workforce that brings special talents together to build a beautiful and structurally sound vessel. It's a privilege to be part of that team."



An ode to Queen Charlotte Sound
By Kent Fagerstrom

THE QUEEN AND THE PRINCESS

We men of earth are constantly striving to acquire more and more toys,
It's the same for all of us, both girls and boys
The men of Alaska, I'd like you to note,
Are usually men who want the ultimate boat.

Now I worked for years and saved up some dough,
I wanted something more than a skiff to row,
I wanted the boat, the boat of my dreams,
I plunked down my savings and got payments forever it seems.

The **NORDIC PRINCESS** seems like the ultimate toy,
She has class for the girl and great diesel power for the boy,
She has power and dependability and a good turn of speed,
She has cooking and heating and every thing you might need.

We headed north on a fine spring day,
To see what the **INSIDE PASSAGE** had to say,
The crew was happy- in a jovial mood,
And every storage space was filled with fine food.

The engine ran smooth and the gen set produced power,
The miles slipped by, hour by hour,
We anchored at night for a good night's rest,
Tomorrow we give her the wide open ocean test !

Queen Charlotte Sound is as unpredictable as she can be,
She can kick up as rough as you ever did see,
She will suck in her breath and lay down a dense fog,
And the swell can hide a dense kelp bed or a log.

The Queen has character, a personality if you please,
She can blow up a storm or settle for a breeze,
A great number of ships have crossed her side,
And many have prayed for a place to hide.

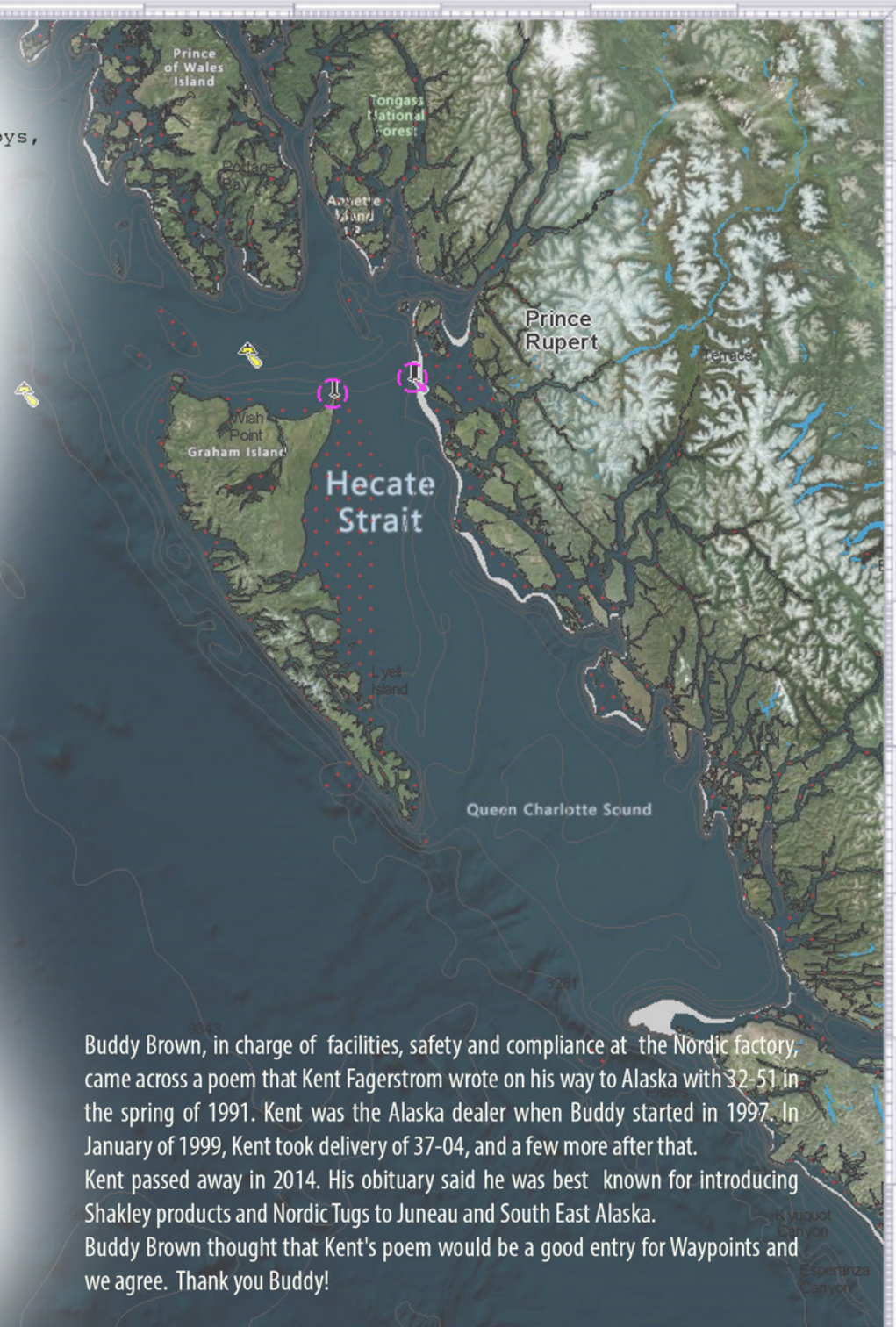
She can be calm and gentle as a lady should be,
Or wild and furious with a raging sea,
She knows them all- she makes it a sport,
To know each vessel, it's captain and hailing port.

"Well look at the Princess ", I heard the Queen say,
Let's see how she behaves on this fine spring day,
Young lady, she said, let me give you some advice,
Don't get to brave, just behave and be nice.

I'll give you some chop, some swells for your test,
You'll do fine, like most of the rest,
I'll add some fog to keep you humble,
Keep a sharp lookout, sit back and enjoy that great diesel rumble.

So the Queen smiled and wished us a pleasant ride,
Have a fine voyage as you cross my side,
So I give thanks for a pleasant trip,
But Oh Lord, how big your ocean- and how small my ship !

Note: the above poem is a copy of the original document from the Nordic Tugs archives.



Buddy Brown, in charge of facilities, safety and compliance at the Nordic factory, came across a poem that Kent Fagerstrom wrote on his way to Alaska with 32-51 in the spring of 1991. Kent was the Alaska dealer when Buddy started in 1997. In January of 1999, Kent took delivery of 37-04, and a few more after that. Kent passed away in 2014. His obituary said he was best known for introducing Shakley products and Nordic Tugs to Juneau and South East Alaska. Buddy Brown thought that Kent's poem would be a good entry for Waypoints and we agree. Thank you Buddy!

Who says all trawlers are slow?

Back in 2015, Wilde Yacht Sales delivered a new Nordic Tug 39 to Dr. William Michalson and his wife Karen. Bill had a friend that was a wake-boarder and I asked them if they would be interested in testing out their 39 to see if it had enough speed to pull the wake-boarder from behind. We certainly know that it's extremely unlikely that a Nordic Tug will ever be used for that purpose, but we were looking to satisfy our curiosity. You see, Dr. Michalson has a few degrees, including one in Engineering, and therefore he thought the request had the potential to be a fun and informative project. Thus, Bill and Karen graciously agreed and we took precautionary measures to ensure that we had extra Coast Guard safety equipment, multiple spotters and a chase boat on hand. If you want to know what the outcome was, please click on the link below or scan the code to watch the YouTube video. Additionally, you may want to refer to the fuel burn and speed chart on Page 4 of this issue for additional speed information. The 39' has the same characteristics as the 40'. We hope you enjoy the video as much as we enjoyed the day!

<https://youtu.be/Dhf-92Nf6Ms>

Article By Wilde Yacht Sales LLC





Fun on the water comes in all shapes and sizes!

Newport, RI