

Waypoints

Issue 4 Winter 2022



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Unspoiled Beauty: Cruising the Coast of Maine

By Bob and Sue Baglini

My wife, Sue and I were heading to Maine in our new Nordic Tug 34, "Simone". Up until that time, we were very happy cruising Narragansett Bay, RI Sound, Long Island Sound and Cape Cod and the Islands. Our friends, Warren and Judy Mann who also have a Nordic Tug 37, "Celebration" kept asking us to join them in their home waters of Maine. This was our chance to explore new horizons.

Since our initial voyage in 2015, we've cruised Downeast Maine five years, with the exception of 2016 when we sold our NT 34 and purchased a NT 37, also named "Simone". In 2020, COVID prevented us from going. Our typical cruise lasts three to four weeks, although one year we spent five weeks and were fortunate to reach the Roque Island Archipelago. Here we found a huge, beautiful, isolated white sandy beach! Well worth the trip to discover this remote gem.

So you may ask why we continue to do this cruise year after year. Well, the coast of Maine offers unparalleled solitude, beauty, connection with nature, excitement and challenge. Cruising there is just spectacular, ever changing, and so rewarding. One gets to see seals, dolphins, giant ocean sunfish, Bald Eagles, loons, and the incredible high speed diving seabirds, Gannets. And if you're lucky you may see animated, colorful Puffins and perhaps even a whale.

We find that the latter part of July and August typically provide the best conditions, with less wind, storms and fog; although fog can appear at any time in isolated locations. It may be foggy in one particular harbor, but five miles away, it's sunny and clear. And yes, there are those pesky lobster pots. Just know that you'll quickly learn the art of navigating through their maze.

If you hone your anchoring skills, you'll experience the magic and peace found among the many coves, harbors and inlets away from the mainstream destinations of the casual boater. We tend to anchor more than securing a dock or mooring. And, what about the huge tides? Just make sure you have a good tide app, such as "Tide Chart" on your phone and/or reference your chart plotter software (ex: Navionics). Use it each time you head to a new port.

Our cruise starts when we cast off from our home port of Wickford, RI in Narragansett Bay. We head down the West Passage past Beavertail Light, then turn north. Passing through Buzzards Bay, we stop in Onset, MA for the evening. However, we may choose instead to transit the Cape Cod Canal (CCC), if conditions are favorable, in which case we would spend the night in Scituate, MA. To clarify what I mean by "favorable conditions", it's when the wind and tide are in the same direction on the east end of CCC, even though this may require us to travel against the current in the



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canal. This reduces the chance of running head on into the infamous 4-6 foot standing waves on the exit.

From Scituate, our next stop may be Rockport, MA, or we may make the run for Maine. If it is Maine, then the day will be long, but well worth it since we'll soon be closer to our favorite cruising grounds of Penobscot Bay. That being said, we pass the familiar tourist ports along Maine's south coast: York, Ogunquit, Wells, Kennebunkport and Biddeford. Instead, we set a course that takes us to the town of Harpswell in Casco Bay to Dolphin Marina. Here we can enjoy a delicious meal at their restaurant and if lucky, marvel at a breathtaking sunset over the surrounding waters. If on the other hand, we're in the mood for a local lobster dinner, outside on a picnic table shared with the locals, then it is across the parking lot we go to Erica's Seafood.

From Harpswell, we may head east to Boothbay and the Tug Boat Marina, where a short dinghy ride takes us into the heart of town. Carousel Marina, across the way, offers water, fuel and pumpout. From here, we continue our eastward course along the waters of Midcoast Maine, past the Damariscotta River, Muscongus Bay and Port Clyde. Just past Tenants Harbor, we catch sight of the Whitehead Island Light, which marks the entrance to Muscle Ridge Channel. Traveling this route protects us from the wind and ocean swells. On starboard, are a number of unspoiled islands. To port, are small inlets filled with lobster boats on their moorings. Scattered among these inlets are many spectacular homes. Nine miles on, we pass Owls Head Light, sitting proudly atop a steep cliff. It's here that we enter the heart of our cruising grounds.

Image To The Right
44 05 33 N, 69 02 39 W
Owls Head Light State Park
Owls Head, ME 04854



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Rockland Harbor breakwater entrance and lighthouse is a short distance from Owls Head. This is a very busy place that is home to many iconic Maine Windjammers. It offers numerous dining options as well as the Farnsworth Museum and the Lighthouse Museum. Hamilton Marine Chandlery is a short walk from the waterfront. We usually spend a couple of days here.

At this point, we have numerous options as to where we go next, which is why we love cruising Maine. We may choose to go up either the east or west side of Penobscot Bay, or head east to explore the islands of North Haven and Vinalhaven, then on through Eggemoggin Reach and points east.

If we choose the west side of Penobscot Bay, the next port we frequent is Camden, a beautiful town with a busy harbor that should not be missed. It's also the home to more of those beautiful Windjammers (photo 4). Continuing on, we arrive at Belfast, one of our favorite ports. Restaurants, a brew pub, shopping and a Co-op to stock up on provisions, are all part of this historic seaside town. It's also home to the Front Street Shipyard where we normally stay.

Leaving Belfast, we cross over the north end of Islesboro, a ten mile long island that runs north and south and separates upper Penobscot Bay into east and west. A short distance and we come upon the town of Castine, home of the Maine Maritime Academy and the historic town British troops occupied during the Revolutionary War and the War of 1812. Rather than securing a dock or mooring, we may set anchor in nearby Smith Cove, albeit a long dinghy ride to town across the swift current of the Baggaduce River. The solitude in the cove is our reward.

A southerly course from here will soon have Cape Rosier to port. We turn east and enter Eggemoggin Reach. This ten mile long waterway connects Penobscot Bay with Jericho Bay. While we usually transit the entire length of the Reach, should



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weather set in, we have the option of securing a mooring at Bucks Harbor Marina or drop the hook in Benjamin River or any of the other numerous inlets. A few miles up, we come upon a large steel bridge that connects Deer Isle with the mainland (this brings back fond memories of crossing this bridge in our car, kayaks on the rooftop. We would launch from Stonington on Deer Isle giving us access to paddle and camp on the countless islands of Merchant Row). At the east end of the Reach we find Center Harbor and the town of Brooklin, home to the famous Brooklin Boat Yard. A short distance from here is the Wooden Boat School where they teach the time honored craft of wooden boat building, a hallmark of Maine craftsmanship.

Exiting the Reach, we transit Jericho Bay and eventually through Bass Harbor Bar. Being that this is a very narrow channel, we look for the red-and-white gong "WB" then pass close by the Bass Harbor Light and on toward the red-and-white bell "EB" . We are now approaching Mt. Desert Island. Once there, the first port is SW Harbor, then on to Somes Sound, technically the only fjord on the eastern Atlantic. A bit further east and to the north is the entrance to Northeast Harbor. It's here that we make it a point to stay two to three days. Note that going ashore from any of these ports gives you access to the LL Bean buses that offer free transport throughout the island. Last year, however, that was not the case due to COVID. We don't always get to this part of Maine. Years that we spend a shorter amount of time, we just stay in Penobscot Bay.

Know that points east of Mt. Desert Island offer less access to potable water and fuel. You are on your own in this wild area. We ventured there the year we cruised for five weeks. That's when we made it to Roque Island. How far east is it? Well, it's a short run to the Canadian border and it is also a good jumping off point for the crossing to Nova Scotia.



Pictured Above: Bass Harbor Light and red-and-white bell "EB"

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Pulpit Harbor on the north end of North Haven



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Our return trip gives us the opportunity to stay at those ports and harbors we missed on the way. We could return through Eggemoggin Reach or go south through Merchant's Row where there are endless islands. This is a favorite cruising ground of the Windjammer fleet. Once back in Penobscot Bay, Warren Island can be accessed on the west side of Islesboro. This is a nice place for a lunch stop or for the evening if you can secure one of the few moorings. The east side offers a secure anchorage at Gilkey Harbor.

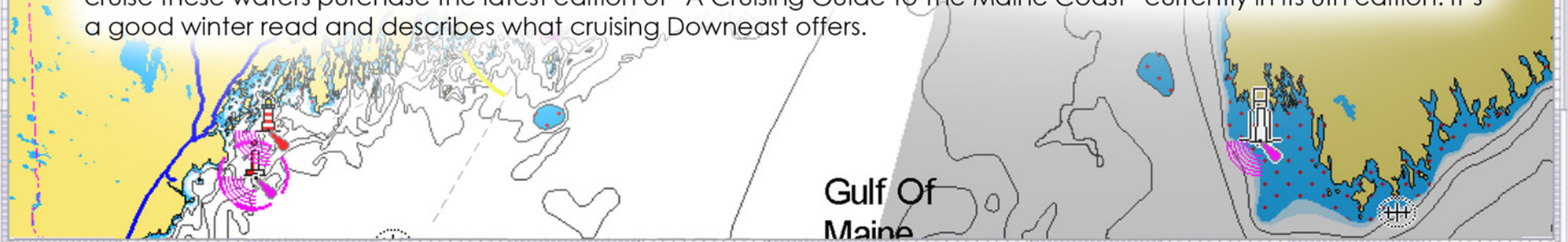
Heading south takes us to one of our "not to miss" places, Pulpit Harbor on the north end of North Haven. It is known for some of the most spectacular sunsets in this region. Typically there are less than ten boats anchored on any day. This year, we found 20 plus boats each evening we visited. Looks like our secret harbor has been found! Further south, across the Fox Island Thorofare is the island of Vinalhaven, home of many great places to drop the hook. Winter Harbor is one of our favorites.

From here, as we continue our southward course we can either go outside or back through Muscle Ridge Channel. Upon exiting the channel, Tenants Harbor is close by if we need to top off our fuel.

Passing through Midcoast Maine waters we like to make a short detour at the entrance of Muscongus Bay to visit Eastern Egg Rock, which is the southernmost rookery in the eastern US for Puffins. Over the past few years the population has increased due to successful conservation measures. Further on, we head for Linekin Bay Resort. It's located just east of Boothbay. Secure a mooring here and your fee will get you an all you can eat breakfast buffet the next morning and includes launch service.

Our next stop is usually back to Dolphin Marina where we get an early start the following day and head south for Wickford, with stops along the way. Each year, we make new memories that will stay with us until we return to make new ones.

This narrative details but a few of the many places the Maine coast offers. I strongly suggest that those looking to cruise these waters purchase the latest edition of "A Cruising Guide To The Maine Coast" currently in its 6th edition. It's a good winter read and describes what cruising Downeast offers.



2022 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 tentative and are weather permitting so please confirm once we get closer to the date. More information will be forthcoming. We also ask that you RSVP to Margaret@wildeyachts.com.

Destination	Date Of Arrival	Date Of Departure	Note
Greenport: Mitchell Marina	May 14	May 16	Mini Cruise: 2 Nights - Arrive Sat & Depart Monday
Watch Hill, RI (Moorings, Anchor & Slips)	June 11	June 13	Mini Cruise: 2 Nights - Arrive Sat & Depart Monday
Milford Harbor, CT	July 9	July 11	Mini Cruise: 2 Nights - Arrive Sat & Depart Monday
Block Island	September 9	September 11	Mini Cruise: 2 Nights - Arrive Friday & Depart Sunday
Mystic Seaport	October 15	October 17	Mini Cruise: 2 Nights - Arrive Sat & Depart Monday
NENTOA Summer Cruise	Starts July 23rd through August 14th		Maine By Popular Request

For More Information About The Mini-Cruises, Check Out The Articles On The Following Two Pages...

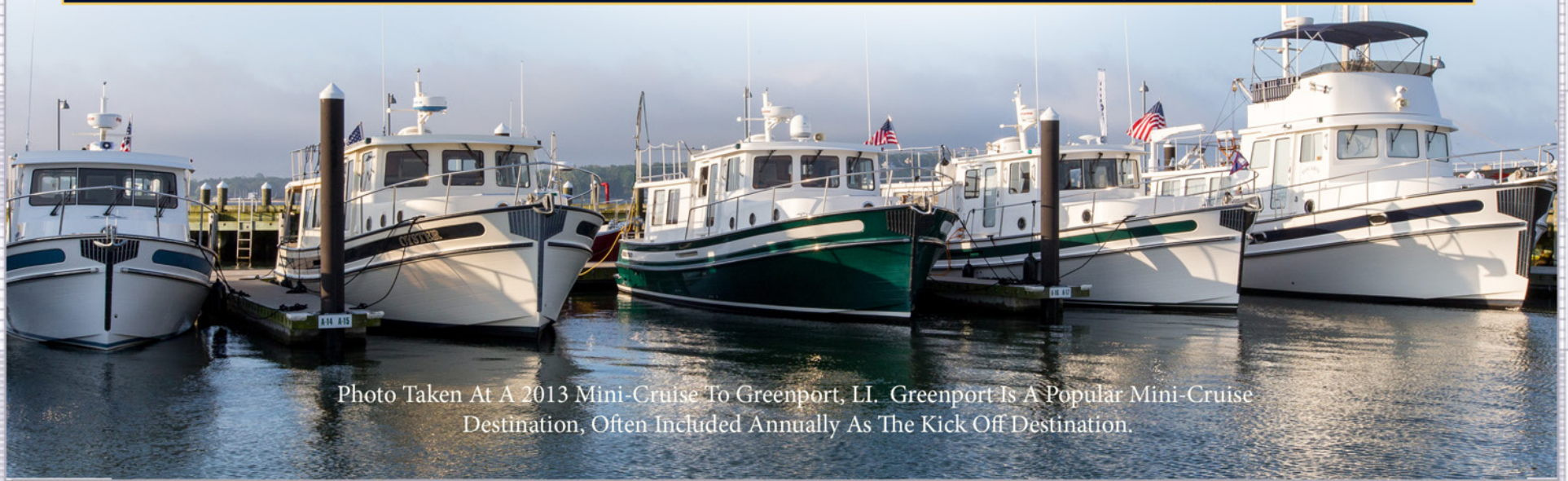
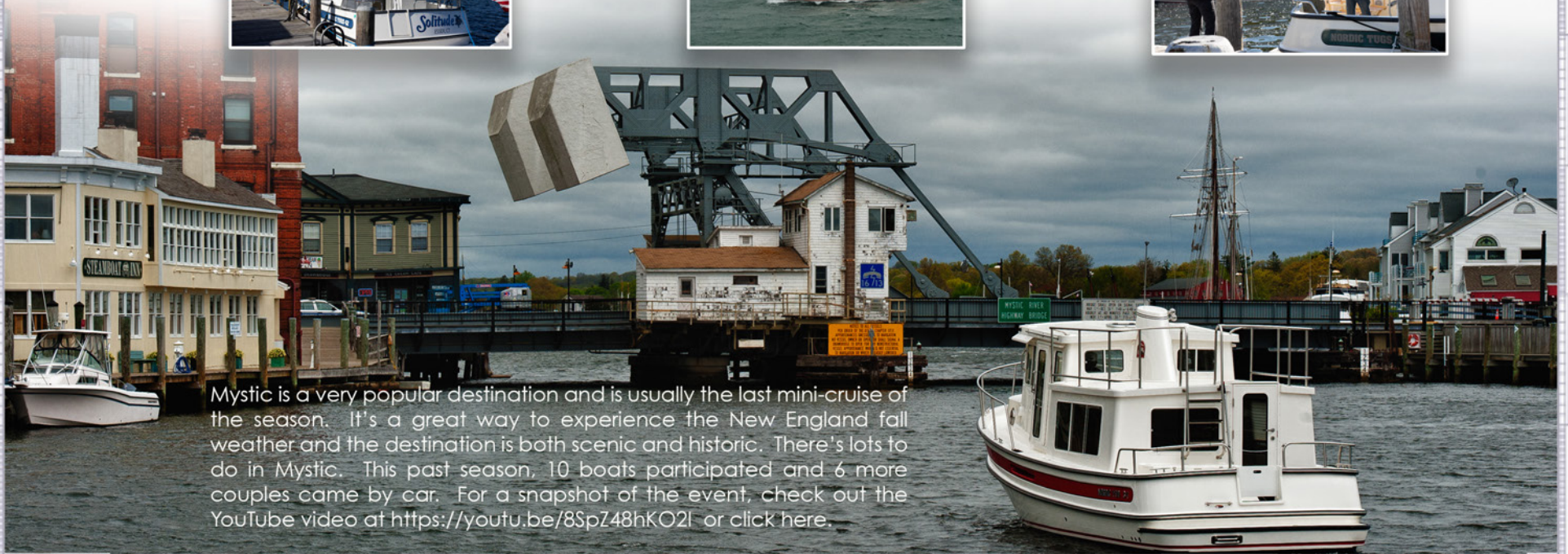
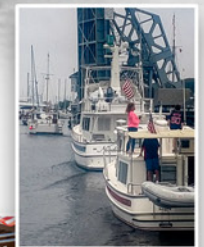


Photo Taken At A 2013 Mini-Cruise To Greenport, LI. Greenport Is A Popular Mini-Cruise Destination, Often Included Annually As The Kick Off Destination.

Annual Mystic Mini-Cruise



Mystic is a very popular destination and is usually the last mini-cruise of the season. It's a great way to experience the New England fall weather and the destination is both scenic and historic. There's lots to do in Mystic. This past season, 10 boats participated and 6 more couples came by car. For a snapshot of the event, check out the YouTube video at <https://youtu.be/8SpZ48hKO2I> or click here.

Mini-Cruise to Greenport - An Owner's Perspective

We took the opportunity of the May 15, 2021 mini-cruise to Mitchell Park Marina in Greenport to make our first trip on our new (to us) Nordic Tug 37, Pearl. She's our third Nordic Tug, having owned a 26 for two years and a 32 for four years. As I said, it was our first trip in her, so we left Old Saybrook on Friday May 14, and cruised to Coecle's Harbor, where we anchored for the night.

The boat ran more quietly than our 32 had, and we took a lot of time exploring the boat and finding the most comfortable spots for reading. The salon lighting wasn't as good for reading, as there were no dedicated reading lights. That's something we had grown used to. It will be corrected. After a quiet evening we weighed anchor at 1030 Saturday and arrived at Greenport an hour later. Nordic Lady, Beautiful Day, and Wine Down were there ahead of us. Ben and Sue Wilde knew that we had bought Pearl, but our friends from the other tugs flipped out when they saw us in her. We surprised them. Backing the larger boat into a slip for the first time worked out fine. No damage.

That evening the group were guests of Sue and Ben for docktails on board Nordic Lady. It's always a treat to get together with the other NT owners and swap wisdom, sea stories, and technical know-how. It seems that no matter which boat hosts a party, it's always a great time. NT owners seem to have like minds, although there is a wide variance in boating experience among them. Some are first time boaters, and some, like Nancy and I, have been sailing and tugging for 40 years. This makes for great exchanges of information on all aspects of boat handling, destinations, piloting, anchoring, cooking aboard, etc.

Sunday evening we hosted docktails aboard Pearl, sharing a huge bottle of prosecco that had been gifted us by Brian Clarke when he sold us the boat. (Did we pay too much?) Joining us in addition to the Saturday crew were Sue's niece Jan and husband Matt, and Hap & Diane Bowditch of Eighth Settler. The Bowditchs live on Shelter Island, so they came over on the ferry. It was great to see them again after a long winter. Following docktails Nancy and I went to dinner at Port, a waterfront restaurant. Greenport is loaded with great places to eat, and very convenient from the marina.

For new tuggers, it's a comfort to be with other tugs whose owners are storehouses of great great information and advice. We had found, on NENTOA trips, that our 26 lacked some of the comforts of the 32s. So, we traded up. When we saw the 37, we said that no, we didn't need it. However, it was so beautiful that we were eventually charmed into moving up again. Having met many other owners of Nordic Tugs, we learned what to look for in any size, what their characteristics were, features, pros, cons, and so forth. NENTOA's Mini-Cruises are a great way to get to know other tuggers and other tugs.



Submitted By Peter Jenkin
and Nancy Miller
Pearl 37-209

Nordic Tugs Electrical Department...

Through the construction process of a Nordic Tug there is one item you find running all through-out the boat – Wire. The type of wire Nordic Tug chooses to use is "Marine Grade Tinned Copper".

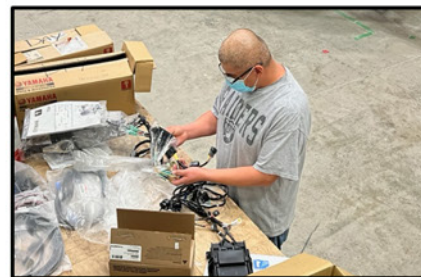
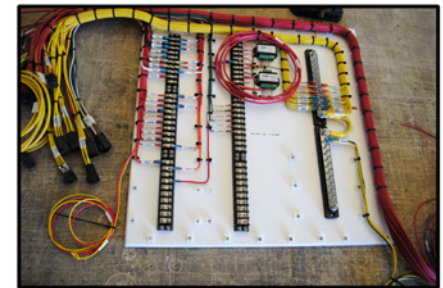
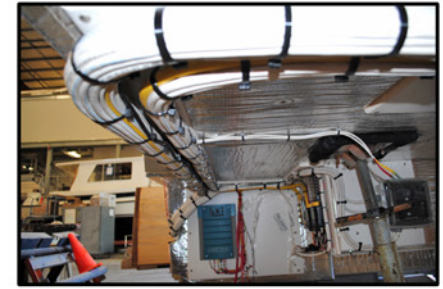
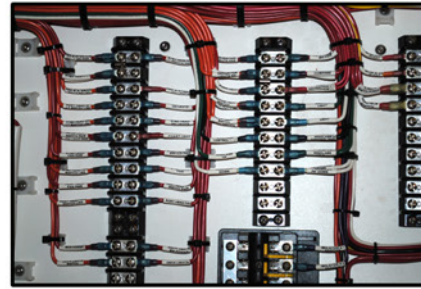
From the early stages of the assembly process you will find Nordic's electricians hard at work. They start by building all the individual wire harnesses that go into a boat. This process begins by pulling each wire individually from large spools and bundling it neatly through the length of each harness. Many wires terminate short of the harness end. This is because the harness bundle serves many electrical appliances, scattered along the harness. A short wire end will protrude from the harness, and the electrician will mark its identification on the wire end by applying a label. At any point in the harness where there is a termination Nordic Tug labels it to let the person looking at the harness what each termination is for.

After the harnesses are built, coiled up, and transported to the boat, a team of mechanics will install the harnesses into the boat. We take pride in how we install our harnesses, ensuring that all cable bundles lie straight (for easy tracing of an individual wire) and supported properly per ABYC (American Boat & Yacht Council) Specifications and are accessible when need to be. Nordic Tug understands the importance of the quality throughout the build process is not just for the things people can see but what is behind the panels and bulkheads that you cannot see. We install the same harnesses with the same level of quality throughout the boat.

The next step is assembly of the electrical panels and helm panels – we encourage you look behind the panels for neatness of the routing and layout of the panel from an electrician's standpoint

The final step is testing. When a boat is done and ready to move out of the shop (for start-up) one of Nordic's most trusted and skilled technicians goes through the entire boat to test every wire and cable connection for absolute tightness and solid contact. Next, the mechanic starts the boat and every circuit is tested prior to sea trial. Finally, the boat is shipped to the Marina where it goes through a series of test which we call "the Sea Trial".

This is why our Nordic Tug owners are assured years of trouble free electrical service from their beloved Nordic Tug.



Special recognition and appreciation goes out to the electrical department's staff for all of their hard work and dedication...
Heather Neal • Bobby Neal • Tracy Hiday • Adan Nunez

Community Board



Save The Date



July 23-August 14th • 2022 Summer Cruise • Maine

NENTOA Raffle

NENTOA is raffling off a brand new, limited edition Nordic Tug fiberglass dinghy. Only 30 tickets will be sold and the price is \$100 per ticket. All proceeds will benefit NENTOA's operating expenses. Contact Richard Libin nt44124@gmail.com for complete details. Drawing will be soon... don't delay, contact Rich today!



- Foam filled lockers in both bow and stern (inside seat boxes)
- Removable center bench seat
- Three points for securing the vessel into place (bow eye with 2 stern eyes)
- Back across transom for a small trolling motor • Length overall 8' 7" • Beam 4' 3"
- Dry weight estimate 80lbs • All fiberglass • Limited edition



Wanted

Nordic Tug Listings!

Call Ben at 860-388-8577
or info@wildeyachts.com

If you've been thinking about selling your Nordic Tug, this is the most opportune time!

Call and we'll explain why.

Tech Tip From Bill Boyer
Seattle Yacht Sales 443.480.5960

For a peace of mind, when you do your annual oil change, take a sample of the engine and gear oil and have it analyzed. It will help eliminate problems along the way and the history is a plus when you go to sell your boat!

NENTOA & Wilde Yacht Sales Spring Luncheon & Workshop

April 9 : Essex Yacht Club, CT

The workshop agenda will be forthcoming. Meetings typically start at 10am and adjourn by 2:00pm. During that time, there is an educational workshop, a luncheon, and a brief business meeting. All members are invited.

Tech & Maintenance Tips

In this edition of Waypoints, we decided to feature some articles from one of the better resources for technical and maintenance tips: the SENTOA (Southeast Nordic Tug Owners Association) website http://sentoa.org/maint_tips.html Presented on the next several pages are samples of the more popular threads that have been posted on the SENTOA site by current and past owners. Be sure to check their website out or better yet, join their list server for ongoing solutions for maintenance and repairs. <https://lists.sentoa.org/list/sentoa.lists.sentoa.org>

Sample Thread Post 1: Painting of Black Aluminum Window Frames

Webmaster's Note: An exchange of postings took place on the SENTOA listserv in May, 2008, regarding the procedures for the painting of black aluminum window frames. Pertinent information from that exchange is posted below.

From: Frank Johns, Reward 32-227 San Diego Subject: Re: [Sentoa] Black Sea Glaze Windows

On 32-227, I have anodized windows & wheelhouse doors with bare metal showing in spots and have been able to refinish them as follows:

(1) Light sanding with 320-grit paper just enough to remove loose stuff. (2) Wipe with paint thinner. (3) 2 coats of Rust-oleum grey primer thinned 40-50% with Penetrol (NOT normal paint thinner) I use a foam brush. (4) Sand again & wipe if needed to level runs and sags but use very light pressure. (5) 2 coats of Rust-oleum flat black paint, thinned 40-50% with Penetrol. (I tried gloss black but it turns out much too glossy for me.) I also use a foam brush for this. (6) Finish with the reddish rubbing compound they sell at Pep Boys, NAPA stores, etc.



A car buff showed me how to do this and since these materials are not normally sold in marine stores, you will be pleasantly surprised at their cost. The secret of the Penetrol is that it makes the paint thin and runny enough to flow smoothly but does not destroy the hiding ability of the paint. Finally, I would practice on something other than the boat first.

From: John Walters Jubilation 37008 San Carlos, Sonora Mexico Subject: [Sentoa] Black Window Trim

I used the same process that Frank Johns described about 5 years ago on Jubilation 37008. There are two minor differences that I found successful. They are that I used 1 part epoxy for the paint and when preparing the aluminum after sanding I used vinegar on the raw aluminum before using paint thinner to clean the surface and then primer. The areas I used this system on have held up very well. In fact I think this process was written up in the Nordic Tug Newsletter a few years ago.

Note: Instructions from the Diamond Seaglaze factory on how to repaint Diamond Seaglaze doors and windows... click the following link: http://sentoa.org/maintenance_tips/dsg_door_repainting.html

Sample Thread 2: Fixing Sticky Wooden Pilothouse Doors On A Vintage NT26 and 32

"The following thread from the SENTOA Listserv offered many suggestions to fixing sticky wooden doors on the Nordic Tug 26 and 32. Thanks to Scott and Tris, owners of Green Eyes, 26-136, for initiating the discussion:

"Hi, we have a 1991 26'. Our wood doors do not sit exactly square in the frame and have been sticking instead of sliding easily. Also, water drains very slowly from the door channel. Are we missing some sort of slider, do I have a plugged drain under the door channel? I am concerned about rot from direct contact."

Dave Allen, Nordic Tug Factory — "Are you referring to the side doors? Along the bottom of the side doors there were a couple hard plastic pads that helped the door from riding on the bottom of the wooden door track and allowed the door to slide freely. It is possible that those plastic slides have been worn and the wooden door is sliding inside a wooden track. I tried to locate these earlier but was unable to find a source."

Evan Effa, Tugaway, 37-147 — "I created my own slide blocks out of plastic cutting board material. It works very well."

Al Johnson, Nuthin' Fancy, 26-088 — "Mine were round plastic discs with nails sticking out to mount in the track. I had to sand them down a bit to get the height correct. You can get them at Home Depot. And just remember everyone, the doors are not square, they are a bit of a parallelogram shape due to the slope of the deck and pilothouse roof."

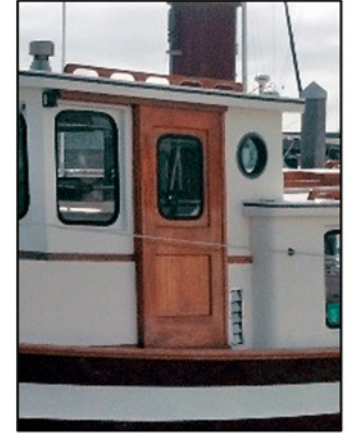
Brian Dodsworth, Tanguer, 32-100 — "On our 1997 NT 32 I use a candle and rub it along the top and bottom of the door runners. This helps smooth the movement of the door."

Charlie Billings, former owner of BeBe, 26-001 and Nobska, 32-057 — "On both my 26 and 32 NTs (both with wooden doors), I used a 1/2" (as I recall) plug cutter to cut plugs out of a piece of nylon material which I inserted in the existing holes on the bottom of the doors. The original plugs had worn down to the point that the doors were riding on the surface of the wood track slot. With new plugs, doors slid easily - perhaps too easily on my 26, since the 26 doors slide forward when opened, and any substantial wave/wake crossing encouraged the doors to slide closed on their own accord."

Bruce Thiedeke, Nautica, 26-102 — "I have installed TapeCase 423-10 Polyethylene Tape with Acrylic Adhesive [available on Amazon] with great success. Make sure the surface is dry before application. It makes the doors slide very easily. You might want to check the nylon runner studs as well and replace as per Dave Allen"

Vince Meyer, Tugzilla, 32-038 — "Early 26 & 32's had teak doors with plastic sliding blocks running in a teak track. Over time, the wood track gouges a channel that makes the door hard to slide. The best way to maintain reliable smooth sliding doors is to install a brass flat bar 1/8 x 1 1/2 x track length, available from any internet metal supplier. Use one screw at the forward end of the bar ahead of the plastic slide on the door (so you don't run over the screw every time you open the door) and use polyurethane adhesive to bond the flat bar in the door track. Drill a drain hole at the back end of the bar to allow water to drain. Install new plastic slides on the bottom of the door & countersink as needed for clearance, any hardware store has slides for chairs, etc... install the door stop and voila! A smooth sliding door that doesn't wear out and looks like it was done on purpose... I modified our pilot house doors in '08 with no door issues since."

Note: A special thanks to Heb Nickles, SENTOA Webmaster and Listserv Admin., for his support and assistance with this article.



Sample Thread 3: A popular thread topic is electrical. This article originally from Waypoints Vol 6, prompted a thread on the 'Maintenance of Shore Power Receptacle'. To view the tread, please visit http://sentoa.org/maintenance_tips/shore_power.html

Tech Tips

by Jerry Husted, Sea Trial Capt. and Founder of Nordic Tugs

ELECTRICAL PROBLEMS: SOLUTION #48

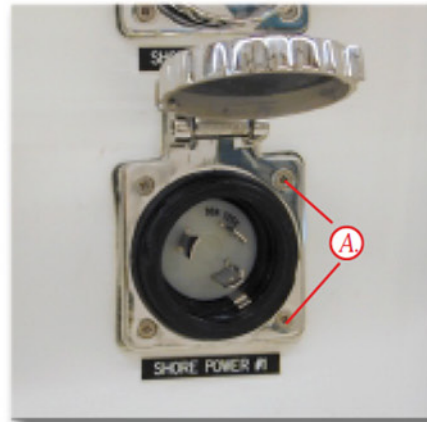
We asked our friend at the local boatyard about the most insidious electrical problem that he sees on boats. He thought about that for awhile then quickly came back with, "You'll never guess – the SHOREPOWER INLET!" Why? It looks shiny, business-like, and made of the finest materials. True, but something inside happens, no matter how careful we are.

When shorepower is plugged into AC power, current surges through the three bayonets inside the fixture. A slight amount of heat is generated from the flow of the current when the breaker is turned on and the contacts are energized. Ultimately, the heat may burn a small pit in the metal bayonets, and this decreases the area of contact slightly. Then the next arc has less area to dissipate the heat, and the small pit may enlarge from the heat, and/or a new pit develops. Sort of a growing problem.

The heat builds up when on, and then cools when it's off. Over time, the physical shape and volume of the metal bayonets may warp, shrink or change slightly.

We're talking physical change so small that you'd be hard pressed to measure it, but here's where it shows up.

The contact between the retaining screws inside the inlet fixture, that holds the wire tightly against a clamp, loosens slightly. Over time this may result in an infinitesimal gap between the wire and the bayonet terminal, and will cause sporadic and momentary electrical failure. This produces voltage surges



Shore Power Inlet cover open
A. Mounting fasteners

or spikes to your battery charger, heaters, and any electric or electronic equipment that may be in use. Most equipment will resist damage from these momentary power spikes – but some may not.

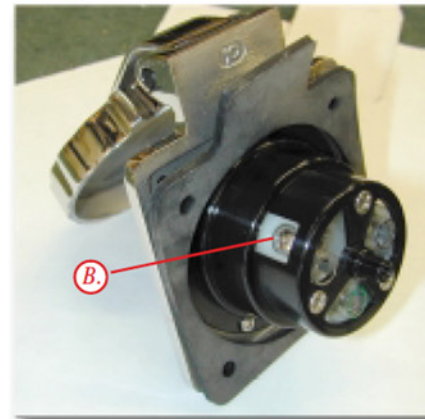
Electrical equipment failures are expensive to fault-trace and expensive to repair or replace. In the worst case scenario, the electrical arcing may get hot enough to actually burn the wire-ends and insulation. If there are combustibles nearby and no one detects the heat, it could be even more serious!

The surge or spike will be intermittent at first, possibly damaging your electrical equipment, then returning to normal – as if nothing has happened.

See what we mean by insidious, treacherous, secretive, mean– they all fit .

HOW TO PREVENT SUCH TREACHERY

1. Turn off AC power at the breaker panel by turning the master breaker and dockside circuit breaker off.
2. Unplug the shore power from the boat.
3. Unscrew the four mounting screws on the outside of the fixture. When using through bolts, hold the nut from turning.



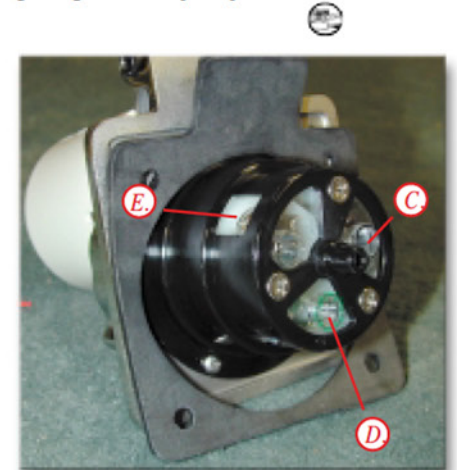
Typical 110 volt 30 amp shorepower connection
B. Clamping Screw

4. Pull the fixture away from the side of the boat, so you can get at the inside part.
5. Holding the fixture in your hand, turn it slightly sideways so you can see the clamping screws that hold the wires tightly in place. (Only one is visible in the picture.)
6. Tighten them up as tightly as possible. This will squeeze the wire

between the clamping plates for a renewed, excellent contact.

7. Reinstall the shorepower inlet fixture to the side of the boat – and you're done! Congratulations on saving yourself-INSIDIOUS FUTURE ELECTRICAL FAILURES !

Possibly you only have to do this once and find that the clamping screws are perfectly tight on subsequent examinations. Usually one subsequent tightening is all that is necessary for the life of the fixture. If you find you can't tighten the clamping screws at all, you can rest easy knowing your electrical equipment is getting uninterrupted power.



C. Hot Leg
D. Ground
E. Neutral Connection

A much more reliable solution to help minimize shore power overheating and connection issues...

Fortunately, most late model Nordics are factory equipped with a 'SmartPlug' which helps eliminate the problems outlined on the previous page (loose wires, overheating and arcs at your shore power connector). Please visit SmartPlug's website for more details on this modern day solution or contact a qualified reseller, yard or electrician -- we've been told there's a retrofit for most Marineco connectors. <https://smartplug.com>



Design Features



SAFE

ELIMINATES OVERHEATING

- 27x more electrical contact
- Maximizes electrical transfer
- Multi-point locking system
- Solid sleeve connection
- Triple weatherproof seals



SIMPLE

EASY TO USE

- No L-shaped pins – easy to use at night
- Plugs straight in – no twisting required
- No misalignment issues
- No cross threading problems
- LED power indicator light – molded cordsets



SECURE

HOW IT WORKS

- Push connector straight in.
- No twisting required!
- Dual stainless side levers
- Automatically lock into inlet.
- Stainless cover snaps down onto connector body

The Solution

INLET & CONNECTOR FEATURES

LED TWO COLOR REVERSE POLARITY AND POWER LIGHTS
One red and one blue LED light for Safe/Unsafe Electrical Power Indication under Reverse Polarity Conditions.

LOCKING FEATURES
Dual 316 SS side locking levers snap into sides of inlet housing.

CONNECTOR BODY SHAPE
Sleeve design fits snugly within inlet, removing all tension from pins & clips. Easy one handed insertion.

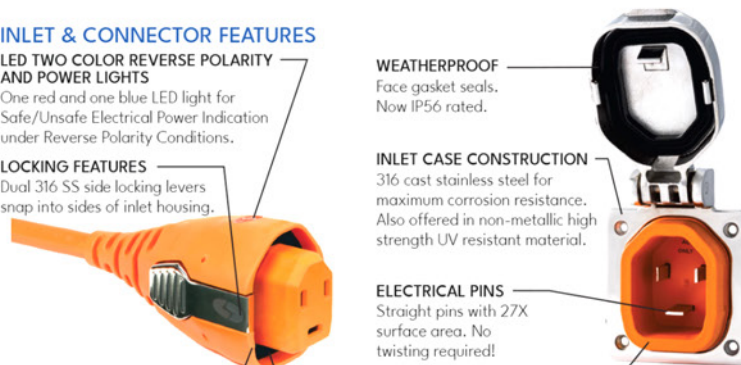
WEATHERPROOF
Superior gasket seals against inlet sleeve to eliminate dirt & moisture exposure on electrical pins.

WEATHERPROOF
Face gasket seals. Now IP56 rated.

INLET CASE CONSTRUCTION
316 cast stainless steel for maximum corrosion resistance. Also offered in non-metallic high strength UV resistant material.

ELECTRICAL PINS
Straight pins with 27X surface area. No twisting required!

EASE OF USE
Unique plug body shape only goes in the right way. Easy to orient with no misalignment - even in the dark! Pushes straight in & locks automatically.



SmartPlug's 4-Stage solution protects against overheating every step of the way. Loose connections are addressed by a Sleeve Design and Multi-Point Locking System which take all the physical stress off of the pins while securely fastening the plug to receptacle. Pin contact area is increased by more than 27x and protected behind three weatherproof seals for a dry and corrosion-free connection.

WANTED

Wilde Yacht Sales LLC is looking for Nordic Tug listings. If you've been thinking about selling your Nordic Tug, this is the time to give it strong consideration. Here's why...

- This is the strongest pre-owned market that we've seen in quite some time.
- We've generally turn over 98% of our listings from season to season.
 - Currently, the demand exceeds the supply.
- Wilde is a trawler / Nordic Tugs specialist, often attracting trawler buyers and other brokers.
- Wilde takes a multimedia approach and advertises in print, on-line and via email marketing.
- Wilde supplements their advertising with Passagemaker and Soundings email blasts.
 - Staffed 12 months a year by 'trawler experts.
 - We make the process of selling your boat EASY!
- Members of YBAA (Yacht Brokers of America Association)

If you would like to look into having Wilde Yacht Sales LLC broker your boat, please contact Ben at 860-388-8577 or info@wildeyachts.com

A special thanks goes out to the many people that contributed text and/or photos to this edition of Waypoints...

Ben Wilde

Bob and Sue Baglini

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Dave Allen

Richard Libin

Bill Boyer

Jerry Husted

Various SENTOA Members (listed on relevant pages)

Herb Nickles

Nancy Rhodes

Paul Tortora (Editor-In-Chief)

We welcome submissions for possible inclusion in future issues so if you have something that you would like to share, please contact paul@wildeyachts.com with a sample of the concept, article or material for review.

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Thinking Of Moving Up To A New Nordic Tug?

Avoid A Typical Two Year Delivery Time,
Wilde Has A Build Slot Available To Start June

New Boat Build Slot Available

Elegance comes in all sizes!



Fatty Knees Sailing Dinghy
Nordic Tug 54