

Wilde Yacht Sales TIPS & TRICKS FOR NORDIC TUGGERS

1. **Portable Air Horn:**

These are great for clearing clogged strainers without diving overboard, just place the horn on clogged hose inside your boat and blow for 2 seconds. Also great for clearing clogged vent lines and holding tank pump out line. Horn may also be placed over strainers to blow back & clear grass and even jellyfish from lines or underwater strainers.

2. **Vents:**

Your black water vent is easily clogged by spiders, and all types of bugs and toilet paper. You must clean the outside of every vent line with a small brush at least every Spring. Your black water vent is very important, it may also be cleaned with pressure water from the outside, or also use an air horn. Tank hatch – remove sending unit regularly and clean well. Make certain that monitor cycles thru empty, low, mid and full ranges.

3. **Genset proper use:**

It is very important to have a load on your genset every time you run her. That means turn on everything electrical when you are running her, even though you might just want to charge your batteries. The genset will clog up and have a very very short life if just used to charge batteries.

4. **White Vinegar:**

Spray 100% on spiders under all overhangs outside of boat. Spray 50% in showers when done, will keep shower fresh and mildew from forming. Great for deodorizing & kills mold & mildew. Also will get rid of all odors if keep in plastic or glass bowls overnight. Vinegar is the most used cleaning product on all my Nordic Tugs. If you have a very very bad mold & mildew situation you can use Tilex to clean it up. But use caution when using this caustic product.

5. **Whink:**

Available in hardware stores, it's a fantastic product for removing rust stains on fiberglass or almost any surface. It's a thin as water and just put a few drops on rust and it removes it in seconds.

6. **Magnet:**

Always take a small magnet with you when purchasing hardware for your boat to insure that you are really purchasing good quality SS screws or fittings. You should always try to purchase 316 SS, it is non magnetic! If the magnet attaches, do not buy the item.

7. **BoatUS.com/BoatTech:**

Is a great web site for advise for both small and large projects. Both simple and technical items.

8. **Nordic Tugs Website:**

Click on News to see old Waypoint articles for great advise on servicing and general maintenance on your Tug.

9. Windex with Ammonia:

This product is a no no for your boat. It will destroy all mirror's over time, The backing material turns black when touched with ammonia.

10. Barkeepers Friend:

It's a great product for cleaning sinks, counter tops etc.

11. Corrugated Boxes:

Remove all cardboard/corrugated boxes from your boat. They are a great breeding ground for bugs. Cockroaches love the glue that it used to make all boxes

12. Raw Water Impellers:

Change the GENSET every year. Main Engine every other year or at about 500 hours maximum. They will likely last a lot longer than that but it is so much easier to change it before you have to chase down the pieces that travel through the cooling system when the blades let go.

13. Oil Change #1:

When changing the oil filter, make sure the rubber gasket comes off and does not stick in the housing. If it does and you put a new filter in with a gasket on it you will quickly find that 2 gaskets does not contain the oil under pressure nearly as well as a single gasket. The resulting mess is spectacular.

Oil Change #2:

When changing the filter, unscrew it slightly. Slide a zip lock bag over the filter and remove the filter. The zip lock bag will contain any spills. A zip lock bag will also contain spills as you install a fresh filter filled with oil.

Oil Change #3:

Always fill the new oil filter with fresh oil before spinning it on to the engine. This will insure that the oil pressure comes up as fast as possible. A main engine filter will take about a quart of oil. Put the filter upright in an open zip lock bag and pour oil into the filter until it is full to the brim. Wait a minute for it to soak into the element and add more oil, again to the brim. Keep doing this until the filter is truly full before installing the filter. The fuel filter on the engine should also be filled to the top with fresh diesel to reduce the possibility of having to bleed the engine.

14. Digital Camera for Disassembly:

When you disassemble some component of your boat, it is easy to lose track of the sequence of the parts. Take digital photos as the disassembly progresses. Lay the parts out on a paper towel in order and take a photo. Even if the parts get out of order or you forget the sequence, you can always review the photo in the camera display for guidance. A cell phone camera will also work.

15. Crows Foot:

Certain nuts and bolts on our boats seem to be mounted in relatively inaccessible places. The bottom inboard bolt on the raw water pump of the NT32 is a classic example. If you don't want to remove the entire pump, you can reach this bolt with a Crow's Foot Wrench. This is a very short open end wrench that has a hole in it for a 3/8' square drive socket.

Using an extension, it lets you reach behind an object to unfasten a nut or bolt. Go to www.craftsman.com and search for crow foot to see a picture.

16. Image Stabilized Binoculars:

Image stabilized binoculars are more powerful and cheaper than a good set of regular binoculars. My favorite are the Canon 10x30 IS binocs. 10x magnification compared to the normal 7x coupled with the IS feature lets you see buoy numbers or boat names at a significantly greater range. The IS binocs are the only binocs we use during the day, especially since they are so small and light. The Canons work instantly upon pressing the button and shut off once the button is released. Carry spare AA batteries and get the binocs at a large photo retailer such as 222.bhphoto.com where they are far cheaper than at West Marine.

17. Binoculars At Night:

If you boat a lot at night, you need a great set of conventional 7x50 binoculars. Compare the specification for “Light Transmission Efficiency” and get a set with a very high number. My Fujinon Polaris 7x50s are 95%. It is amazing what you can see with them even on a dark cloudy night due to their effectiveness in passing through whatever light there is. If you look at the specs in the West Marine catalogue, you will find Nikon binocs with light transmission efficiency as low as 50% which is pretty bad in spite of the Nikon brand name. A good set of binocs will let you determine whether what you think might be a boat is indeed a boat without lights. Also, you should scope a boat to confirm the pattern of the running lights. Particularly with commercial craft with deck lights, you may make a mistake about the nav lights without the use of binoculars.

18. Leaving the Fuel Dock #1:

When you go to leave the fuel dock, the attendant always wants to push your bow off. This is about the worst help you can get as, once you shift into forward, the stern will swing in and hit the dock. If the fuel dock is on your starboard and you have space ahead of you, turn your wheel hard to starboard. As you put the boat in forward at idle speed, push the bow thruster jog lever to port. If you balance the forward speed and the thruster, the boat will move forward and diagonally off the dock while remaining parallel to the dock.

19. Leaving the Fuel Dock #2:

Assuming the dock is on your starboard, decline the push on your bow. Turn your wheel hard to starboard and apply a little forward. Before you build up any forward momentum, shift to reverse without touching the wheel. Again, before building up reverse momentum, shift to forward without touching the wheel. Keep going back and forth and your stern will swing out and your bow will remain near the dock. When the stern is about 60 degrees off the dock, without touching your wheel, back down until the boat is about 25 or 30 feet off the dock and parallel to the dock. Now, with plenty of room, proceed to depart being careful not to turn the wheel too hard to port as you don't want the stern to swing in too close to the dock. Since our boats have a left hand wheel and back to starboard, leaving a port side dock in this manner is even easier as long as you turn the wheel hard to port and leave it there!

20. Sticky Sliding Windows:

The windows on our tugs get to the point where it is a bear to make them slide. Spray the upper and lower tracks with silicone. Force the window open and spray the rest of the upper and lower tracks. Slide the windows back and forth a few times and marvel at how

much easier they slide. Periodically spray the tracks before the windows get to be too tough to open. This works especially well with the black Western Metals windows.

21.DAP:

Sometimes you just need to carry a large Swedish Horse or some other object like that on your boat. Left to its own devices, it will surely gallop or decide that its name is Pegasus and fly all over the boat creating mayhem. Get DAP, also known as museum putty, at your local hardware store. Put a wad on the bottom of each leg and press the horse onto the flat surface where you want it. Chances are it will stay put. Experiment and watch it at the beginning until you are confident that it will stay put. Our 1 foot high Swedish horse stayed in one place for 5 years in spite of some very rough seas. It is also great for sticking liquid soap dispensers in place.

22.Marking the Anchor Rode:

I mark mine at 25 foot intervals. First I spray the chain with florescent orange paint centered on each 25 foot mark. Then I put a total of 6 colored wire ties on 3 links skipping every other link so that the links all have the same orientation. Here is a workable color scheme - - black for 25 since it is likely to be in the mud anyhow, red for 50, yellow for 75 and blue for 100. Blue and black for 125, blue and red for 150 etc., white for 200 and just before the bitter end I use about 10 ties using all the colors randomly to alert me that the end is coming up. By using 6 ties and the florescent paint, you can find the marks and replace a wire tie if one comes off. Colored cable ties are available in lots of colors at www.buycableties.com. An alternative is the rather pricey bits of plastic that Imtra sells that press into the link but cable ties are less expensive.

23.Seize the Shackle:

Use monel seizing wire to seize the pin in the shackle on your anchor. This way the pin cannot come loose leaving your anchor on the bottom.

24.Spring Line For Home Dock:

For your home dock you always put the spring line on the same cleat on the dock near the stern of the boat. Do this with the loop on the dock cleat and mark the first turn of the line around the front of the midship cleat on the boat. Make sure that even with a little stretch, the stern will not hit the dock. Now, enter the slip, drop the loop on the cleat and the boat will dock itself leaving you to attend to the bow and stern line. A wire tie makes a good mark but a shipping with a piece of waxed line is a lot classier.

25.Rain-X:

I am amazed how many people don't know of the miracle called Rain-X. It is a liquid silicone, that when wiped on the windshield, allowed to dry and hand buffed will cause any spray and rain to bead up and run off the glass. With Rain-X you will hardly ever run your wipers no matter how heavy the rain or spray. It is available in a yellow bottle at auto parts stores and once applied lasts a number of months. Apply it over freshly cleaned glass.

26.Squeegees:

Squeegee the shower after use and there will be a lot less moisture in the head. Squeegee the mirror and you can see to shave or whatever. Squeegee the pilothouse windows when they fog up. Using a squeegee does a better job with less smearing than using a towel or other cloth. It is also faster.

27.Blue Velcro Bands:

There are many products for binding shore power cords, hoses and other items. The best I have found are Velcro straps about 1 foot long. They bind things very tightly and are cheap. There is a booth at most of the boat shows that sells them individually and by the dozen. You can never have too many and they come in a variety of colors. You can order them on line at www.poliglowproducts.com.

28. Head Instructions:

Your non boater guests will not remember how to operate the head. Write up a set of directions on your computer and print them out. Put them in a clear plastic page protector and tape it near the head using green masking tape. On ours, we tell them that if they put anything in the head that hasn't been chewed other than modest amounts of toilet paper, they get to help us dismantle and unclog the head. We also suggest that gentlemen have a seat when underway.

29. Safeties On Winches and Windlasses:

Don't trust a windlass or winch to hold a load on its internal brake. Add a rope or swaged cable safety to take the load. For example, in heavy seas, the anchor chain can jump off the gypsy and the anchor can self deploy. If the boat is operating at speed the anchor streams back and the chain will wrap the prop. Yes, this did happen to a boat in the NENTOA fleet. The result is not pretty. On the anchor rode, a chain stopper will double as a safety and also transfers the load when anchored off of the windlass to the boat.

30. Anchor Snubber:

Using a modest length, say 25 feet of 3-strand nylon line, lighter than what would normally be used for an anchor rode, allows for the line to stretch and absorb some shock loads if anchored in windier conditions. You can use a chain hook in the middle of the line with knots on either side to keep it from getting off center. Fasten one bitter end to a bow cleat. Position the chain hook on the chain and let out enough chain that it loops below the chain hook and fasten the other bitter end to the other bow cleat. A better solution, since it is simple and can't come off the anchor chain, is a Wichard Chain Grip (www.wichard.com and search the catalogue). A rigging shop that stocks Wichard products may have it or be able to special order it for you. It is beautifully machined and will not chafe the nylon snubber like a chain hook will. It is easier to deploy than a regular chain hook since it won't come off the chain. Also, if the snubber were to break, it will remain fastened to the chain so that you can retrieve it. It costs about \$35 but is worth the expense. A stainless carabiner will serve the same function at lower cost.

31. Close Valves On Sight Gauges:

If your Nordic Tug has sight gauges on the water tank and the fuel tanks it is easy to read the tank levels. The draw back is that we use the tank rooms for storage and a stored item could get loose and crash into the sight gauge breaking it. You could drop a full tank of diesel fuel into your bilge which would be a real bad day. Close the valves at the top and bottom of the sight gauges except when reading them. That way if the tube breaks a very limited amount of fluid is spilled.

32. Air Draft At Helm:

It is helpful if you put a label at the helm with your air draft on it. The different air drafts with the antennas up and down are both useful and this eliminates any possibility for recalling the air draft incorrectly.

33. Tighten Your Hose Clamps:

Periodically spend an hour on your boat and tighten all hose clamps. They can slacken or the hoses can stiffen. This will prevent small leaks or at worst, a hose blowing off. Be sure not to over tighten the hose clamps as you can damage the clamp or worse, if they are over a fiberglass exhaust pipe, you can crack the pipe. It would be a good idea to make this part of your spring commissioning routine. An added benefit is that it will get you into all corners of your boat for a look around and you may discover other issues.

34. Oil Pads Under Engine:

Putting oil zorb pads under the engine catches any drips. They allow you to easily spot the drip and narrow its source. It is also a lot easier to remove the oil zorb pad than to get under the engine to scrub the grime. Purchase your oil zorb pads in bulk from a supplier like Jamestown Distributors (www.jamestowndistributors.com) as they are a lot cheaper than buying them at West Marine or on the dock. Keep a half dozen or so under a mattress or cushion so that they are available if you have a spill.

35. Ear Protection:

I spent too many hours in engine rooms next to running 12V71s and my father was an engineer in the Merchant Marine in World War II. Neither of us wore hearing protection. Get good hearing protection of the ear muff type and use it whenever you are in the engine room with a running engine or when the hatches are open. To do otherwise today is just dumb.

36. Filler Key on Float:

Put your fuel key on a float and, in shallow water, make sure that the float will float it. You may well put the filler key on a side deck while filling fuel or water tanks and knock it overboard. If one float isn't sufficient, add another.

37. Hide A Key:

Hide a key somewhere outside on your boat where you can get to it when you lose your key. As the construction of the Nordic Tugs has improved, the boats have gotten tighter and tighter. Several years ago we had an owner lose a key and even Bob Shamek could not break into his boat. The next morning a lock smith had to be called to pick the lock.

38. Extra Water Through Vacu-Flush:

Lots of us have Vacu-Flush heads and other units that are sold as requiring less water than normal heads. This advice also applies to most newer electric heads. Believe that if you want to but read the owners manual to learn how to disassemble the unit. Your head and your nose will be a lot happier if you flush a good bit of water through it. At the end of each weekend or every few days, fill the bowl to the brim with water and let it all flush through. This will insure that gunk does not build up and make the inevitable head disassembly much less frequent. I know this to be fact and besides, Peggy Hall, the Princess of Poop, who posts periodically to SENTOA and the T&T Lists strongly recommends this. She knows her business so to speak!

39. Checking machinery Temperatures:

An Infrared Thermometer available from Sears and other tool retailers for under \$100 is very useful for checking temperature of alternators, various engine parts, batteries, turbochargers and other engine room components. Make sure it reads to several hundred degrees. If you do this periodically in the same places and under the same operating conditions, you will get a sense of what is normal. Put a dot on the equipment with a paint pen or other marker and measure with the IR thermometer next to the dot. Keep a

log of the temperatures. The IR thermometer quickly reads the temperature without touching the equipment. If, at some point, the temperature begins to creep up without some explanation such as a very hot day, you likely have just identified an incipient problem and you will have identified it long before it is a real problem. This method is used in power plants and manufacturing facilities to identify problems at an early stage.

40. Safety Briefing:

Before you leave the dock with guests, especially those new to the boat and non boaters, give a brief safety briefing. Include the location on the PFDs, the first aid kit and emphasize that under no circumstances are they to fend off during docking as the boat is easier to repair than they are. Tell them where they can and cannot go while underway. For example, on our boat people cannot go on the sun deck without alerting the helmsperson so that the radar can be put on standby. It also helps to give a brief introduction to the head including the limits on what can be put in it.

41. Maintaining Your Teak:

Keeping the teak aboard your Tug looking nice is not a hard task. Once or twice a year oil all the teak with Formby's Lemon Oil which can be purchased at your hardware store. If the interior steps get worn or the pilothouse steps or teak door frames get spotted from rain or spray, give them a light sanding and apply several coats of Daly's Sea Fin Teak Oil rubbing each coat with a clean rag after about 10 minutes. Your boat will stay beautiful. Clean dirty teak with denatured Alcohol first.

42. Solar:

Add solar panels to pilothouse roof. Keeps all batteries taped off. Cuts generator time. See Paul for pricing. Many of our owners have added 2 panels and are very pleased with the ability of keeping their boats on a mooring with the refrigerator and freezer on 24 hours a day.

43. Fuel Filters:

Inspect and drain Racor Fuel Filters before leaving the dock every trip. Use a 10 micron filter on electronic engine boats, not a 2 micron. Install a Racor pressure Gauge at the helm. It will give you a good warning as Racor start to get dirty as the pressure increases. It's inexpensive insurance.

44. Tanks:

Add a pint of hydrogen peroxide to the gray water tank through the shower drain and flush it out to kill germs and odors. Open the inspection port and close theswitch. This will kill mildew and spors. Flush out the holding tank with water. Open the tank inspection port, clean the senders and add deodorant.

45. Water Tank

Keep water tanks 100% full and add 2oz. bleach/100 gals. Water. Tanks will stay fresh and not smell like rotten eggs.

46. Paint Pens:

These are pens from an art supply store that look sort of like an aluminum tube pen with a flair pen tip. You shake them up and down to mix them. Then, you can write with them. For example, every time I change the oil and filter I write the engine hours and date of the change on the filter.

47. Labels:

I label a lot of stuff in the boat so I don't have to look things up even when I note things in my maintenance log. For example, while the oil change is noted on the gen set filter, that is inside the sound enclosure so I put a label on the outside of the sound enclosure with the same info. I label the engine hours and date of the changing of the oil on the marine gear somewhere near the transmission. I label on the engine the date and hours at which I changed the raw water impeller. It makes it easy to glance at things and to see what routine maintenance might be coming up.

48. Fog Horn Controller:

Adding a fog horn controller to your electric horn circuit is easy and costs about \$100. It automates fog signals which frees you to maintain a better watch. www.fogmate.com

49. Color the Horn Button:

Use a bright red nail polish to put a spot of color on your horn button. That way you or the helmsperson can instantly identify the horn button for emergency use.