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PassageMaker[®]

—The Trawler & Ocean Motorboat Magazine—

**NORDIC'S
RUGGED
49**



CUSTOM STEEL CONVERSION

**NAVNET
3D INSTALL**

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WITH DELTA "T"**

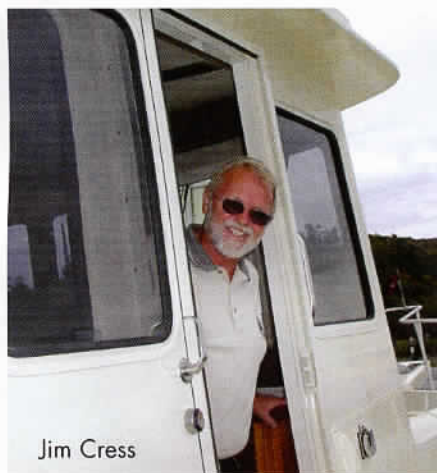


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THE PASSING OF A FRIEND

A month after my tour and sea trial of the new Nordic Tug 49, my host that day—Jim Cress, president and CEO of Nordic Tugs—was killed in a traffic accident. Jim, who was an avid motorcyclist, apparently lost control of his Harley-Davidson, which crossed the centerline and struck an oncoming vehicle.

Jim, 62, had joined Nordic Tugs in 1989 as the Burlington, Washington, boatbuilding firm's sales manager. He left the company in 1993 to open Skipper Cress Yacht Sales, Nordic Tugs' Northwest dealer. In 1996, Jim and a group of investors bought Nordic Tugs. He had served as NT's president and CEO since that time.



Jim Cress

The company's board of directors, meeting a week after the October accident, named David Goehring, Nordic Tugs' executive vice president, as Jim's successor. Company officials emphasized that Nordic Tugs will remain open, continue to build tug yachts, and retain its position as a major player in recreational boating.

Under Jim's leadership, Nordic Tugs expanded its fleet from its basic 26- and 32-foot models to include 37-, 41-, 49-, and 54-foot tug yachts. When Jim had first started

working for Nordic Tugs, there were 13 employees. Today, about 120 men and women are employed by the boatbuilder.

Jim loved motorcycles and frequently commuted to work on his Harley. He also liked fast cars, and when he was in his 50s, he drove sprint cars. For a time he was part owner of an auto racetrack.

Jerry Husted, founder of Nordic Tugs and a member of its board of directors, praised Jim's leadership and his style.

"Jim was passionate about Nordic Tugs, and this came through in all aspects of his lengthy career with the company," Husted said. "He was a lively person—always exuberant, but at the same time showing a great deal of humility. This matured into amazing leadership qualities. Jim was a fun guy to be around, and I'm proud to have been associated with him. He will be sorely missed by all of us."—R.M.L.

NORDHAVN 46 COMPLETES SECOND CIRCUMNAVIGATION

Heidi and Wolfgang Hass arrived at PAE's Dana Point, California, headquarters in September, culminating their second circumnavigation in their Nordhavn 46. In doing so, the couple joined an elite group of cruisers who have successfully circumnavigated the world twice in a production powerboat.

In fact, this marks the third circumnavigation for the Hasses, who, prior to their Nordhavn purchase in 1995, circled the globe on a 38-foot Van Dam sailboat. Heidi says she and Wolfgang were looking for a powerboat that would be "comfortable in high seas and also give us some security." They named their Nordhavn *Kanaloo*, after the great Hawaiian

god who was believed to control the forces of nature.

Leaving Southern California on *Kanaloo* in 2003, just a year after finishing their first global cruise in their 46, the Hasses would spend the next five years at sea, putting 4,839 hours on their Luger diesel and 33,567 nautical miles under their keel. Despite thousands of hours at sea, the only technical problem suffered was a damaged starboard paravane boom, which was snapped by shifting winds and choppy waves off Mozambique.



Next year, the couple plan to head back to what Heidi describes as their favorite cruising grounds: the South Pacific. After that, it could be on to Asia to visit Zhai Mo, China's first singlehanded sailor and a good friend of the Hasses. "He would love to see the boat in Shanghai," Heidi says. "Who knows? *Kanaloo* is ready for new adventures, and so are we."

For more on Nordhavn's oceangoing trawlers, browse nordhavn.com.—J.W.

NEW FROM STEYR: HYBRID PROPULSION

Fans of *PMM's* electronic newsletter may recall an article I wrote several months back about transmission generators. In the piece, I mentioned an innovative and robust design from Steyr Motors of Austria that enables