



TUGGERS

Fall 2007

Thirty-third Issue

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Association Officers

President: Dave Howell

dbhowell@hotmail.com

Treasurer: Bill Rothert

billrothert@msn.com

Website Moderators:

Macy Galbreath

macygalbreath@msn.com

Phil de l'Etoile

pdeli3@gmail.com

John Howell

jhowell@jhowell.com

Editor: Macy Galbreath

214 Eagle View Lane

Port Ludlow, WA 98365

macygalbreath@msn.com

Please send additions/
corrections to Captain's List,
Roster, or items for publica-
tion in *Tuggers* prior to:

**DEADLINE FOR WINTER
ISSUE: January 15, 2007**

FROM THE BRIDGE

Dave Howell, *NELLIE D* #63



There are lots of good stories and memories when you take an LNVT from Juneau in June to the Chesapeake Bay in October. It was 2000 circuitous nautical miles back to the lower 48 then 3000 miles more, by truck, from Anacortes to Annapolis. Now, after a week of working on-the-hard, *NELLIE D.* is ship-shape, back in the water, and ready for her next adventure. But I get ahead of myself.

Leaving Juneau we headed south to Tracy Arm to see the Sawyer Glaciers. This is a unique Inside Passage experience for nowhere else does calved ice completely clog the waterways. Hearing the ice grind on the hull is harrowing—made worse by knowing a skipper whose boat was holed. We got within a mile of the glaciers before prudence turned us around. Farther south is the Anan Bear Observatory where salmon-stalking black and brown bears can be seen up close and personal. After landing in the dinghy it's a beautiful and isolated half-mile hike along a river into what is essentially a hunting blind. At the head of the trail a nice, young ranger explained that we should ignore the juvenile brown bear that may charge us. "It's all bluff," she said. Yea, right. Back in British Columbia, Canada, our next challenge was the Nakwakto Rapids, which at 16kts is one of the fastest tidal flows in the world. Timing the slack is everything and once by the rapids a whole new world, largely unexplored by cruisers opens up. Continuing south we made it safely to La Conner for the 2007 NW Tugger's Rendezvous.

What a great time it was. I'd like to thank Bruce and Margrit Elliot (*EQUINOX* #58) for putting together such a fun event. Fourteen boats (ten 37s, one 41, and three 49s) attended. The camaraderie is always great and it was nice to meet new owners Joe and Laurie Payne (*HIAQUA*

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Welcome Aboard!

Key and Jo Stage, Camden, ME, have recently purchased *SIR TEADY* and have renamed her *TITAN* in honor of a fine old tug on which Key worked for two summers in college towing lumber barges from Coos Bay, OR to San Diego, CA. We know they are putting in new fuel tanks so there is a story there for the newsletter or the website!

Mark Kelly, Ashland, OR, purchased Fred Perry's boat *Tortuga*. Mark writes that he is keeping her in Blaine, WA for the winter in a temporary slip. Hopes to rendezvous next summer with tuggers.

Pam Bates, Newburyport, MA, is a "found" owner. She owns *MONKEY*, hull 52. Jay and Marty Sterling met her a year ago and sent us a picture of *MONKEY* and *CRUZ-IN* at anchor together which was in the Spring 2007 *Tuggers*.

News & Views

Trucking an LNV—Lessons Learned

Dave Howell, Church Creek, MD, *NELLIE D.* #63

In April 2006 Dudley Boat Transport 800-426-8120, POC: Jerold Parker, moved *NELLIE D* from Long Beach to Olympia. Then in September 2007 Dudley moved *NELLIE* from Anacortes to Annapolis. Our first lesson learned is that Dudley does a great job. Here are some other things we learned.

Height is Money: The boat faces forward on the trailer and sits bow low. This makes the top of the pilot house's hatch about the same height as the top of the stern deck's ladder—which is 14'-0" as measured from the ground. Measuring to the top of the name boards yields 14'-4", and it's about 16'-0" to the top of the stack. Trucking up and down the west coast is fine at 14'-4". However, going across the US, we saved \$1,000 by dropping to a 14'-0" max height. Removing the stack is straight forward as only four bolts and some caulk hold it on. Getting the name boards, radar, antennas and kayak mounts off were more difficult but worth it for the savings.

LNVs are Under the Weight Limit: When shipped *NELLIE* weighed 25,000 pounds. Both her water and fuel tanks were full. Maximum load for the tractor trailer is almost twice that.

Remove Loose Things from the Exterior: There are two reasons for this: it reduces the likelihood of theft; and makes it easier to clean the boat at the destination. Our kayaks, 10'RIB, the outboard motor, man-overboard sling, etc. were all packed tightly into the saloon. We bought lots of blankets and sleeping bags inexpensively from Goodwill to use as for padding. Remove all exterior covers and the dodger too. Sunbrella is ruined by road dirt while other materials get very dirty and are hard to clean.

Forget Shrink Wrap: We heard that shrink wrapping or dry soaping could make arrival clean-up easier. We did neither and found that removing dirt and grime was easy with soap and water.

Use Shrink Wrap Tape: The white tape that boat shrink-wrappers use sticks incredibly well to fiberglass and glass and leaves very little residue—versus the mess that duct tape leaves behind. I used the white tape to waterproof the fastener and wire holes left in the pilot house roof, to lock the windshield wipers in place, and to seal the gap between the two panes of glass in the saloon windows. Don't use it, or any other tape, on finished wood surfaces (Cetol, etc.) as it may pull the finish off.

Some Other Ideas: Get the drivers cell number. Both our drivers wanted us to know where they were and what was happen-

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TITAN COMES HOME

Key and Jo Stage brought their new *TITAN* #31 up from Portsmouth NH with a delivery skipper and kept her in Camden Harbor for two weeks. She is now on the hard in Rockland, Maine. "Many projects have kept us busy... We are very excited and proud to be new owners of *TITAN*...she always gets compliments wherever we are...even in the yard on her stands!



Note tile work in the head. They also have the same tile in the galley.



END OF AN ERA

Capt. Bill Larsson, Stuart, FL passed away in February. His boat *LARSHOLM* #68, which he purchased new, is now for sale. Capt. Bill contributed to early *Tuggers* and was known to many members. He was a retired all oceans, unlimited tonnage Master and spent his career on tugs.

JIM BACKUS CHANGES COURSE

Jim started a company as a manufacturers representative and since last October has been representing Goetz Custom Boats, Bristol, RI. He covers the East from Maine to Georgia and out to the Mississippi River. He hopes to make the Annapolis rendezvous next summer.

Aboard *GUINEA RIDER* (49' #8)

Jerry & Alice Morris, Marysville, WA



Skipper Alice Morris is equally capable in the galley or at the helm.



Jerry takes the helm, crews and loves practicing his keyboard.



The Morrisses have mounted an exercise bike in one companionway. It is fun to see what can be done with 8 or 12 more feet and a wider beam!

(Continued from page 1)

#3) whose excitement is contagious. Seeing and hearing about all the LNVF upgrades and additions always motivates me to do more on *NELLIE D.* (see "Tug Talk" for who is doing what). Many thanks to all who donated to and purchased items from the silent auction, we raised \$250. Apologies to those who placed bids on Macy and Bill's dog Zoe. Apparently Zoe's donation was approved by Bill but not by Macy. In 2008 there will be at least two LNVF rendezvous, one in the Pacific NW and another in Annapolis.

After the Rendezvous, Nellie spent about three weeks gunkholing in the San Juan and Gulf Islands. A great finish to our two-year trek in the Pacific NW. *NELLIE* departed Anacortes for Annapolis mid September (see "Trucking an LNVF—Lessons Learned" opposite) and now lies peacefully at her mooring in Church Creek, Maryland. But this is only a temporary respite for in December she heads to Florida and then in the spring of 2008 to Maine.

Keeping it simple and having fun, Dave

Tug Talk

As in the past, this year's NW Rendezvous devoted one morning to an open "Tug Talk" forum. Here are the highlights.

SOUNDER (49' #5) started off the discussion by saying their "major" upgrade of the year was (drum roll please): a new light in the engine room. Sally said they also replaced some interior light bulbs with LEDs.

BRAVE DUCK #67 Phil installed a new BalMar150 amp alternator and remote voltage regulator. The new alternator required the Cummins 4.B.T. belt tensioner to be replaced by the more robust 6.B.T. tensioner. The 12V batteries were replaced with 6V batteries in series. A new automatic watering system for the batteries (by replacing the existing battery caps) makes the maintenance of hard to reach batteries easier. The Maxwell windlass was replaced. A low wattage LED was installed in the masthead's anchor light (available via Dr LED on-line).

GUINEA RIDER (49' #8) installed a system so Jerry can tell the boat's heading without getting out of bed. We hope Alice is at the helm while Jerry's catching that snooze.

LADY (#8) Macy and Bill are still fighting the channel replacement dragon. One product is not easy to install and another makes the windows difficult to open. New start batteries and house batteries (6 volt batteries in series) were installed. An access door was installed in the side of the settee. No longer does the settee have to be pulled out to access the storage space beneath it. A panel was cut into the stateroom stairs allowing access to the front of the engine. Using the hailer as an intercom and a weatherproof speaker, amidships on the exterior portside, Bill and Macy can communicate easily while docking.

ANNIE (#38) To eliminate the bilge water under the oil pan, Dick replaced his bilge pump and moved the pickup location to almost under the stuffing box. It's working and the bilge seems to be pretty dry. To open those hard-to-slide windows, Dick uses a suction cup as a handle.

HIAQUA (#3) For safety reasons Joe and Laurie Payne use hands-free headsets for communications when docking. They would like to replace the ceiling in the pilothouse and asked if anyone knew of a good source for the wood. It's believed the wood is similar to ash. The first boats had an oil finish but later a mixture of satin and gloss polyurethane was used. Lou of *PET TUG* recommended purchasing wood via e-bay where he found good prices on teak. Ken, *POLAR MIST*, suggested taking a sample of the wood to Edensaw of Port Townsend—experts in boat woods.

NELLIE D. (#63) The major project was the addition of Simpson davits. Dave also made stainless kayak stands for the top of pilothouse. Their teak deck plugs are popping off. Ken, *POLAR MIST*, indicated the screws on the LNVTs are shallow and the holes were filled with a flexible epoxy. Patrick, *ELNORA*, indicated half of his stainless deck screws were stripped and had to be drilled out to be replaced.

ELNORA (#37) The port side fuel tanks separated from the fiberglass. The starboard fuel tank is now designated as a day tank. To keep the fuel clean Patrick installed dual Racor fuel filters. He added a squeeze ball to prime the fuel and he eliminated all the hose clamps by installing new fittings throughout the fuel system. The pilothouse red lights were replaced with LEDs—the jury is still out as to whether this is an improvement.

EQUINOX (#58) Installed a new aqualarm.

POLAR MIST (49' #7) Installed two separate 300W inverters for the navigation computers. The major job this year was replacing the windlass with two custom Maxwell units and 1000 feet of chain. Ken also added some new cabinets and changed the forward locker configuration. Self-locking latches were added to the pilothouse Dutch doors after an upper door slammed shut on Ken's hand.

SHERYL ANN (41' #5) A recent survey found mussels growing in a thru-hull. All the thru-hulls were cleaned and checked. James recently replaced 15 feet of exhaust hose at \$32 per foot. Ouch! The fuel tanks were painted with Ophso, a rust converter.

(Continued on page 5)

Northwest Rendezvous 2007

La Conner, Washington



Dave Howell presents Tom Blackwood with a token of appreciation for his leadership of the LNV association for the past seven years.

Annual potluck on the dock is always a favorite! Schmidts, de l'Etoiles and Smiths enjoy.



Tugs looking great at La Conner.



Alice Morris and Dave & Vicki Howell oversee the Silent Auction which raised about \$250 toward rendezvous next year.



Prevost Harbor, Stuart Island

In Friday Harbor, Tom greets Pat Carver original owner of BRIGADOON hull 54.

(Continued from page 4)

PET TUG (#60) Painted the lazarette with a latex based paint. Lou installed the ST-7 series wireless remote for steering as well as a new depth, speed, heading and wind indicator. New batteries were also added. The dinghy's outboard is now mounted to the port of the upper deck's ladder. The oil pan was replaced a few years ago. Installation of a PSS drip less seal plus moving the bilge pump aft have completely eliminated the problem of water under the oil pan. Lou suggested that if one needs to replace the oil pan the engine can be lifted with a fork lift boom or you can build a chain lift to raise it up.

THISTLE DEW (#46) Sanded the deck and brushed on Rhino Guard, a product used on house decks. Tom is testing this product and will let us know how it works out. As of August it was doing well.

There was a lot of discussion on the PSS drip less packing seal. Bill, **LADY**, found that the PSS stainless collar can move if its set screws are re-used. Dick, **ANNIE**, indicated this has happened to him. If the stainless collar moves far enough forward the face seal might leak. Ken, **POLAR MIST**, suggested mounting a collar zinc forward of the stainless collar. (Bill used a hose clamp.) Any change in the distance between the zinc and the stainless collar is easily noticed. Tom, **THISTLE DEW**, draws a line on the shaft forward of the PSS stainless collar. If the line disappears, he knows the collar has moved.

Ships Stores

Make out checks and send to LNVT, 214 Eagle View Lane, Port Ludlow, WA 98365

LNVT Pins

Back by popular demand! We have these great little (1 5/8 x 1 in.) pins in blue and off-white. Order them as gifts for family- and souvenirs for your guests. Cost: \$8.00 includes US postage.



LNVT Blueprints

The original blueprints for the 37' and 49' have been turned over to Mystic Seaport. We have copies of them in PDF format on a CD. They are for owners' information and study only. No permission is implied or granted to design or build from these plans. Cost: \$10.00 includes US postage.

CD of past Tuggers

We now have a CD of all 30 Tuggers which started in Fall 1999. They are in PDF format. Cost: \$3.00 includes US postage.

LNVT Burgee

LNVT burgees are 22 in. long Cost: \$25 includes US postage



NEW Red Shirts

LNVT Tee Shirts

Available in red, green and blue, sizes S, M, L, XL. They run narrow through the chest so we recommend one size larger. Cost: \$12.00 includes US postage.



"VICTORY TUG" Caps

Delayed: 12 more caps—four of each color. When they are available, we will update this information. Cost: \$16 includes US postage.



Don't forget we have a **Banner for Loan** for your next LNVT rendezvous. Contact macygalbreath@msn.com.

Remember to post your boat "for sale" on the website as well as here in the newsletter.

FOR SALE— Some, but not all, of these boats can be seen at www.yachtworld.com and on our website.

1983	Truancy, hull 1	37'	360-293-4945 (also fax)	WA	165,000
1984	Raven, hull 4	37'	fax 208-862-3846	WA	240,000
			northernstone@pmt.org		
1985	Tess II, hull 22	37'	705-549-7755	ONT	159,000 us
			richard.mehl@sympatico.ca		
1986	Bodacious, hull 44	37'	845-647-1390	NY	156000
			website: www.lordnelsonstug.com , jgarofalini@mohonkpreserve.org		
1986	Nimbus, hull 50	37'	ggw.gerald@verizon.net	MD	165,000
1988	Larsholm, hull 68	37'	772-334-5921	FL	165,000
1988	Nelson's Lady, hull 9	49'	alnelsonslady@aol.com	UK	"very keen seller"
1988	Lady JoAnn, hull 6	49'	www.grantisland.net	FL	100,000 or best offer
partially restored—not repowered					

AIS - An Unexpected Safety Favorite

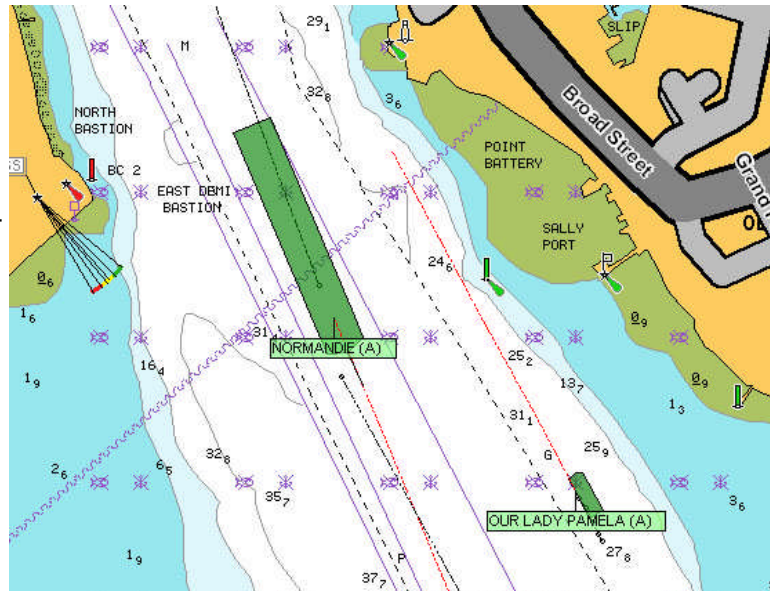
John S. Howell, Jr., Naples, FL
jhowell@jhowell.com on *NELLIE D.* (#63)

Whether boating on the Puget Sound, Port Everglades, Baltimore Harbor, or points in between, we find that moving along at seven knots provides plenty of "exciting" opportunities to see fast moving large vessels like ferries, tankers, barges, freighters and ocean liners. Even on a clear sunny day, we notice the tension level going up a tad as the chatter in our pilothouse turns to questions like "Are we going to make it if we cross his path now?" Sometimes a comment like "I think that tanker two miles away is anchored," might get the response, "Are you sure? I think he is approaching at 30 knots!" Of course things get even more interesting when the weather is less than perfect and visibility drops.

To help with the above scenarios, we outfitted *NELLIE D.* with an Automatic Identification System (AIS) receiver in the spring of 2006. After two seasons of use and 4,000 miles under the keel, we are still glad we did.

While nothing substitutes for staying out of the shipping lanes, and a good dose of common sense, we still find ourselves regularly using the AIS information superimposed on our chart plotter or computer screen showing the location, speed, and heading of the commercial vessels within 25 or so miles around us.

So what is AIS really? AIS is a system used for identifying and locating vessels. The primary application is collision avoidance. International rules require that nearly all commercial vessels over 300 gross tons, continuously transmit their position via AIS. The US Coast Guard requires vessels over 65 feet (other than small passenger and fishing vessels) to transmit AIS, and you can bet that over time the rules will require more and more vessels to have it. So AIS is here to stay. It will certainly be a long time, perhaps never, before LNVT'ers and other small pleasure craft are required to transmit AIS, but it can be extremely useful for us now to receive the AIS signals sent by others. Adding AIS receive capability to your LNVT is done via a relatively inexpensive accessory to your chart plotter (or computer). If you don't already have either, AIS might be just the nudge you have been waiting for that pushes you into getting one.



AIS display example. Red lines show the predicted track of each vessel.

An AIS receiver on your boat picks up the call sign, vessel name, position, course, heading, speed, rate of turn and type of vessel information continuously transmitted by commercial vessels within VHF radio range. Unlike the verbal information you receive over the Marine VHF, AIS signals consist of data packets, sent over Marine VHF channels 87B and 88B, that must be decoded - that is where your chartplotter software comes in. The way AIS information displays on your chartplotter screen depends on the features offered by the chartplotter or software manufacturer. Generally, you will see a scale outline image of each vessel superimposed on your electronic charts, and the image will move as the vessel moves. The vessel image can optionally show 'tracks' on your screen delineating where it has been, as well as a line telling you what path it is likely to take in the next few minutes. Most systems also calculate the CPA (Closest Point of Approach) and TCPA (Time to Closest Point of Approach) relative to your vessel automatically. Clicking on the image of a vessel often provides a host of additional details including vessel length, draft, beam, and destination port.

Unlike radar, since AIS uses VHF radio frequencies it can better "see" around points of land, however we concluded that we definitely want to keep our radar. An AIS receiver only picks up signals from vessels that have an AIS transmitter installed - it won't pick up thunderstorms, rocks or shorelines, and it definitely won't pick up vessels that aren't transmitting AIS, including Navy ships. So we definitely need our radar to see all the vessels not transmitting AIS - and that means most of them! As with most things electronic, it is just a matter of time before AIS transmitters are also feasible for use on recreational vessels, but for now the barriers to us in the USA are regulatory approval, and higher cost. (Google "Class B AIS transponders" for the latest.)

Getting a Head in the Boat World

Phil de l'Etoile Sacramento, CA
BRAVE DUCK (67)

After sniffing around *BRAVE DUCK* recently, I went out and bought (and read) Peggie Hall's *Get Rid of Boat Odors - A Guide to Marine Sanitation Systems and Other Sources of Aggravation and Odor*. I knew of Peggie as a member of a trawler list that I subscribe to, and had read (and saved) many of her postings. Pretty much everything she had written that should be done for a holding tank had not been done on our boat, and of course much of what she said should not be done, had clearly been done.

Our boat has about a 14 gal. stainless steel (not good) holding tank, low in the bilge (not good), under the floor panel between the berth and the companionway at the head. The ½" used-to-be-clear vent hose (too small) travels vertically (also not good) up the inside of the port locker to the outside for a total of maybe 10' (too long).

So I emailed Peggie and after a bunch of exchanges, she suggested that I call her on the phone ("wear 'em down with endless questions" – that's my motto). One thing led to another, and in the end she offered to answer any questions that our La Conner LNV group might have later while we were at the 2007 Rendezvous. I thought that others might have the same problems as I, so we set up a conference call for Saturday morning.

On Thursday and Friday I asked around the dock to see what arrangements other boats had. It seems like anytime I think that something with these boats might be somewhat standard - I'm wrong. In any case not one boat had a setup like ours, and I first concluded that this probably meant that all the other tanks had already failed, and that I probably should go home immediately to clean up the mess (Peggie says that SS and aluminum start to fail at the welds after about 5 years). Strangely enough however I also found out that some LNV's were actually delivered with no holding tanks. Why that would be I can't say, but in the end it means that there are really a lot of variations out there. Rather than having the rather homogeneous situation that I had first imagined, most all the boats at La Conner were different.



(l-r) Tom Blackwood, Dave Howell, Bob Windecker, Sally Windecker, Alice Morris and Macy Galbreath are smellbound.

Bill Rothert and I got together on *LADY* at 9 o'clock and called Peggie. Before long others trickled in, and in the end I'm thinking we had 10-12 boys & girls squeezed into a 37' LNV (standing room only).

We had a very informative 45 minute Q&A, and we all agreed that Peggie really knows this stuff! In the end when we were about to hang up, a spontaneous standing/sitting-down ovation occurred (it was so crowded no one could move).

There really are good solutions for holding tank odors and for a rather detailed overview of Peggie's book go to <http://shop.sailboatowners.com/> and enter "Peggie Hall" under "Search".

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ing. Let the driver and/or Dudley schedule loading and unloading with the yards. Shipper and yard have a professional relationship based on repeat business—so Dudley can get you in even if the yard says they're busy. Keep your tools in an easily accessible place, extension cords too. Block the dorade boxes so road dirt isn't funneled below decks. Horror stories abound of boats filled with rain water because the bilge pumps weren't left on or the respective thru-hulls open. Finally, don't forget to put padding on the companionway lock—you don't want it marring up the door.

ATTENTION

1. **Photos/Stories** Your editor can always use stories and pictures.— so send them anytime!!! Extra pictures you can be post to the galleries on the website. I can then reference additional photos when doing a story in *Tug-gers*
2. **Email addresses:** Please check the Captain's List and make sure your email address is correct.
3. **Tuggers in PDF format:** We can now send your *Tug-gers* as an attachment to an email . Please let us know if you would rather receive it that way. It saves the Association money.

Calendar of Events 2008

Please let me know of other events that should be listed on our calendar.

JANUARY 24-26	Trawler Fest	Stuart, FL	www.trawlerfest.com
MAY 3	Opening Day of Boating in the NW Parade from Portage Bay to Lake Washington	Seattle, WA	www.seattleyachtclub.org/ OpeningDay
MAY 10-11	2008 Maritime Festival	Seattle, WA	www.portseattle.org/news/ events/
May 22-24	Trawler Fest	Anacortes, WA	www.trawlerfest.com
August 22-24	NorthwestLNVT Rendezvous & Cruise	TBA	macygalbreath@msn.com
TBA	Annapolis LNVT Rendezvous	TBA	dbhowell@hotmail.com

2008 LNVT Rendezvous on the Chesapeake

Calling all eastern Tuggers: It is official, we are going to meet next summer or early fall in Annapolis! Date and location are still under consideration—so we would like to hear from you. Let **Dave and Vicki Howell or your editor** know if you are interested in coming and when is a good time. Let us know about a good Annapolis location for a rendezvous. We are looking for owners who would like to participate and would be willing to help put the event together. It is great fun—and not too much work!

Nancy Nelson Prints

We want to thank Nancy Nelson for coming to the rendezvous again this year with a selection of prints and LNVT cards. The design below is one she did of Tom Blackwood's boat *THISTLE DEW* and it appears on our tee shirts. She has some other designs or will make an original drawing from your boat photo. Contact Nancy for an order form with the other designs or for additional information.

Note Cards: \$1 per card includes shipping

Please note if you would like the cards plain, or with garland, lights or wreath/star for the holidays.

Matted Print: matted for an 11 x 14 frame—\$30

Original drawing from your photo

matted for an 11 x 14 frame—\$150

If you don't want her to make prints from the original, then there will be an additional charge.

Mail your order and check to:

Nancy Nelson
11274 Bay View - Edison Road
Mount Vernon, WA 98273
kimnancynelson@gmail.com



Boatless in Seattle

Phil de l'Etoile, Sacramento, CA, **BRAVE DUCK #67**

Well for the second year in a row now, Nancy and I drove the approximate 800 miles from Sacramento, CA north to Seattle, WA for the West Coast LNV T Rendezvous. Our efforts were made lots easier since we have adult kids living there, so until we ventured the one hour drive yet further north to La Conner, WA, we at least had a free place to stay.

I'm guessing that there were about 14 or so boats that showed up including three 49'ers and one 41'er, but pictures and a more accurate headcount can likely be found elsewhere in this newsletter.

We stayed at a nearby B&B in La Conner, and once again this year we thoroughly enjoyed the time spent with all the "new" folks along with the re-treads from last year. Dave & Vicki Howell were kind enough to offer us *NELLIE D* as our day boat, and although we tried hard not to take advantage of their generosity and over-stay our welcome, they later auctioned off all their PNW cruising books and charts and promptly announced that they would soon be shipping the boat to the East Coast.

Others will likely detail the various happenings elsewhere in this issue, but my motive here is simply to encourage those of you who can't join these events by boat to strongly consider coming up (or down, or over...) any way that you can and join the fun. Granted we were able to parley this rendezvous with a visit with our "old kids", but you can be sure if next year produces both an east and west coast rendezvous, we will try to attend both.



*Nancy & Phil de l'Etoile take ANNIE'S dinghy for a spin.
There is boating to do without a boat.*

Each year we've come home with projects we had previously not known even existed just from seeing what others have done. In fact this year I brought one of my own projects along (sans boat) to share with all the others, but I'll detail the "holding tank" story separately elsewhere.

So next year, if you have the time and can make the effort, I know you will be well rewarded in meeting your fellow LNV T'ers.

HELP WANTED

Co-Editor of *Tuggers*: I would love to share this great job with someone—perhaps from another section of the country .
Ships Store: Not lots of work—but could develop other items for the store.

Contact: macygalbreath@msn.com

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What about cost? Most of us LNV T'ers are a frugal bunch. Since we already had a chartplotter, the additional cost was about \$450, which we feel was one of the best values for the money we have seen in a long time. The AIS receiver cost \$299 (Nobeltec AIS 100). It's smaller and lighter than a paperback book, so we were able to easily hide it behind the instrument panel in *NELLIE D*'s pilothouse (the receiver has no knobs or speaker.) The receiver connects to our existing VHF antenna (no new holes, no new antenna!), using a splitter (a "Smart Radio VHF Antenna Splitter for AIS") that cost about \$120. From there we plugged the receiver into the serial data port of our chartplotter. (In our case a laptop computer running Nobeltec VNS 9 serves as the chartplotter, so we purchased a USB to serial adapter for \$29). If you decide to get an AIS receiver be sure to check with your chartplotter or software manufacturer to see which models are supported.

Given a limited budget, an AIS receiver would probably not make the list, but it's worth considering once you have a chartplotter, especially if you plan to cruise in an area with heavy commercial traffic. If you would like to see AIS in action on an LNV T, stop in and see us as we cruise south to Florida on the ICW this winter. There are also many web sites that now report (and store) information about ship movements using AIS data. One of my favorites is BoatingSF.com (http://www.boatingsf.com/ais_map.php)

LNVT 37

HULL #	NAME	OWNER	HULL #	NAME	OWNER
1	TRUANCY	Coram	39	MORNING MIST	Sharp
2	VICTORY	Allnutt	40	SEA TURTLE	Giove
3	HIAQUA	Payne	41	THEODORE BAYRE	Shrier
4	RAVEN	Mullard	42	WHISTLE	Laird
5	CARLA B	Butterfield	43	KEDGE	Peterson
6	BOLD EAGLE	Mazure	44	BODACIOUS	Garofalini
7	JENNY B	Bahan	45	DUN WURKIN	Barker
8	LADY	Rothert	46	THISTLE DEW	Blackwood
9	TUGBOAT ANNIE	Emory**	47	LAST CALL	Nordlie
10			48	AFTER ALL	Skinner
11	DRIFTER	Brown	49	MOCKO JUMBIE	Riggs
12	LADY HAMILTON	Dunning	50	NIMBUS	West
13			51	MIKFIN	Leader**
14	MOBY	Oates	52	MONKEY	Bates
15	TEDDY BEAR	Reich**	53	MINOTS LIGHT	Ludwigsen
16	ELIZABETH NOBLE	Rodman	54	BRIGADOON	Hugdahl
17	CONCINNITY	Fahndrich	55	ECCO DOMANI	Flood
18	ONEIDA	Egan	56	OUR VILLA	Glinski
19	ALEGRIA	Ambrose	57	LOON	Mutch
20	BLUE JACKET	Portlock	58	EQUINOX	Elliot
21	LITTLE BITT	Eldred	59	SEMPER FIDELIS	Bauer
22	TESS II	Mehl	60	PET TUG	Steplock
23	LA SALLE	Capitan	61		
24	LE PAPA	Findlay	62	TUG E BEAR	Shann**
25	ANNABEL LEE	Weaver	63	NELLIE D	Howell
26	PUFFIN	Surratt/Prentice	64	BRUTUS	Whitehead
27	LORETTA MAY	Oplinger	65	GEORGIA J	Nusbickel**
28	ANNABEL LEE	Geserick??	66	KNOCK OFF	Niccolls
29	DOREEN	Benedict	67	BRAVE DUCK	de l'Etoile
30	LITTLE BOSS	Cooper	68	LARSHOLM	Larsson**
31	TITAN	Stage	69	TORTUGA	Gabriel**
32	PERSERVERANCE	Mehrkens**	70	LORD NELSON	van Dommelen??
33	GROWLER	Powers	71	GREYMALKIN	MacPhail
34	ROSE BUD	Smith, C&R**	72	RENEGADE	White
35	CHARITY	Isaksen	73	TORTUGA	Kelly
36	JOSEPHINE	Goetz	74	CRUZ-IN	Sterling
37	ELNORA	Mitchell	75	KUKUI	Spatola
38	ANNIE	Behan	76	J EDGAR MOSER	Sharpe/Hutchison

LNVT 41

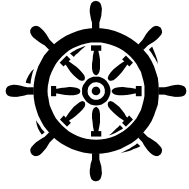
1			5	SHERYL ANN	Toews**
2	CAPT. MIKE	Campanelli	6	CAROLINA	Sousa

(NOTE: hulls 3 and 4 not finished as Victory Tugs)

LNVT 49

1			6	LADY JOANN	Mann
2	MARY K	Smith, Ed	7	POLAR MIST	Smith, K
3	URSA	Fogg	8	GUINEA RIDER	Morris
4			9	NELSON'S LADY	Bayne
5	SOUNDER	Windecker			

Please help fill in the blanks.



LNT Newsletter
Macy Galbreath
214 Eagle View Lane
Port Ludlow, WA 98365



Jerry & Alice Morris, Marysville, WA
GUINEA RIDER (49' # 8)
in Bell Harbor Marina, Seattle, WA