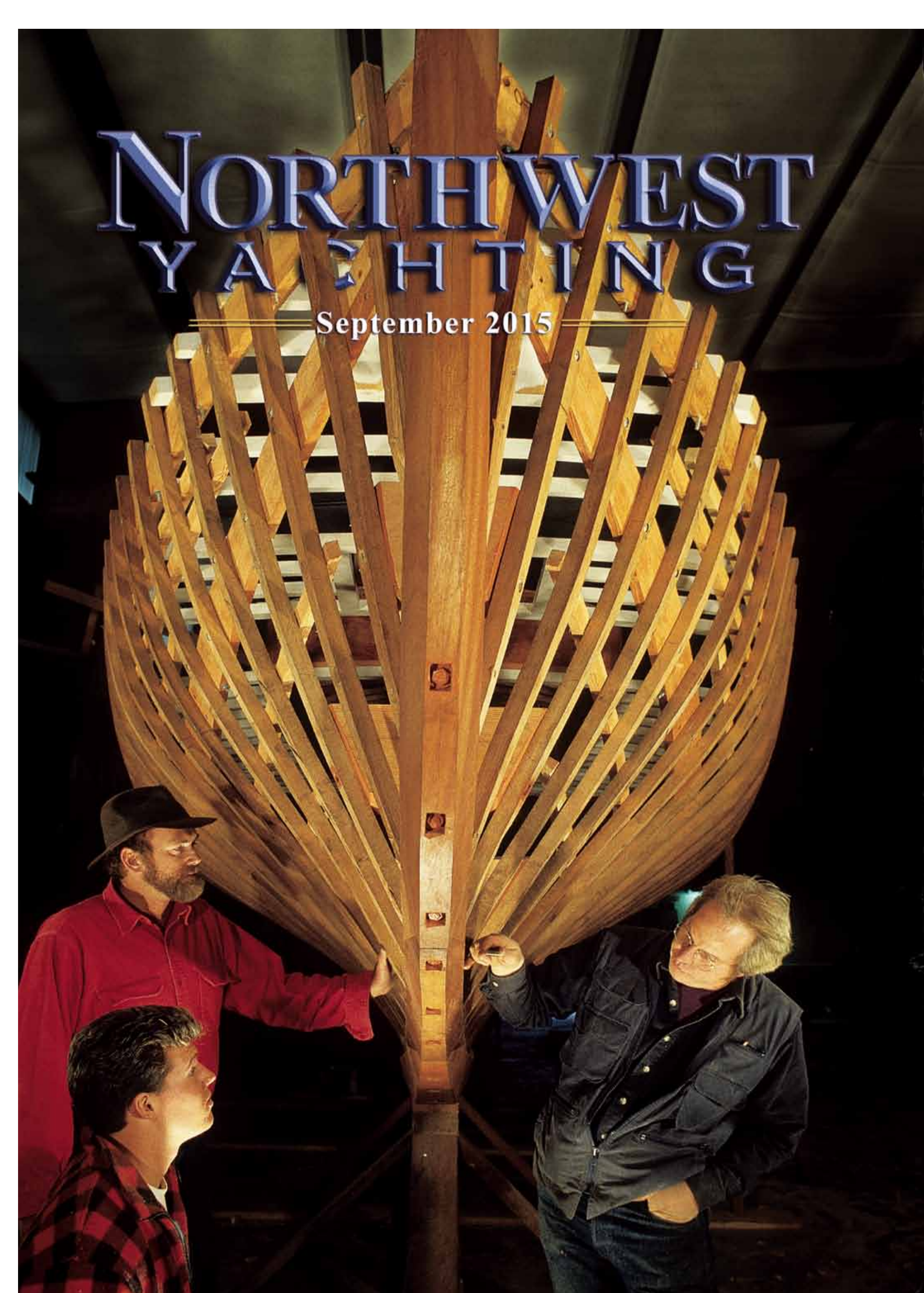


# NORTHWEST YACHTING

September 2015





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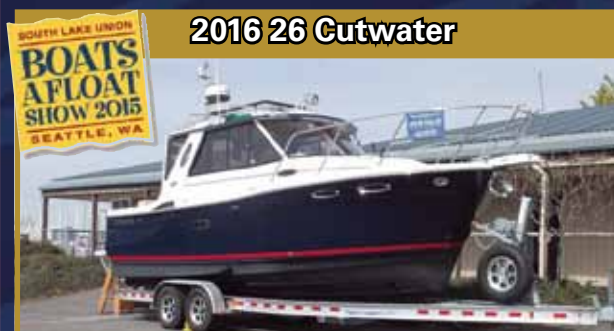
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# NORTHWEST YACHTING

September 2015

Volume 29, Number 3

**ON THE COVER**  
Framing at the Northwest Wooden  
Boat Building School.

Neil Rabinowitz  
[www.neilrabinowitz.com](http://www.neilrabinowitz.com)



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**NORTHWEST  
YACHTING**

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## Better Than Screen Time

One of my ideal Northwest cruising fantasies involves an isolated cove, good holding ground, a rainy day, no cell coverage and a good book. You know, the antidote for today's world. That's not what's available to me these days and clearly not available in August at Sucia Island in the San Juans, where I cruised with my family. It was their first time, and my first time in a long time.

Instead of my fantasy, we had great weather, full anchorages and the occasional two bars of cell service. And my new-to-cruising eight and four year olds weren't about to let me have time to read.

I'd never cruised with little kids before, much less my own. And I can't say it was all fun and games. I cringed about halfway into the week when I heard "I really want to go home," but that sentiment thankfully faded. But by the time the cruise was

over, the crew (not skipper) was ready to go home.

My sons' addiction to heavily negotiated screen time was never quite broken. Parents, you know what I'm talking about. However, there was definitely a step in the right direction. When 8-year-old Ian missed seeing a porpoise early in the week because he wouldn't interrupt a video game below decks, there was howl and cry about how unfair it was, as if the porpoise had an obligation to make itself visible. But it became patently clear to him that he had a choice, watch for what the sea had to offer on deck or stare at a screen. He was on the screen for the next porpoise, but dropped it like a hot potato when the "Porpoise!" call came, and this time he saw it.

I'm counting on one of our resident orca pods to push the video games down a few more notches in the near future.

The number of boats in the San Juans was simply amazing. And the number of kayakers was stunning. They were everywhere, adding color and quiet to the entire scene. It seems most boats had one or two strapped onboard or bobbing astern.

And the voyaging kayakers were everywhere. I spoke to a woman who was part of a group that kayaked from Jones to Sucia the day before. That's some open water! We should all keep eyes peeled for kayakers and give them a break on the wake.

One of the most lasting impressions from this return to cruising was how easy and pleasant it was to make connections. Catch someone's lines, give them a ride to their boat or just watch kids tidepool together and you've got yourself a conversation or very possibly a new friend. In the "real world," new acquaintances are met with suspicion, often with good reason. It seems that while cruising, some of the reticence fades away and

people can connect. This applies both in distant ports and locally.

Cruising around here, I'm reminded, is simply one of the best things in life a person can do. If you haven't had your fill already this year, you still have time. September is arguably the best month of all. Warm winds and a little more anchorage space are calling.

A little chill in the night might even be okay after our long,

hot summer.

If your cruising time is done for the year, wean yourself carefully. A visit to the Lake Union Boats Afloat show or the Wooden Boat Festival is probably in order. Get started on those boat projects we all have, and start making a wish list for next year.

Topping on my wish list are more Northwest cruising time and an orca sighting that will put video games to shame.



*Kayaks at Deer Harbor and another beautiful day at Echo Bay, below.*



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- Come visit our docks in Bellingham!

**\*Available for charter ownership.**

## ★★★★ IF NOT NOW...WHEN? ★★★★★

### Halcyon\* 36' Grand Banks Classic

2001 - T-220 hp Cummins

Last year of GB 36's! Island bed in master. Furnace, generator, inverter, stainless rails, Seafreeze custom refer & freezer!

**\$249,000**



### Magic Morning\* 47' Selene Pilothouse

2006 - S-330 hp Cummins 6BTA5.9M3

Low hours, B&S thrusters, Steelhead davit, many extras. Great Alaska cruiser or local boating!

**\$599,500**



### Sonora II\* 36' Grand Banks Classic

1993 - S-210 Cummins w/ thruster

Island bed in master, new furnace, new generator, new inverter, stainless steel rails, propane stove, Seawise davit.

**\$199,000**



### John's Dear\* 46' DeFever Pilothouse

2008 - T-135 John Deeres

Low hours, B&S thrusters, Steelhead davit, well equipped. Must See!

**\$499,000**



### Dutchess 42' Grand Banks Europa

1979 - T-120 Lehmans

Pristine, very well maintained original boat. Boathouse-kept. Full cockpit enclosure. View at Seattle Boat Show.

**\$165,000**



### Discovery\* 46' Grand Banks Classic

1995 - T-375 Cats

Beautiful down-galley with watermaker, thruster, furnace, washer/dryer and great electronics. Make offer!

**\$319,000**



### Victoria\* 42' Grand Banks Europa

2001 - T-420 Cats

A La Mer interior, bow thruster, Webasto heat, Furuno and Nobeltec. Alaskan veteran. Cruise 8 - 14 and head north!

**\$399,000**



### Araglyn 42' Grand Banks Classic

1996 - T-300 Caterpillars

Lovely well-maintained yacht, 2nd owner. Thoughtfully equipped and ready for extensive cruising.

**\$319,900**



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WE CAN TAKE YOU THERE

When your Grand Banks is for sale on our dock in Bellingham, it is exposed to 400 - 500 GB enthusiasts buying and chartering from us every year!

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- At your slip or ours - call for details
- Sixty-nine years of combined GB experience- we've owned 15 GBs between us...so far!

### *Grand Banks sold in the last 66 months:*

52 Grand Banks Europa 2003  
49 Grand Banks Classic 2000  
49 Grand Banks Classic 1997  
49 Grand Banks MY 1993  
49 Grand Banks Classic 1987, 1985  
47 Grand Banks Classic 2007  
47 Grand Banks Europa 2007  
46 Grand Banks Europa 2006, 2005, 2002  
46 Grand Banks Classic '01, '95, '91, '90  
42 Grand Banks Classic 2005  
42 Grand Banks Classic 2001, 1999, 1996  
42 Grand Banks MY 1999 (2)  
42 Grand Banks Classic 1998  
42 Grand Banks Europa 2001, 1998, 1997  
42 Grand Banks MY 1996, 1995  
42 Grand Banks Classic 1994, 1993  
42 Grand Banks Classic 1989, 1988 (2)  
42 Grand Banks Classic 1987, 1986, 1984  
42 Grand Banks Europa 1985, 1979  
40 Eastbay FB 1999  
38 East Bay Express 1999 (2)  
36 Grand Banks MY 1997  
36 Grand Banks Classic 1993 (3)  
36 Grand Banks Classic '81, '85, '92, '07  
36 Grand Banks Europa 1992, 1990  
36 Grand Banks Sedan 1995, 1989  
32 Grand Banks Sedan 1990 (3), 1992  
32 Grand Banks Sedan 1987, 1978  
32 Grand Banks Sedan 1986, 1985, 1983

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Dear Northwest Yachting,

Wow! Was I ever amazed and pleasantly surprised when I opened June's *Northwest Yachting* and found Kurt's article on his C&C 36 *Slipstream*. I kept rubbing my eyes wondering if it was me who sent that wonderful C&C illustration. I yelled to my wife, Gail, "that's our boat!"

We have the exact same boat...a 1979 C&C centerboard! It is called *Saguaro*.

We have had her since 1986, having trucked her (in a snowstorm & blizzard) from Lake George, N.Y. to our then home port of Sag Harbor, N.Y. We have raced her and cruised extensively, and have lived aboard (raising two boys and two cats). We used to rent our home in Southampton, N.Y. (near Sag Harbor) each summer and take off (Connecticut, Rhode Island, Fishers Island, Block Island, New England, Montauk, Long Island Sound, etc.) Then in 1989 we trucked *Saguaro* from Sag Harbor to Anacortes and moved to

Westcott Bay, San Juan Island. There we kept *Saguaro* on a mooring at the head of the shallow bay. The boys went to boarding school in Mill Bay, B.C. (Brentwood) and we sailed back and forth extensively through B.C. and the San Juans. We've lived on *Saguaro* in several marinas: Sag Harbor, Friday Harbor, Cap Sante, Roche Harbor, (where the boys became assistant dock masters), Bellingham, Semiahmoo, Blaine, etc.

We named her *Saguaro* with that silent "g" since Sag Harbor had a hard "g" and we thought, perhaps, one day we would take her to the Sea of Cortez with all those saguaro cactus...the ones that grow those big arms at 70 yrs and flower beautifully at 40 years old. We thought that was metaphorically poetic and had something to say about our love for *Saguaro*, which quickly became a member of our family! The boys experienced many "rites of passage" on her in more ways than one and not all maritime related!

Anyway, the boat is bullet proof! Straightforward, beautiful, not fancy, functional, durable, fast, strong, and easy to maintain. As you hinted in your photo caption, an interesting ride downwind when the following sea gets feisty and tall, especially flying colors or too much sail! You are correct...that's an old IOR thing. And she tends to sweat

a bit at times down below because of compromised insulation & lack of teak.

But we love her! We recently did a refit at Northwest Rigging in Anacortes (Kent Morrow is fantastic) with completely new standing & running rigging, lifelines, centerboard cable, AIS, Garmin 700 series 10" chartplotter, ICOM VHF, etc. We figure we better make it safe for the grandkids now!

We love *Saguaro* so much we decided to spend the money on HER rather than buy another boat. As I implied, she has served us very well over these almost 30 years and now has another 30 to go. She protected us in many situations when we were foolish, even endangering HER! She always got us through with grace, style and performance. A very understated and humble vessel!

*Saguaro* said to tell you and all the "Streamers" that she is excited and eager and anxious to meet her long



*Saguaro looks quite happy under her cruising chute. It's always fun to connect with sistership owners.*

lost sister *Slipstream* soon somewhere on Puget Sound!

— With much warmth, Anselm "Sam", Gail & *Saguaro* Parlatore

"Wow" is right, Sam. Your tale makes me want to go out and buy a second one. And in our first few months *Slipstream* has followed nicely in *Saguaro's* wake. The Streamers will not only track you down, but insist on a tour of *Saguaro*, and acquiring a list of all those little things you've done! — Kurt

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# CROW'S NEST YACHTS



SEATTLE | NEWPORT BEACH | SAN DIEGO



**82' LECLERCQ 2005**  
Four staterooms, four heads, plus crew. 20 knot+ cruise. Contact Dan Wood.



**62' QUEENSHIP PH 1995**  
Loaded, 2 generators, heat, AC, 3408E Cat power, kept under cover, much more. Contact Vic Parcels.



**73' LECLERCQ-GARDEN PILOTHOUSE 1992**  
1,000 hp MANs, 40 knots top speed, smooth, fast. Contact Dan Wood.



**75' VIKING SPORT CRUISERS 2007**  
Cat C-32s w/extended warranty, hardtop, custom teak decks, 4 staterooms. Contact Dan Wood.



**50' ARCTUROS 2005**  
Mini megayacht, luxurious appointments, world cruiser! Contact Dan Wood.



**58' CAPE HORN 2000**  
Recent cosmetic refit. \$1.3 million in upgrades. Contact Dale Partna.



**56' OCEAN ALEXANDER 1985**  
3 staterooms, stabilizers, bow thruster, watermaker, CUSTOM POLY PAINT JOB. Contact Dan Wood.



**73' KNIGHT & CARVER 1990**  
Alaska veteran, fish & cruise. Koa wood interior, 22' beam. Contact Dan Wood.



**56' VIKING SPORT CRUISERS 1997**  
New to market, Volvo power. Contact Dan Wood.



**52' CARVER VOYAGER 2007**  
Best of the Voyagers. Covered moorage kept, excellent throughout. Contact Dale Partna.



**58' HATTERAS 1971**  
Beautiful, fresh water shed kept, meticulously maintained. Contact Dan Wood.



**81' THORNYCROFT 1921**  
Rich character with a lot of history. Boat house kept from 1977-2010. Contact Dan Wood.



**48' NAVIGATOR 2003**  
1 owner, excellent cond, new carpet, 3 staterooms, cherry int, fresh water kept. Contact Dale Partna.



**62' NAVIGATOR 2008**  
Kept in a freshwater boat house her whole life. Contact Mike Manning.



**51' NAVIGATOR PILOTHOUSE 2006**  
Custom ordered, original owner, fresh water boat, complete serv/maint log. Contact Dale Partna.



**60' AZIMUT MOTOR YACHT 1984**  
Interior material upgrades, recent cosmetic repairs. Contact Dan Wood.



**47' MOODY 2002**  
Extended waterline, cutter rig, self tacking stay, teak decks. Contact Dan Wood.



**48' TOLLYCRAFT 1977**  
Upgrades, galley down, separate dinette, spacious salon, beautiful teak interior. Contact Vic Parcels.



**44' SEA RAY SUNDANCER 2007**  
Spacious cabin, cherry cabinets, big engine & other options. Contact Dale Partna.



**43' COASTAL CRAFT 2007**  
Located in AK, upgraded, well maintained by professional mariner. Contact Dan Wood.



**43' NAVIGATOR 1993**  
2 luxurious staterooms, dual stations, superb quality! Mike Manning, Seattle.



**45' SEA RAY 2010**  
Loaded w/ every option, fresh water boat, 480 hp cummins w/ Zeus drives. Contact Vic Parcels.



DAN WOOD



VIC PARCELLS



DALE PARTNA



MIKE MANNING

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# COMING Sept. - Nov. ATTRACTIONS

social at a different location every month.  
[anacortessailingsociety.com](http://anacortessailingsociety.com)

**Bellevue Yacht Club.** Founded in 1990, is one of the premier cruising yacht clubs in the Pacific Northwest. With 13 cruises a year, we are certainly one of the most active. Most of our members live in the Seattle area; however, this is by no means a prerequisite to join Bellevue Yacht Club. We have an outstation located in Kingston and we have a cruise every month of the year as well as dock parties, a cruise on opening day, and other fun events. If you enjoy boating, are new to boating, or would like to see our cruise calendar, please visit our website at: [www.bellevueyachtclub.com](http://www.bellevueyachtclub.com)

**Bremerton Yacht Club** is now accepting applications for new members with no limitations on where they live. The club has created a Limited Moorage membership for \$500, vs the normal \$1,500. Your boat must



## BOATING CLUBS

**Anacortes Sailing Society.** The mission of the Anacortes Sailing Society is to put friends and sailing together through dinghy sharing and informal organized community sailing and racing. It's the best way to get new people out on the water having fun.

Do you want to try dinghy sailing, but you're not ready to spend thousands of dollars to try it out? Do you want to meet other people who like dinghy sailing? Getting tired of launching

and hauling a dinghy for 3 hours to sail for an hour? Join the A.S.S. for \$20/year and borrow a Laser, and help work on the boats and learn about rigging!

Do you want to go racing, but find it intimidating? Or invite novices, but afraid they will get yelled at while racing? Join the A.S.S. for \$50/year. You can even race with them, under the A.S.S. burgee, throughout the Puget Sound region. Every Thursday night all you have to do is finish the course (any way you can) to be entered in the weekly drawing. Meet afterwards for dinner and

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Factory tours in La Conner, WA  
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The perfect 40-footer  
**395**



Order hull #7 for your family  
**485**



American Tug 395 **2-Sold!**

**2008 AT-41 FB**

Gorgeous Flybridge American Tug 41 with companionway to the boat deck. Teak interior, crane, Raymarine suite. Super well kept. Call!

**\$647,500**





2011 American Tug 41 **\$634,900**



2008 American Tug 41 **Sold!**



2004 American Tug 41 **Pending!**



New Listing  
2006 American Tug 34 **\$329,500**



New Listing  
2015 American Tug 365 **\$414,500**



New Listing  
2006 American Tug 34 **\$319,500**



2003 American Tug 34 **Sold!**



1977 Chris Craft 360 **\$139,500**



2008 American Tug 34 **Sold!**



1978 Gulfstar 44 **Sold!**



New Listing  
1980 Nauticat 44 **\$184,500**



Now in Anacortes  
2013 Ranger Tug 31 **now \$248,600**

be able to fit into a shallow slip and moorage is paid for a year. Boaters will enjoy having their boat on the water vs. in the backyard. A junior membership, also \$500, is available to those 35 and younger. The club has 200 slips and offers many advantages for the hands-on boater: a haul-out, one ton crane, a shop, gas and diesel. BYC has an out-station on Anderson Island and over a 100 reciprocal clubs as well as secure parking and 24/7 access. The club has a remodeled Burgee Room where members enjoy swapping stories over a cold draft. For info on many events & a very friendly club, please call Paula Lewis 360-536-1483 or [rlewissj@ix.netcom.com](mailto:rlewissj@ix.netcom.com)

**Cal 20 Fleet 8 - One Design Sailing For Everyone.** Sponsored by Tacoma Yacht Club. Come sail with them and learn how much fun Cal 20 sailing can be. With reasonably priced boats, small crews, and non-spinnaker racing, Cal 20s offer competitive sailing for sailors and their families from beginners to experts. Fleet members are more than happy to share their knowledge to help novices find Cal 20s and learn how to race them.

Races are held throughout the year with a picnic afterward, weather permitting. Fleet meetings are held on the third Friday each month at Tacoma Yacht Club (club membership not required for fleet membership). Attend a meeting or contact Jon Thompson at: [jthomp055@yahoo.com](mailto:jthomp055@yahoo.com)

**Carver Cruisers Yacht Club** welcomes all owners of Carver boats to their club. Founded in 1976, they are a cruising club that gathers monthly for cruises, activities, fun and fellowship through boating. Members live and keep their boats throughout Puget Sound. Look them up on Facebook to see the fun times you can join! Commodore Ed Howell at: [waguy360@comcast.net](mailto:waguy360@comcast.net) or [www.carvercruisers.com](http://www.carvercruisers.com)

**Catalina Association of Puget Sound** is a club for Catalina sailboat owners, former Catalina owners, and all those who love Catalina sailboats. Singles, couples, and families at all skill levels are invited to participate in club events, which include cruising, racing, safety training, and speaker meetings. New Catalina owners are especially welcome to more quickly develop their knowledge and skills with the support of experienced sailors. Dan Claws 206-595-1795; [www.capsfleet1.com](http://www.capsfleet1.com)

**The Classic Boat Club.** The CBC is the Northwest Club of trailerable classic boats.

*Coming Attractions continued on page 22*





# Marine Servicer

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**40 MY Motor Yacht**

Lagoon 40 MY - Awesome indoor/outdoor single level living, master suite port hull - **Arriving! \$489,487**

**64 FLY**  
Also Available  
40 FLY, 45 FLY,  
52 FLY, 56 FLY,  
60 FLY, 72 FLY

**SPORT TOP**  
MODELS ALSO AVAILABLE

ISS (Integrated Structural System)

**630 MY Motor Yacht**

Catamaran Stability, Awesome Platform Living, Fantastic Owners' Suites

Lagoon 630 MY Hull #1 - Transatlantic crossing of 2772 NM, avg speed 8.1 kts at 3 gal/hr! Top speed = 18 kts



Join Us  
**September 16-20**  
Come see these sailboats!

**SAVE \$21,100 AT THE SHOW**

**2016 Jeanneau 519 West Coast Debut! Order - \$489,790**

**SAVE \$41,190 AT THE SHOW**

**2015 Jeanneau 469 5 Sold! #71992 - \$399,852**

**SAVE \$106,750 AT THE SHOW**

**2014 Blue Jacket 40 All-New! #004 - \$378,839**

**SAVE \$10,000 AT THE SHOW**

**2016 Jeanneau 349 3 Sold! #72208 - \$165,895**

**SAVE \$15,100 AT THE SHOW**

**2016 Jeanneau 44 DS 7 Sold! #72180 - \$337,849**

**2016 Jeanneau 54 All-New! #72332 - Arrives January**

**SAVE \$70,000 AT THE SHOW**

**2014 Island Packet 360 All-New! #018 - \$339,852**

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**New Listing**

**2005 Glacier Bay 3470 \$209,000**

**Reduced**

**2005 Hewescraft SeaRunner 22 \$29,900**

**2003 Wellcraft 27 Tournament Special \$64,950**

**Reduced**

**2002 Coastal Craft 320 \$205,000**

**ADDITIONAL POWER LISTINGS**

48' CHRIS CRAFT CONSTELLATION '67	SOLD
43' AMERICAN TUG 435 '11	Sale Pending
37' LORD NELSON VICTORY TUG '88	SOLD
36' UNIVERSAL PACIFIC TRI '76	Sale Pending
34' AMERICAN TUG 34 '02, '03, '04, '09	4 SOLD
34' AMERICAN TUG '02	SOLD
24' SKAGIT ORCA 24 w/trailer	SOLD
22' ROBALO SPORTFISHER 22 '07	Sale Pending

**SAIL LISTINGS**

64' ROBERTS PH '88	Reduced 298,000
50' FARR 50 '85	Reduced 139,000
49' JEANNEAU 49P '07	349,500
48' ARTHUR TILLER CUSTOM KETCH '41	New Listing 59,900
48' CAL 48 '66	Reduced 61,000
47' HERITAGE SEMI CUSTOM CC '79	139,000
46' JEANNEAU 45.2 '01	198,500
45' HUNTER LEGEND 45 '86	79,500
45' JEANNEAU 50 45 '06	SOLD
45' JEANNEAU 45 DS '10	New Listing 294,500
45' NAUTICAT 40 + 5 '85	235,000
43' JEANNEAU 43 DS '10	SOLD
42' JEANNEAU 42 DS '10	Sale Pending
42' NAUTICAT 42 DS '06	SOLD
42' NAUTICAT 42 PH '04	New Listing 439,500
41' TARTAN 4100 '98	SOLD
40' LAGOON 400 CATAMARAN '10	New Listing 398,500
40' JEANNEAU 40 DS '01	SOLD
40' NAUTICAT 40 PH '85	169,500

40' CS YACHT '89	Reduced 89,500
40' FOUNTAINE PAJOT LAVEEZI 40 '06	Reduced 280,000
38' HANS CHRISTIAN MKII '81	SOLD
38' NAUTICAT 38 MS '01	Reduced 269,000
38' NAUTICAT 38 MS '84	139,000
38' NAUTICAT 38 MS '86	SOLD
38' NAUTICAT 38 MS '82	109,000
38' LAGOON 380 '01/'00	2 SOLD
38' FREEDOM 38 '89	SOLD
37' COOPER PH '85	Reduced 74,500
37' TARTAN '80	Reduced 47,900
37' TARTAN '80	Reduced 45,000
37' JEANNEAU 50 37 '02	98,900
37' JEANNEAU 50 37 '02	99,500
36' CATALINA '89	New Listing 46,990
36' JEANNEAU 36i '07	SOLD
35' JEANNEAU 50 35 '04	SOLD
35' ISLAND PACKET 350 '02	145,000
35' ERICSON 35 '77	SOLD
35' HUNTINGFORD '85	Reduced 29,500
35' J/109 '03	SOLD
35' GLEN-L STEEL PH CUTTER '92	Reduced 49,500
34' TARTAN 3400 '06	SOLD
34' ERICSON '87	47,950
33' NAUTICAT 33 '85	SOLD
33' NAUTICAT 33 '84	96,500
33' HUNTER 33 '08	SOLD
31' BENETEAU 31 '10	SOLD
30' NEWPORT '79	9,500

29' RANGER 29 '71	SOLD
29' CAL '73	15,900
28' JEANNEAU 28.1 '95	SOLD
28' SABRE '81	Sale Pending
27' ATKINS w/trailer	New Listing 22,500
20' LASER SB3 '08	CLEARANCE 29,500
14' WETA TRIMARAN '10	CLEARANCE 7,900

**NEW BOATS**

58' ABSOLUTE NAVETTA '16	1,690,800
52' ABSOLUTE NAVETTA '16	Inquire
60' ABSOLUTE FLY '16	2,079,600
45' ABSOLUTE FLY '16	1,027,900
56' ABSOLUTE STY '16	Inquire
63' LAGOON MOTOR YACHT '16	Ready October!
40' LAGOON MOTOR YACHT '15	Arriving! 489,487
48' GREENLINE TRAWLER '15 Available East Coast	CALL
40' GREENLINE TRAWLER '15 Hybrid	CALL
33' GREENLINE TRAWLER '14	SOLD
46' JEANNEAU 469 '15	Model year-end sale! 399,852
44' JEANNEAU 44 DS '16	Just Arrived! 337,849
44' JEANNEAU 44 DS '14/'15	2 SOLD
40' JEANNEAU 409 '11/'16	20 SOLD
34' JEANNEAU 349 '16	Just Arrived! 165,895
34' JEANNEAU 349 '16	3 SOLD
40' BLUE JACKET 40 '14	CLEARANCE 378,839
36' ISLAND PACKET 360 '14	CLEARANCE 339,852
56' LAGOON 560 S2 '16	Available Annapolis - CALL
52' LAGOON 52 '16	Available Annapolis - CALL
39' LAGOON 39 '14	SOLD

**New Listing**

**2006 American Tug 41 \$449,500**

**Reduced**

**2000 Devlin Sockeye 42 \$420,000**

**1980 Defever 34 \$72,000**

**Reduced**

**1983 Rutherford 59 \$249,000**

**Reduced**

**1987 Trojan Express 37 \$39,500**

**Reduced**

**1997 Bayliner 4087 \$95,000**

**Reduced**

**2000 Silverton 392 \$129,900**

**New Listing**

**2004 Ranger Tug 21 \$24,900**

**New Listing**

**2004 Ranger Tug 21 \$24,900**



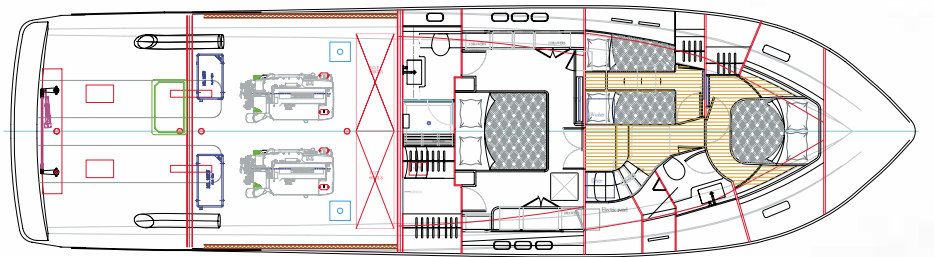


# REGENCY

THE P65 PILOTHOUSE  
MOTORYACHT  
Arrives December 2015



Debuts  
January 2016  
at the Seattle Boats Afloat Show



 **REGENCY**

FLYBRIDGE 55'-70' | MOTORYACHT 68'-115' | PILOTHOUSE 59'-71" | SPORT YACHT 55'-70'

**CONCORDE**  
marine

SPORT CRUISER & FB YACHTS 41'-51'

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MOTOR YACHTS



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# SELECT BROKERAGE



**"PLUM DUFF"**  
**71' ADMIRAL MARINE**  
Iconic Pacific NW Motoryacht

*Monaco Super Yacht  
Award Winner*

## PREMIERE LISTINGS



2008 HAMPTON 680 | \$1,395,000  
4 STRMS & 4 HEADS | ORIGINAL OWNER



1999 GRAND ALASKAN 64



2005 OCEAN ALEXANDER 58



1932 55' STEPHENS



2007 SELENE 53



2005 MCKINNA 481 SEDAN



2002 BAYLINER 4788



1995 CUSTOM CARVER 430 CPMY | \$149,000  
OWNER INVESTED APPROXIMATELY 200K IN REFIT



1995 BAYLINER 4788



2016 FAIRWAY 43 SEDAN



1993 GRAND BANKS 42CL



2010 SEARAY 280 SD

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 ingvarswedecarlson@yahoo.com

**Antique Outboard Motor Club Inc.** We have outings with our old outboard motors from Jan-Nov. Locations include Moses Lake, Kitsap Lake, American Lake, Lake Crecent, Lake Mayfield, and the Snohomish Slough area. We also have tech sessions and exchange procedures to keep our old motors running. For more details contact Carlson at 206-434-9482, or email to:  
 ingvarswedecarlson@yahoo.com

**Day Island Yacht Club** is welcoming new members with a shared love of being on the water. Since 1949 DIYC has been dedicated to promoting boating safety, good fellowship and family boating experiences for its members. DIYC is an active, cruising club with destinations throughout the Salish Sea, and members also participates in boating activities such as Opening Day in Seattle, Tacoma's Daffodil Festival, and Christmas Lighted Boat Parades.

Members enjoy reciprocal moorage privileges throughout the Northwest and beyond, as well as numerous events such as monthly dinner meetings, TGIF Socials, dances, and holiday celebrations, at the club's clubhouse located in Day Island Lagoon, a mile south of the Tacoma Narrows Bridges.

Moorage is available to a limited number of members in the club's 100-slip marina located within walking distance of chandleries, restaurants, a brewery, and repairs. To learn more about memberships call 253-565-3777; www.dayislandyc.org

**The Des Moines Yacht Club** is dedicated to the promotion of boating safety, good fellowship, and family boating experiences for the benefit of Des Moines residents and surrounding communities. Does this sound like your type of boating club? Do you like to meet other boaters for cruising, fishing, crabbing, shrimping, and social events? Do you like having a clubhouse, launch ramp, dock space, dry storage and many reciprocal moorages available? If so, the club has memberships available. For more information go to:  
 www.Desmoinesyachtclub.com

**Eagle Harbor Yacht Club** is the premier yacht club on Bainbridge Island. The club is informal and welcomes sailors and motor boaters to its summer cruises and off-season social activities. For more information visit our website at:  
 www.eagleharboryachtclub.com.

**Edmonds Yacht Club** is an active cruising club for sailboats and powerboats. Cruise destinations are throughout Puget Sound, the San Juan Islands, and Canadian waters. Members enjoy reciprocal moorage rights with over 50 participating yacht clubs. The beautiful clubhouse on the Edmonds Waterfront is the perfect venue for club events. Club members enjoy monthly dinner meetings, TGIF socials, and various fun activities such as wine tastings, dances, and holiday celebrations.  
 www.edmondsyachtclub.com

**Everett Yacht Club** welcomes new members with a shared love of being on the water. Boating and social members meet at their Port of Everett waterfront club room for dinners, BBQs, potlucks, game nights, dances, and other special events. EYC is an active

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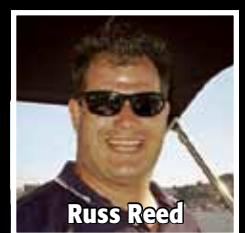
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cruising club with 15 cruises a year and boating activities such as Opening Day in Everett and Seattle, Tacoma's Daffodil Festival, and Christmas Lighted Boat Parade. Members enjoy reciprocal moorage throughout the Northwest and places beyond, a guest dock located adjacent the clubhouse, and discount privileges at many local marine stores. Be a guest of the yacht club on Wednesday evenings from 6 p.m. on for dinner and socializing with club members. Located at 404 14<sup>th</sup> Street in Everett, Washington.

www.everettyachtclub.com

**Fidalgo Yacht Club** – FYC has both power boats and sailboats, with cruises scheduled from March through October. The club welcomes guests who are interested in becoming a cruising or social member to come to a monthly dinner meeting, Saturday bar nights featuring burgers, steaks and other taste treats, or a cruise. There are also other events for the various holidays.

Fidalgo Yacht Club has a sister yacht club in Sydney, the Capitol City Yacht Club. Each year one club travels to the other to enjoy the festivities put on by the hosting club. This has been named Capidalgo.

FYC is an active club with Coast Guard courses, CPR classes, bridge club, and book club. They are also active in helping out with various boat shows in Anacortes. The

boating reciprocal program is extensive with many other clubs. Contact Dianne Kuhn: dkuhn5204@comcast.net. www.fidalgoyachtclub.com

**Friday Harbor Sailing Club** on San Juan Island is a family-oriented boating organization with both power and sail members who promote and encourage amateur sailing, racing, and powerboat activities. They focus on camaraderie, social events, cruising, and racing within the local San Juan Islands and beyond. Monthly potluck meetings are second Tuesdays 5:45 pm at the Grange Hall above the Port except in summer, when waterfront meetings with potluck BBQs are at Mitchell Bay. Guests and new members are welcome. Mail inquiries to PO Box 62, Friday Harbor, WA. 98250 or : www.fridayharborsailing.com

**Galilean Yacht Club (GYC)** is a fun, family-friendly, and affordable yacht club. The club members include young families to active retirees. GYC schedules short weekend cruises as well as enjoyable, long destinations to meet every boaters' needs. New members will enjoy the fellowship and relaxation of this Christian boating group. To learn more and view their cruising schedule go to: www.galileanyachtclub.org



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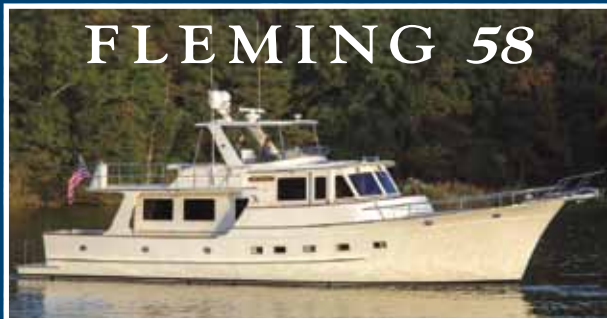
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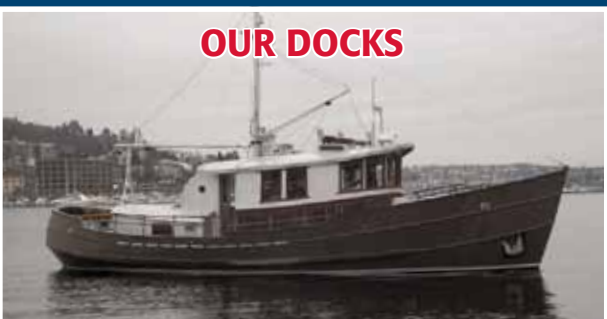
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### Activities

We are a 600-member family club with activities geared to all ages, such as:

- ⚓ Group Cruises (Memorial Day, 4th of July, Labor Day, and many others);
- ⚓ Special Events (Opening Day-one of the largest boat parades in the world);
- ⚓ Youth Events (Easter & Christmas parties, cruise activities and more);
- ⚓ Power and sail regattas, navigation contests, book clubs, field trips, BBQs, monthly dinner meetings, crab feeds, and so much more!



### Youth Sailing

Youth Sailing instruction is open to the public, ages 8-18. Weekly sessions from June-August in the substantial MBYC Sailing Fleet of Optis, V-15s and 29-ers.



[WWW.MBYCWA.ORG](http://WWW.MBYCWA.ORG)

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**Milltown Sailing Association.** Located in Everett, the Milltown Sailing Association is a family-oriented sailing club that features both cruising and racing. They take cruises each month to various Puget Sound ports and conduct races on Port Gardner Bay every other weekend during the fall, winter, and spring months. During the summer they sponsor informal races every Friday evening. In addition to good fellowship and friendly competition, Milltown Sailing offers reciprocal moorage to many popular ports, from Olympia to Nanaimo.

Join them at one of their monthly meetings at their clubhouse in the Everett Marina. The address is 410 14th St., Everett, 98201, and they meet on the 2nd Wednesday of each month at 7 pm.

[www.milltownsailing.org](http://www.milltownsailing.org)

**Northwest Rigger's Yacht Club** meets at Ivar's Salmon House (410 NE Northlake Way, Seattle) for Happy Hour on Tuesdays from about 5-6:15 p.m. They meet at a large table near the bar. The club is for people interested in boating, power and sail, and for couples and singles. Once a month they have a potluck dinner at a club house or private home, and organize several overnight cruises a year. Since 1988 they have sponsored the January-February GooseBump Sailboat Races on Lake Union.

Annual membership is \$25 a year. For membership info call Dale 425-747-8106. For racing information call 2014 Race Chair Gary Clouse 206-930-6897.

**The Oarlock and Sail Wooden Boat Club of Vancouver B.C.** The Oarlock and Sail Wooden Boat Club of Vancouver, BC focuses on all aspects of building, restoring, and using small wooden boats. Regular meetings are held at 7:30 pm on the third Thursday of each month. The club's usual meeting place is the Vancouver Maritime Museum. Group hands-on projects are ongoing. For the latest information on upcoming meetings and activities, call the club information line: 604-664-7551.

[www.woodenboatclub.com](http://www.woodenboatclub.com)

**Olympia Yacht Club.** Olympia Yacht Club is seeking new members. Since 1904, OYC has encouraged and promoted yachting and seamanship. They have provided social opportunities and facilities to foster camaraderie among its members and other boaters. With their clubhouse at the southern terminus of Puget Sound and Island Home outstation on Pickering Passage, OYC's members have ready access to the many coves and rural inlets of South Sound. Their members, who hail from throughout southwest Washington and Oregon, gather to enjoy the opportunity



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to share their boating adventures with others and to participate in the many organized and informal activities of OYC.

From organized cruises, co-sponsorship of the Toliva Shoals sailboat race, to their Lighted Ship Parade and Foooraw, which honors our military, to informal BBQs at Island Home and participation in community celebrations, they provide a variety of opportunities to expand your boating enjoyment. Members also enjoy access to over 100 reciprocal yacht clubs throughout Puget Sound and British Columbia.

Currently, OYC is inviting interested

boaters to become members. Moorage is available for members at their 250-slip yacht basin in downtown Olympia within walking distance of groceries, chandleries, restaurants, and shops. To learn more about OYC memberships or for a membership application go to: [www.olympiayachtclub.org](http://www.olympiayachtclub.org).

**Queen City Yacht Club** is running a 50% off special on its initiation fee until it reaches its maximum membership of 400. Hurry! It's getting close. Located on Lake Union, the club offers low-cost moorage, frequent cruises, and social events. Queen City is also



known for its outstanding outstation in Eagle Harbor, right next to the city park. Members also enjoy two other outstations — one in Deer Harbor in the San Juans and one in Ganges on Salt Spring Island. Prospective

members can take two years to pay the reduced initiation fee. [www.queencity.org](http://www.queencity.org)

**Portland Sea Scouts.** Meetings are held twice weekly: Tuesday evening from 7 - 9 p.m., and Saturday from 9 a.m. - 5 p.m. The meetings are at the R.A. Rasmussen Sea Scout Base, 7005 NE Marine Drive, Portland, OR. The Sea Scout base is 3.5 miles west of NE 122nd Ave; and 1.5 miles east of the Multnomah County Launching Ramp at 42nd Street. Interested youth members are invited to attend any meeting. Adult volunteers are also being sought. For more info call Pat Kelley, 503-667-7835, days or eves.

**Port Ludlow Yacht Club** would like to invite boaters and non-boaters alike to become members. Men, women, and families are welcome to join. PLYC is a very active cruising club for sailors and power boaters and visits destinations from Olympia to Nanaimo and beyond. Each season, PLYC's land-based facility, the Wreck Room, is conveniently located near the Port Ludlow Marina where members and their guests can meet for food and drinks and talk about their boating adventures. PLYC also welcomes visiting yacht clubs to make use of their facility for their organized cruising events. Members of PLYC enjoy reciprocal moorage privileges, numerous social activities, sailing and cruising activities, Women's Group functions, and educational programs. There is an initiation fee and affordable yearly dues. [www.plyc.us](http://www.plyc.us).

**Port Townsend Yacht Club.** Are you looking for fun and adventure, wishing to explore the high seas, and wanting to meet a great group of like-minded people? Then take a look at the Port Townsend Yacht Club! Both sail and power boaters are welcome.

PTYC is looking for enthusiastic adults and families who will join us on cruises, participate in events and parties, and share boating knowledge and experiences. Eleven cruises are planned for 2015, including trips to Whidbey Island, South Sound, Pleasant Harbor, Gulf Islands, 4<sup>th</sup> of July at Reid Harbor in the San Juan Islands, Poulsbo, a holiday shopping cruise to Bell Harbor, two lunch cruises, and an Opening Day boat parade with breakfast and a clam chowder potluck.

Monthly meetings are held in our clubhouse overlooking the Port Townsend Boat Haven.

Both new and experienced boaters are welcome. For more information, contact Bruce Painter;

[ptycvicecommodore@gmail.com](mailto:ptycvicecommodore@gmail.com)  
or visit the website: [www.ptyc.net](http://www.ptyc.net)

**Puget Sound Cruising Club** is a group of sailors interested in long distance and local cruising. The PSCC was formed in 1973 to bring together people interested in cruising, sharing stories, pictures, and sailing experiences. A supportive group of fun,

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talented folks to help you get out cruising. PSCC meetings are held at North Seattle Community College. Your \$5 donation at the door helps cover the room rent. Membership is not a requirement and guests are always welcome. If you need more help, or have questions about the club contact the current commodores: Rob Fox at: robertcfox@hotmail.com or Karen Laemmle at: klaemmle@gmail.com  
www.pugetsoundcruisingclub.org

Upcoming club events sponsored by **Puget Sound Yacht Club**. The Puget Sound Yacht Club is located at 2321 N. Northlake Way, Seattle, 98103. Guests & prospective members welcome. No cost for this event. For time and more info please contact Donna at 206.634-3733.

**Seattle Singles Yacht Club**. Meets every Monday upstairs at China Harbor, 2040 Westlake Avenue North, Seattle. Social hour starts at 6:30 p.m. The meeting starts at 7:30 p.m., \$10 admission. For information about their activities including boating, dancing, volleyball and more, visit: www.ssy.com

**Sea Scouts Tacoma**. Small boat sailing and kayaks, formal classes in the summer, and year round by the Ships. Meet at the Youth Marine Center at 820 E. D Street. Ship

110, the *Charles N. Curtis*, a 78-foot motor vessel on Mondays, 7:00 am - 9:00 pm and Saturdays 10:00 am to 3:00 pm, Tom Rodgers or Hank Hibbard: (253-572-2666). Ship 190, the *Odyssey*, a 90-foot Sparkman and Stevens Yawl, meets Thursday and Friday evenings. Bud Bronson (253-572-2666). Ship 198, the *Vértié*, a 38-foot Captain's Gig meets on Mondays. Sally Slater: (253-318-2752) or Jan Ward: (253-863-3918).

**Shelton Yacht Club** is encouraging boaters to sign up to become a prospective member and try their friendly yacht club in the South Sound. Prospective members pay nothing to try out the club for up to a year. The club has members with sailboats and powerboats, from 16 feet to 58 feet. They go out on 10 cruises a year. They have a Commodore's Ball and a Christmas Light Parade. They have monthly Social Meetings featuring potluck dinners. The club boasts over 90 reciprocal relationships with clubs far and wide.

Debbie\_Daly@SheltonYachtClub.com

**Shilshole Bay Yacht Club**. New members are welcome anytime during the year, and the club is affordable. The club was organized in 1961 to provide boating experiences for good friends to meet for recreation on the water. Members include sail boaters, power

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# COMING Sept. - Nov. ATTRACTIONS

boaters, and those who have no boats. All have an interest in boating and a love of the water. Club events include nine monthly dinner meetings, six organized cruises, and sailboat racing. The yacht club enjoys reciprocal privileges with many other clubs. Chris Powell or David Horn. [www.shilsholebayyc.org](http://www.shilsholebayyc.org)

**South Sound Sailing Society.** Meets the second Tuesday of each month at 7 p.m. at the Olympia Yacht Club, 201 N. Simmons. [www.ssssclub.com/ssss](http://www.ssssclub.com/ssss)

**Tacoma-Pierce County Sea Scout's Chapter.** Very active, and one of the largest community youth sailing and boating programs in the United States. Young women and men between 14 and 21 are welcome. There is a meeting most Saturdays at the Base at 1129 Dock Street. Call Hank Hibbard at 253-761-8742, or cell 253-241-3950.

**Tacoma Yacht Club.** Membership is open to boaters and non-boaters alike. This is your opportunity to meet and cruise with one of the best clubs on the Western seaboard.

In addition to their guest dock, TYC has seven leased or owned outstations and offers reciprocal privileges to nearly 100 yacht clubs all over the Puget Sound, San Juan Islands and worldwide. Enjoy all

the benefits of membership while you are out of town or traveling the world. Their modern clubhouse features unparalleled views of the Olympic Mountain range, Mount Rainier and Commencement Bay, an outstanding full-service restaurant & lounge, and catered events in our large capacity ballroom. They also offer a 300-slip sheltered marina, many organized club cruises, a Shipmates women's auxiliary, a Junior Sailing Program, and a Competitive Sailing Fleet.

Tacoma Yacht Club offers several types of membership: Active Membership is their most popular membership and offers a full range of boating and club activities and privileges, Associate Membership is very economical and allows the use of the restaurant, clubhouse and attendance at club social functions, and Junior Membership is available to anyone 12 to 21 years old.

Contact Alan & Becky Rencowski at: [membership@tacomayachtclub.org](mailto:membership@tacomayachtclub.org) or Sandy Gerstberger at 253-752-3555: [sandy@tacomayachtclub.org](mailto:sandy@tacomayachtclub.org).

**Tollycraft Boating Club** welcomes anyone with a love of classic Tollycraft yachts. We currently have 179 members. Our website, [www.tollyclub.com](http://www.tollyclub.com), provides an organized and searchable forum with information on maintenance and improvement projects

undertaken by club members. The forum is viewable by anyone on the web. Seven cruise events are planned for 2015. We share several members with the Canadian Tollycruisers, and rendezvous with them in September. A membership application can be downloaded at [www.tollyclub.com](http://www.tollyclub.com). Contact the club at:

[commodore@tollyclub.com](mailto:commodore@tollyclub.com)

**Totem Yacht Club**, located in Tacoma, is an active and affordable club for sail or power boating enthusiasts or those without boats who just enjoy social activities. The club welcomes new members and has temporarily reduced its initiation fee. Totem enjoys reciprocal privileges with nearly 100 boating clubs in Puget Sound, the San Juan Islands, and Canadian destinations. In addition to 20 weekend cruises to choose from annually and a summer cruise of several weeks, there are non-boating social activities at the clubhouse overlooking Commencement Bay in Ruston.

Totem is a down-to-earth, family friendly club and enjoys members of all age groups. Feel free to drop in to one of the meetings (first Tuesday, except July and August), join them for the annual crab feed or other fun events or tag along on one of the cruises.

Ray Sharpe at 253-759-1537.

[www.totemyachtclub.com](http://www.totemyachtclub.com)

**West Seattle Yacht Club** is currently looking for new members active in boating, either power or sail, individuals and families (pets welcome). This is an outgoing, fun group with 12 annual cruises to various destinations from Port Orchard to the San Juans, (including a big steak feed and seafood feed each year) and monthly general meetings with dinners, numerous reciprocals, etc. Initiation and dues are low and laughter abounds. If

interested in attending an upcoming meeting or as their guest on a cruise, contact Bob at 206-790-6495. [bobsathome@aol.com](mailto:bobsathome@aol.com).

## EVENTS

**Alki Lighthouse Tours.** Tour this historic old lighthouse, one of the oldest in Washington State. The Alki Lighthouse site is located past the southern tip of the public Alki Beach. From Seattle, take I-5 to the West Seattle freeway exit, the one next to Tully's Coffee. Take the Harbor Ave. exit and turn right onto Harbor Ave. Follow this road until the road turns into Alki and finally Beach Drive. Continue past the lighthouse and park at the front end of the walkway.

Contact: [lowell@sailtouramaline.com](mailto:lowell@sailtouramaline.com) or call 425-392-8261.

**Cast Off Boat Rides.** Center for Wooden Boats, every Sunday 2 p.m. (weather permitting). Come for a sail on The Center for Wooden Boat's 35' New Haven *Sharpie*, a type of boat originally developed for oystering on the East Coast, or on one of their other larger boats. Sail free. 206-382-2628.

**Center for Wooden Boats.** Monthly meetings on third Friday of the month, 8 p.m., at the CWB Boat House with featured speakers. Other activities include Northwest Seaport 2014 Maritime Concert Series. Learn to Sail, all year, Saturdays and Sundays (weekday evenings in summer, too), 11 a.m. to 1 p.m. or 1:30 p.m. to 3:30 p.m., CWB Boathouse. The Center for Wooden Boats, 1010 Valley Street, Seattle, WA 98109, or call 206-382-BOAT (2628).

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# Sept. - Nov. COMING ATTRACTIONS



ous bits of Coast Guard and Puget Sound nautical memorabilia. Located at Pier 36 on Seattle's Alaskan Way; open Monday, Wednesday and Friday from 9 a.m. to 3 p.m. and Saturday and Sunday from 1 to 5 p.m. 206-217-6993.

**Columbia River Maritime Museum.** Admission: \$5 for adults, \$4 for seniors (65+), \$2 for children 6-17 and free for museum members. Hours: 9:30 a.m. through 5 p.m. everyday. Columbia River Maritime Museum, Astoria, OR 97103, or 503-325-2323.

**First Saturday Art Walk.** Every Saturday year round, 1-5 p.m. at the galleries throughout historic Gig Harbor. 888-553-5438; [www.gigharborguide.com](http://www.gigharborguide.com).

**Maritime Music:** Free events. Maritime music can be sung and heard at many venues around Puget Sound. Here are some ongoing events. Please check the website for current dates, times, and locations: [www.singshanties.com](http://www.singshanties.com)

**Olympia, WA: Budd Bay Shanty Sing,** The first Sunday of the month, 7-9 p.m. The winter venue is at Mercato Ristorante (111 Market St. NE) across from the Olympia Farmer's Market. The summer venue is at the Boston Harbor Marina. Call 360-866-4296 for info.

**Port Townsend, WA: SeaShantySong Circle and Sing-Along.** Second Wednesday of the month, 6-8 p.m. at Northwest Maritime Center Cafe. 431 Water Street, Port Townsend, WA.

**Richland, WA: Second Saturday Sea Song Singing Session.** The second Saturday of the month, 7:00 p.m. at Round Table Pizza (1435 George Washington Way, in Richland, WA.)

**Olympia Wooden Boat Association.** The Olympia Wooden Boat Association meets at 6 p.m. the first Tuesday of each month, October through May, except December, at Nickelby's Restaurant in Tumwater, WA. The association's primary focus is to put on the Olympia Wooden Boat Fair, held on Mother's Day weekend every year. [www.olywoodenboat.org](http://www.olywoodenboat.org).

**Sand Man Tug.** The public is invited to visit Olympia's vintage 100-year-old tug boat, *Sand Man*, operated from 1910 until 1985. The 60-ft. boat has always been locally owned and based in Olympia. Over the past decade she has been faithfully restored by the nonprofit *Sand Man* Foundation. The boat is open most weekends from 11 a.m. to 4 p.m. year-round at Olympia's downtown Percival Landing. [www.olympia@comcast.net](http://www.olympia@comcast.net)

**Third Friday Speaker Series.** Sponsored by the Center for Wooden Boats. Every 3rd Friday, 7 p.m., CWB Boathouse. Each month CWB finds a speaker of wit and experience to talk about his or her special knowledge. It is also an opportunity for CWB members to meet one another and the staff. Admission is free and refreshments are served. 206-382-2628.

**Thomas Burke Memorial Museum.** The Burke Museum is located at the corner of NE 45th St and 17th Ave. NE, on the University of Washington campus. 206-543-5590 or: [www.burkemuseum.org](http://www.burkemuseum.org)

**Tour the Ballard Locks.** Discover how the locks work (and what made your boat do that 180 last weekend), see the fish ladder, and find out who Hiram Chittenden really was on the guided tours Saturdays at 2 p.m. Meet at the Visitors' Center. Reserved tours with one week's notice for groups of 10 or more are available Thursday through Monday. Free. Becky Gordon: 206-783-7059.

**Voyage into History.** The Whatcom Maritime Historical Society meets at 7 p.m. the second Wednesday of every month. The public is welcome. Stephen Alaniz: 206-371-3344; or Terry Peterson: 206-733-2340.

**Wooden Boat Foundation's Sea Scouts.** Young adults age 14-21. Sea Scouts learn boat handling and safety, navigation, teamwork and leadership while cruising throughout Puget Sound and British Columbia. Planned by participating youth with the mentoring guidance of adults, programs explore maritime careers, history and traditions, seamanship and community service. Call the Foundation at 360-385-3628 or: visit [www.woodenboat.org](http://www.woodenboat.org)

**SEPTEMBER 7-9 - Thirteenth Annual Wooden Boat Rendezvous.** Sponsored by the Wooden Boat Society of the San Juans. Location: Deer Harbor, Orcas Island, Washington. All wooden boats are welcome: oar, power and sail. Wooden boats of all sizes attend the Rendezvous, from rowboats to motor launches, and daysailers to historic tall ships. Most of the boats moor at the Deer Harbor Marina, and are available for public viewing throughout the gathering. The Rendezvous is a low-key celebration of wooden boats, held in one of the most scenic harbors in the Pacific Northwest. For times and event schedules contact: [info@woodenboatsocietyofthesanjuans.org](mailto:info@woodenboatsocietyofthesanjuans.org)

**SEPTEMBER 12 - Pink Boat Regatta Celebration Dinner.** Sponsored by the Seattle Cancer Care Alliance. Location: 7001 Seaview Ave NW, Seattle, WA 98117. Time: 6:30 p.m. to 10:00 p.m. Join us aboard the historic Steamship Virginia V at Shilshole Bay Marina H dock to celebrate the success of The Breast Cancer Research Foundation grantees in our communities in the advancement of breast cancer research, and that of the Pink Boat Regatta in supporting these efforts locally.

With special guest Peg Mastrianni, Deputy Director of BCRF, you'll hear from long time grant recipients Julie Gralow, MD and Mary-Claire King, MD and learn the story of The Pink Boat Regatta from president and founder Ashley Bell, and will have the opportunity to raise the paddle towards these important efforts. For additional information contact: 206-473-1905 or email: [info@pinkboatregatta.org](mailto:info@pinkboatregatta.org)

**SEPTEMBER 18 - Chanty Sing with Helen Gilbert.** Sponsored by Northwest Seaport. Location: Virginia V at the Historic Ships Wharf in Lake Union Park, 860 Terry Avenue N., Seattle, WA 98109. Time: 8:00 p.m. to 10:00 p.m. Pub and maritime singer Helen Gilbert will lead the September sing-a-long. Sea Chanteys and other sea songs celebrate our connections to the sea, ships, skippers, and sailors. Sea Chanteys are fun and easy to sing and are for all ages! Cost: Free. For more information call: 206-447-9800, or email: [www.nwseaport.org](http://www.nwseaport.org)

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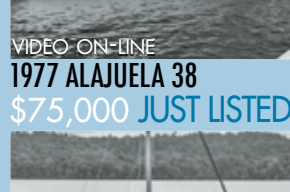
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**OCTOBER 9 - Chanty Sing with Spanaway Bay.**

Sponsored by Northwest Seaport. Location: Virginia V at the Historic Ships Wharf in Lake Union Park, 860 Terry Avenue N., Seattle, WA 98109. Time: 8:00 p.m. to 10:00 p.m. Spanaway Bay will lead the October Chantey Sing with an eclectic mélange of maritime, celtic, and traditional songs as you join in on the choruses. Chanties are fun to sing, easy to learn, and a delight for the whole family! Cost: Free. For more information call: 206-447-9800, or email: [www.nwseaport.org](http://www.nwseaport.org)

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[www.ayc.com](http://www.ayc.com); [info@ayc.com](mailto:info@ayc.com)

**Bellevue Sail & Power Squadron** is offering their new Fall 2015 Beginning and Advanced Classes and Seminars. All are taught on the Eastside by experienced, certified instructors. The Basic Boating class (ABC), which qualifies you for the Washington Boaters Card, is now being offered along with our On-the-Water training program. For specific classes and date, time, location and sign-up information, go to:

[www.bellevuepowersquadron](http://www.bellevuepowersquadron)

**The Everett Sail & Power** will be offering to the public an 8-week class (America's Boating Course) in the fundamentals of safe boating. Included topics are an introduction to various types of boats, boating law as in registration, state & federal regulations, required safety equipment, accident reporting, protecting the marine environment, weather and many more subjects of special interest to boaters. The course is designed to familiarize the student with the basics needed to operate a boat safely and be in compliance with state & federal laws. Upon successful completion of the final test, students will qualify for the Washington State Boater Education card required before operating watercraft in our state. The classes are held at the Conference Center/Everett Yacht Club, Orca Room, located at the back of 14th Street. (404 14th Street, Everett, WA 98021.) The class hours are from 7-9 p.m. To register or for more information contact Cdr. Jim West, JN at 425-778-0823 or: [phnx789@msn.com](mailto:phnx789@msn.com)

**Friday Harbor Marine** is an ASA Sailing School and an RPA Powerboating School, located on the waterfront in Friday Harbor. They have some great classes for sailing enthusiasts, including a 3-hour introduction to Sailing for the Absolute Beginner; ASA-101 Basic Keelboat; ASA-103 Basic Coastal Cruising; ASA-104 Bareboat Chartering; and ASA-105 Coastal Navigation Standard. For powerboaters, they offer the **Recreational Powerboaters Association classes, Close Quarters Powerboat Handling and Coastal Navigation.** They offer a very flexible schedule, and can customize classes for your convenience - they can even teach the classes right on your own boat! For more info call 360-378-6202 or go to: [www.fridayharbormarine.com](http://www.fridayharbormarine.com)

**NW Boater Training** - where you can learn to boat *on a boat*... from local experts. Visit our website for our up-dated & new 2015/16 classes. These will include the scheduled America's Boating Course (ABC) classes, and all the Advanced Classes and Seminars. Ask about which classes include our On-the-Water Training, Go to Boating Class Locations, and click on the areas where you are willing to take classes and seminars to see lists of what is available. For a comprehensive look at all of the United States Power Squadron (USPS) classes offered in the state of Washington, go to: [www.nwboatertraining.com](http://www.nwboatertraining.com).

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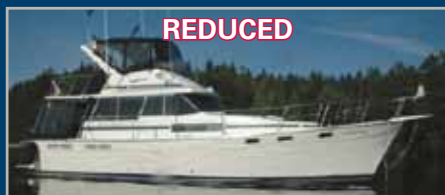
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classes are being taught by Coast Guard Auxiliary Certified Instructors. Check the website for the dates of classes near you: [www.d13cgaux.com/sites/](http://www.d13cgaux.com/sites/)

**The United States Power Squadron (USPS)**, (formerly the The Bellingham Sail and Power Squadron [BSPS]) is a non-profit boating club serving our community for over 50 years, teaching safer boating through classes and seminars and by organizing fun events to hone boating skills. USPS

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and various seminars. For more information on classes and seminar offerings and schedules, please contact our Squadron Education Office at: [seo@boatingisfun.org](mailto:seo@boatingisfun.org) or visit [www.boatingisfun.org](http://www.boatingisfun.org)

**U.S. Maritime Academy's Captain's License Classes.** Coast Guard approved training in lieu of Coast Guard examinations. They specialize in OUPV (six-pack) & Master Licenses to 100 tons, Sailing & Towing Endorsements, 1-Day renewal Classes and application preparation. U.S. Maritime Academy has over 2000 graduates since 1985. Director Capt. Jeff Sanders wrote the textbooks and curriculum. His philosophy emphasizes education and retention of material taught - not cram courses! He offers evening classes to accommodate work schedules. His style does make a difference-just ask around. Local class schedules and contacts are listed below by date and location. Complete schedules and course information can be obtained by calling USMA at 360-385-4852 or visiting their web site: [www.usmaritime.us](http://www.usmaritime.us)

**SEPTEMBER 21 - NOVEMBER 12 - USMA Captain's License.** Sponsored by the US Maritime Academy. Location: The Center for Wooden Boats, 1010 Valley St. Seattle WA, 98109. Time: Monday, Wednesday, Thursday - 6:00 p.m. to 9:30 p.m. First night (Sept. 12, 7:00 p.m.) all are welcome to a Q & A. For information and cost call Capt. Sanders at: 360-385-4852 or visit: [www.usmaritime.us](http://www.usmaritime.us)

**NOVEMBER 14 - USMA Captain's License Renewal Class.** Sponsored by the US Maritime Academy. Location: The Center for Wooden Boats, 1010 Valley St. Seattle WA, 98109. Time: 10 a.m. - 5:00 p.m. (lunch break.) A one day class which enables you to renew your license without sea time requirements or submitting sea service forms. For information and cost call Capt. Sanders at: 360-385-4852 or visit: [www.usmaritime.us](http://www.usmaritime.us)

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Like any other rendezvous, presenters typically bring their boats into a shared dock

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an informal meal. On Saturday, they turn their boats into classrooms / props for their presentations, which typically last 45 – 50 minutes with a few minutes in between. Most offer their presentation more than once during the day so those who want to attend more than one seminar scheduled at the same time can take one first, then the other when it's offered again later.

Schedules and maps to boats are generally available at registration throughout the day. Each boat holds a placard identifying the boat, presentation and times offered. Lunch is generally available about mid-day,

and some squadrons are offering an option for dinner and social events Saturday evening. Some squadrons will have door prizes or a fundraiser such as a raffle with prizes awarded after the presentations.

For more info contact United States Power Squadron coordinator Gregg Longstaff at; [gregglongstaff@gmail.com](mailto:gregglongstaff@gmail.com)

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**SEPT 1-6 - Star Class N.A. Championship.** Host: Seattle Yacht Club. For information contact Brian Ledbetter at: [BrianL@SeattleYachtClub.org](mailto:BrianL@SeattleYachtClub.org)

**SEPTEMBER 10 - 13 - Pacific Dragon Interport.** Sponsored by the Royal Vancouver Yacht Club. Location: Royal Vancouver Yacht Club, 3811 Point Grey Road, Vancouver, British Columbia V6R 1B3. Racing location: English Bay. The Pacific Dragon Interport is one of two invitational Team Racing events in the Dragon Class and has been held every one to two years since 1981. Participating Yacht Clubs are the Kansai Yacht Club, the Royal Hong Kong Yacht Club, the Royal Sydney Yacht Squadron, and the Royal Vancouver Yacht Club. The host club provides the Dragons and competitors fly in to take part in three days of round robin racing. The only thing competitors have to bring is a spinnaker (and racing smarts). The Dragon Class Rules ensure that the boats are close to equal in terms of weight, hull shape, rigging and sails, and the Vancouver Fleet is doing extra checks to make sure there is a level playing field for all competitors (teams will also rotate through the boats over the course of the regatta). True to Dragon tradition, good racing will be followed by good social events, so the Vancouver Fleet has planned a number of after-race events. Visitors to Vancouver can expect mild sunny days with good sea breezes. For additional information contact Anne Garrett at: 1-206-225-6134 or email: [lagarrett@nadragons.org](mailto:lagarrett@nadragons.org)

**SEPTEMBER 13 - 4th Annual Pink Boat Regatta.** Sponsored by the Seattle Cancer Care Alliance. Location: 7001 Seaview Ave. NW, Seattle, WA, 98117 Time: 9:00 a.m. to 7:00 p.m. Skipper's meeting - 10:00 a.m. First start - 12:00 p.m. Party start - 3:30 p.m. This September, sailors from around the Puget Sound will be coming together for a fun-filled and competitive day on the water to support breast cancer research and prevention through sailing. For additional information contact: 206-473-1905 or email: [info@pinkboatregatta.org](mailto:info@pinkboatregatta.org)

**OCTOBER 10 - 17 - Farr 30 Worlds 2015.** Location: Corinthian Yacht Club, Seattle, WA. For information Contact: 503-516-1563.

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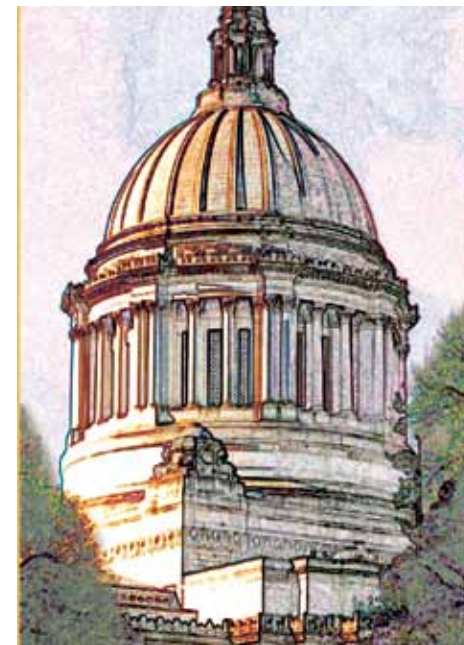
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PETER  
SCHRAPPEN

# ON WATCH

Politics and Boating



## “Clean, Drain, Dry”

**17:1.** That's the ratio of proposed new pieces of legislation in 2015 (that's 2,437 proposed bills) to number of Washington state senators and state representatives (147). That's a big number. You think you have a lot to manage.

17:1. Another way of looking at this number is that 17 lobbyists or government affairs leaders are running around for every one state senator or state representative for a scheduling request to just broach the subject of a new law.

Never fear, our legislative system is beautifully inefficient. Fortunately for lawmakers, they quickly learn the short cuts to appear that they are on top of everything.

Pre-determined timelines (“cut-offs”) bring this number down during a legislative session. Plus, this number is often artificially high. Some lawmakers just sign onto a bill

to please a special interest group. (“Gosh, I’m as shocked as you. I signed onto the bill and then it just died.”)

As time goes along, the heap of dead bills grows. Leadership from both parties can kill controversial bills. That’s because lawmakers are allergic to controversy. There are other ways to kill legislation. Bills simply may never get scheduled for a committee hearing. Most frustratingly of all, more times than you would want to know, you will never know why a bill dies. (How do you explain that to your boss if you are the lobbyist?)

So there are these institutional road-blocks. Then there are more street-smart approaches to keep a line on or off a bill. For one, they have good looking people like me to hold their hands through the hard parts. There are other short cuts, too. They

can take their cues from the number of emails they receive on an issue. What are the prominent constituents saying? What about the editorial board from their district? Are their local elected officials (mayors, port commissioners, city council members) that have come out one way or the other on a bill? All that matters a great deal to a lawmaker.

You should know that it’s very easy to come up with a reason for a new law. And it’s not terribly hard to get the support of friendly legislator in an important district to take that idea as his or own and become the prime sponsor. That’s the essence of grassroots politics. Bottom-up action.

What has received less attention in this column are the top-down new laws. We are talking double-secret-probations stuff here. Maybe electeds are all reading the same

book (as they did about ten years ago with “The World is Flat” or any of Richard Florida’s pieces in *The Atlantic*). Sometimes they even form book clubs to further their thinking.

You can probably guess that lawmakers like to travel together to conferences, too. I was fortunate to attend and speak at one such recent conference in July. This event occurred in Big Sky, Montana. Not bad work if you can find it. The name of the organization is the Pacific Northwest Economic Region (PNWER). Consider it a think tank for lawmakers from Montana, Idaho, Washington state, Oregon, Alberta, British Columbia and the Northwest Territories.

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This conference, their annual summit, was my first interaction with this organization. I left impressed with organization and with the amount of time and energy our electeds and staff spent these three days (and as I discovered year-round) on issues that cut across state and national boundaries. This list included non-boating topics like "responsible mining practices," "water policy" and "utilities of the future." Closer to home, invasive species with special emphasis on warding off zebra and quagga mussels received a full-day of attention on the agenda.

Whenever the subject comes up, it's always a good idea that if boaters are going to be impacted with either increased fees or hassle (or both!), that those users most affected are in the room. I was that lone voice. Fortunately, I didn't need to speak up for us, too much.

Yes, there were a few jabs at boaters by legislators. Someone mentioned "Shouldn't boaters be doing more since they are the ones that carry these across the country?" To that, Washington state's Fish & Wildlife's point person on invasive species, Bill Tweit, ran to our defense. "I'm not sure about other states, but in Washington state, we have a strong working relationship with boaters and boating businesses," he rebutted without even a hand raise.

It's too early to know what will come out of this summit with respect to invasive-species coordination. And I'm not going to pretend that I have the solution for how to keep these freshwater mussels out of our region. (It's hard to believe they are not even here, yet), but a few tried and true building blocks are in place. In particular in Washington state, boaters, as they always do, have stepped up when called into action. With every boat registration, there is a two-dollar fee on your bill. If you multiply that by the number of registered boats in Washington state (approximately 240,000), we are talking about real money here.

That's a big deal. Now, consider the fact that boaters are the only users of our waterways that are paying into this invasive-species fund. With that equity and "skin in the game," we have a nice-sized megaphone.

What we do not want, however, is to become the rich Aunt Susie that is always there when you need to sell your World's Finest Chocolate Bars in the fifth grade. You know what I'm referring to. ("Um, Aunt Susie, would you mind buying my thirty chocolate bars like you did last year so I can meet my goal?") Now that the state knows that we have the interest and have shown to be good stewards of the water, then they will continue to come back to us when they need to unload more of their problems and are in need of funds.

Hence, that's why the need to be there when they get off-the-wall ideas. While I keep quiet most of

the time at these get-togethers, it's imperative that we show up and puff up our chest when needed. Even better with advocates like Mr. Tweit on our side, their clout and message resonates more than my somewhat-biased point of view.

Just as PNWER tackles the big regional issues of the day that envelop this area, I'll keep you in the loop with the renewed interest in Olympia to figure out a better way at administering the invasive species program. That roundtable will pick up momentum in the next couple of months. In the meantime, pause next time you transport a boat over state lines (or anywhere for that matter). As our state's Fish & Wildlife experts like to say, "Clean, drain, dry." Better yet, use your boat often and keep it clean between your daily use. *mwv*

**Peter Schrappen** currently works for NMTA as their Government Affairs Director and the Clean Boating Foundation as their Executive Director. Additionally, he serves on boards of the Boating Safety Advisory Council, the Washington Boating Alliance and the U.S. Superyacht Association.



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# TONY FLOOR

## TONY'S TACKLE BOX

*Sport Fishing in the Pacific Northwest*

### Mooching vs. Downriggers ... Tradition or Technology?

**A**s an old dog - getting older - who has been around a salmon rod for decades, I have an issue I want to share with you.

In mid-July, I participated with a dozen longtime angling friends in an annual pilgrimage to Neah Bay to fish for king salmon. These anglers are all salmon moochers who are staunch in their beliefs about the "purity" of the art of mooching as the only way to pursue a salmon with a rod and reel.

While my roots in the salmon fishing world are founded in mooching and motor-mooching techniques, I am using my downriggers more and more. Over time, I have been convinced that downriggers are the technique of today and tomorrow, as trolling for Chinook and coho salmon is most effective using downriggers and all the terminal gear available, including spoons, flies, hoochies and naked herring. Downriggers cover salmon territory much more effec-

tively to find salmon or provide the opportunity for them to find me. It totally works and that's why, through evolution in our sport, it is the technique of choice for a huge majority in the Puget Sound, San Juan Islands and the Strait of Juan de Fuca.

Yet, on the above mentioned fishing trip, I took dump truck loads of hot manure from these moochers for using downriggers. Why? My colleagues attacked and attempted to shame me to not go to "the dark side" by using wire. Hogwash! And, when the smoke cleared, my flasher and Silver Horde Kitchen Sink spoon outfished the other boats combined!

I've thought for some time about this event and as to why moochers adamantly oppose salmon anglers using downriggers while, at the same time, I can't find downrigger anglers who attack, with the same foaming at the mouth approach, moochers who worship at the Church of Mooching. If mooching is

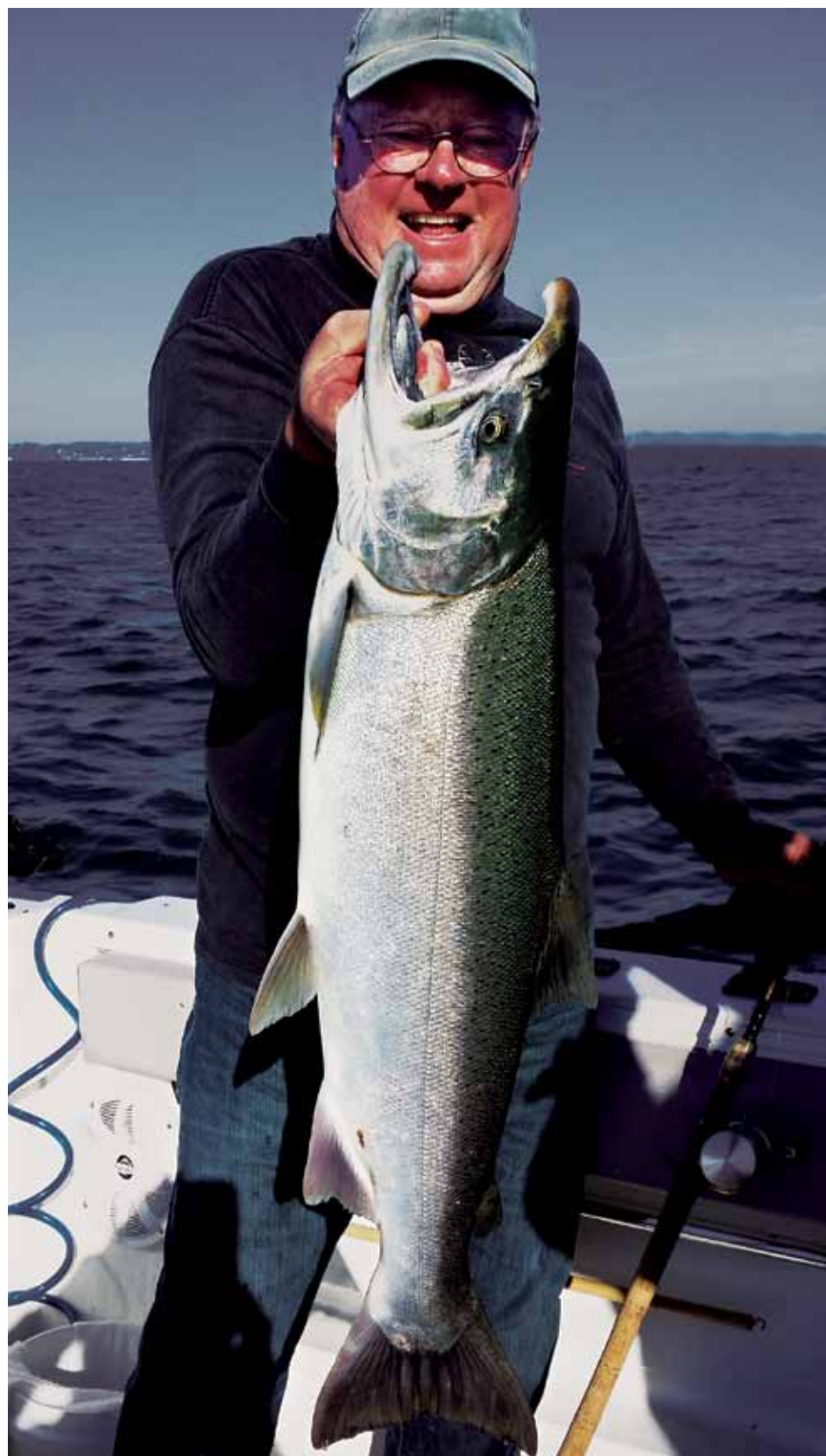
the ticket to get through the Pearly Gates, then I am Elvis.

Granted, at places like Point No Point, the heart of mooching in Puget Sound, it's not cool when a downrigger angler plows through the mooching fleet resulting in gear conflict. I know and fish with downrigger anglers who are very careful to avoid moochers as a gear collision shuts down both boats.

Then, why are moochers so ada-

manly opposed to downriggers? Is it a purity of salmon angling issue, fishing with hardware, or gear conflict? I reached out to a few veteran anglers who might have an opinion on this issue.

I'm confident most readers of this column have name recognition with KIRO Outdoor Line show co-host Tom Nelson. I quizzed Tom about the issue and he said, "Look, it's about getting your gear vertical to access



September is coho salmon time throughout all saltwater regions in western Washington. Van Draper, Elliott Bay Yacht Sales in Seattle caught this 16 pound coho salmon while fishing with Tony Floor in Grays Harbor last September. The Harbor opens on September 16th.

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salmon, especially Chinook salmon. There are times when the fish are stacked vertically in a small piece of real estate. I have no problem shifting to mooching gear to efficiently access the fish in this example. And it's important to not overlook jigging too! To be a complete, successful angler, knowing when to apply all three of these techniques produces better overall success."

Tom went on to say how downriggers evolved from the Great Lakes Chinook fishery back in the 70s and 80s before they caught fire in the Pacific Northwest. Today, he pointed out that downriggers are the gear of choice for most anglers, including in the ocean fisheries. I agree, but I still do not understand why downrigger anglers continue to take the wrath of Khan from moochers.

So, I dialed up the king of Puget Sound mooching, Capt. Keith Robbins from Spot Tail Guide Service in Seattle. Keith is a hardcore successful moocher and if that's your game, I highly recommend booking a day with him.

"Tradition is a big part of salmon mooching," Robbins said. "It's all about feeling the bite with the rod in your hand. So much of mooching tradition is gone and today's angler is what I call 'technology fishing' with downriggers. And, some downrigger anglers will run their gear over a moocher's line, which is very bad

form. I don't believe it's purposeful but when it happens once it clearly establishes a bad taste in your mouth. And remember, the downrigger/mooching issue is not personal for me, it is about principle."

Robbins response to my question was dead on. Tradition and feeling the bite by holding the rod in your hands are both major ingredients of why moochers are anti-downriggers. While I am respectful of this view, covered wagons at one time were the mode of transportation in the West. Today, technology in downriggers, terminal gear, and sophisticated depth sounders are the rule among most salmon anglers.

### September is coho time

King salmon fishing for this cat was awesome in July. I got my licks in during August down at Ilwaco, too, as schools of king salmon did their assault on the mouth of the Columbia. But now, it's time for the coho salmon shuffle, which has already approached it's peak in the ocean from Ilwaco to Neah Bay.

Coho are relatively easy to catch, whether it be trolling or mooching a herring in the top 50 feet of the water column. Trolling a spoon, hoochie or whole herring is also extremely effective, especially following the morning bite. However, when the coho push through Sekiu, eastbound

**Tony Floor** is Director of Fishing Affairs for the Northwest Marine Trade Association (NMTA) and a former 30-year veteran of the Washington Department of Fish & Wildlife. You may subscribe to receive monthly Tony's Tackle Box in your e-mail by clicking: [northwestsalmon-derby-series.com](http://northwestsalmon-derby-series.com).



for Puget Sound, they tend to use deeper waters from 50-100, and 100-plus feet.

Take a look at historical catches from the Edmonds Coho Derby (1,000 anglers, Sept. 12th), followed by the Everett Coho Derby (2,000 anglers, Sept. 19-20) and you'll discover the winning fish tend to be deeper in the water column, versus near the surface.

Living in Olympia, I tend to focus on Westport and Neah Bay in early September for coho salmon gathering in peak numbers. These fish are staging before migrating to the streams of their origin. This year, the ocean is scheduled to remain open through September 30th if each of the four areas (Ilwaco, Westport, La Push and Neah Bay) do not achieve

their individual coho quota - lights out for jumbo coho. Fish the top 40 feet and prepare to come home with your arm in a sling. Fish in the mid to high teens are not uncommon. Put me in, coach.

I'm headed back to Neah Bay to drag surface flies for coho as soon as the ink dries on this writing. I like a green and white coho salmon fly, trolled along the surface at 7-9 miles per hour. If you're doing it correctly, the fly is about 50 feet behind the boat, skimming along the surface. If the fly bounces out of the water, slow down. If it drags under the surface, speed up. There is no bite. It is a crush! Have fun chasing coho salmon this month and see you on the water! *mwv*

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FARRON**

# GIMBALED GOURMET

*The Art of Nautical Cruisine*



## Simply September

*“There are only ten minutes in the life of a pear when it is perfect to eat.”*

*- Ralph Waldo Emerson*

One must look closely for the signs of September. Change in the natural world is subtle, but relentless; seasons seem to give way gently to one another, even if the monthly motion is so swift we don't even realize we are moving.

Gradually familiar surroundings don a rustic palate of jewel tones

that dazzle with their beauty, but I suspect it is really all about a different sort of light—especially by the water, but also in seasonal fare.

I simply cannot imagine September without elegant pears. Pears epitomize the season with their skins of burnished hues reminiscent of the comforts of childhood filling us with a cozy sense of delicious

contentment. Pears are abundant in the Pacific Northwest through the fall and winter, with many colorful and delectable varieties from which to choose.

The graceful shape of a pear speaks of its luscious nature. They have a good weight in hand, as if they were actually carved of wood. When ripe and ready to eat, the pear

has a honeyed flavor and a beckoning dry, woody perfume that bewitches your senses.

In the world of fruit, pears are a boat cook's greatest ally. Imagine, a fruit that ripens off the tree: acquired hard as a rock and kept on the counter, it becomes juicy, smooth, and perfect in just a matter of days.

Pears also cook like a dream. You can poach pears in wine or simple syrup with a vanilla bean or bake them like apples. They can be turned into a heavenly cake or peeled and sliced and served with walnuts and bleu cheese. When roasting vegetables, add pear slices to the mix. Try using pear slices on your next grilled chicken sandwich!

You can compose a salad around pears with some frisee, a little nutty arugula for snap, and a spicy dressing to which you might want to add a dash of curry. Toss pears into a chicken, tuna, green, fruit, or cottage cheese salad. Use pears where you would apples!

Spices that complement pears nicely are anise seed, cardamom, cinnamon, cloves, ginger, mace, saffron, and tarragon. As for wine, I am partial to a nice Chenin Blanc, French Colombard, or Cabernet Sauvignon.

For my money you can't beat a Bartlett or its close relative, the Clapp's Favorite. I like an Anjou or a Comice too, but neither is as juicy, nor ever says "pear", like the Bartlett.

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And the Bosc does not compare either, though it is still the best for baking or poaching since it holds its shape and does not get mushy.

The best pear dessert is simply a ripe pear served on a plate with a small knife. One of those dangerous triple-crème cheeses – Explorateur, Boursault, or St. Andre – would accompany it magnificently. This is all you truly need to serve even the swankiest of guests. For a few weeks in the fall, you can find red pears at the market; juicy as Bartletts, but much more decorative, the look lavishing and extravagant on a white dish – always a fitting touch at the end of a party.

Bite into a pear at the perfect, ripe moment and you too will fully understand why Homer, in his epic Odyssey, called it a “gift from the gods.”

Luscious. Delicate. Ambrosia.

### Pear Bruschetta

- 1-1/2 c. lightly packed parsley leaves
- 1/2 c. grated Parmesan cheese
- 1/4 c. olive oil plus more for brushing
- 3 T. coarsely chopped tarragon
- 2 cloves garlic, minced
- 1 baguette
- 1 med. pear, peeled, cored, and quartered
- 2 T. lemon juice
- 1-1/2 c. grated Gruyere cheese
- freshly ground black pepper

Preheat oven to 400°. Place one oven rack 4” from the top and another in the center of the oven. Combine parsley, Parmesan, 1/4 cup olive oil, tarragon, and garlic in food processor and process until smooth. Set aside. Cut baguette on the diagonal into 24 1/3” slices. Brush one side of each

slice with olive oil, set on baking sheet, and bake in the center of the oven until lightly toasted – about 4 minutes. Set aside and turn on broiler. Toss pear quarters with lemon juice. Spread non-oiled side of each baguette slice with pesto. Cut each pear quarter into 6 slices and top pesto with pear slice. Sprinkle with grated Gruyere and a pinch of pepper. Broil bruschetta until cheese melts, monitoring to avoid burning – 1-2 minutes. Serve warm.

### Victorian Valley Salad

- 1 c. coarsely chopped walnuts
- 8 oz. bleu cheese
- 6 T. whipping cream
- 4 firm ripe pears
- 1 lemon, halved
- 2 T. red wine vinegar
- 1 tsp. Dijon mustard
- 1/4 c. walnut oil
- 1 t. safflower oil
- 2 c. watercress sprigs, trimmed
- freshly ground black pepper

Preheat oven to 350°. Spread walnuts on baking sheet; place in oven to toast until lightly browned – 3-5 minutes, shaking pan occasionally. In small bowl, mash bleu cheese with a fork. Add cream, and gently stir until just combined. Peel pears and rub with lemon half. Cut each into quarters, cutting out the core. Cut quarters lengthwise into 1/4” thick slices; sprinkle with lemon juice. For dressing, combine vinegar and mustard in small bowl; whisk well. Slowly drizzle in the oils, whisking constantly until smooth. Season to taste. Toss watercress lightly in dressing and arrange it on four individual plates. Place a dollop of bleu cheese mixture on each pear slice and arrange them around the watercress in a spiral pattern.

**Kathryn Farron** is a highly talented gourmet cook and the accomplished author of the *Gimbaled Gourmet Cookbook*. Be sure to check out Kathryn's website, [www.kathrynfarron.com](http://www.kathrynfarron.com)



Sprinkle with chopped walnuts and season with black pepper. Heavenly for lunch with some country-style bread and a glass of Beaujolais!

minutes or until a toothpick inserted in center comes out clean. Very light and moist – almost a tea bread.

### Pear Bread

- 3 eggs
- 1 c. vegetable oil
- 2-3 ripe pears, peeled and grated to make 2 c.
- 1-1/2 c. sugar
- 1/2 tsp. lemon rind
- 1 tsp. vanilla extract
- 2 c. flour
- 1/4 tsp. b.p.
- 1/4 tsp. baking soda
- 1/2 tsp. cinnamon
- 2/3 c. chopped walnuts

Preheat oven to 325°. Beat eggs and slowly beat in oil. Add pears, sugar, lemon rind, and vanilla. Sift dry ingredients and add to pear mixture, stirring just to moisten. Stir in walnuts and pour into 2 buttered and floured 8” loaf pans. Bake for 55

### Country Pear Cake

- 1 c. flour
- 1 tsp. b.p.
- 1/2 c. butter at room temperature
- 1/2 c. brown sugar
- 1/2 c. + 2 T. sugar
- 2 eggs at room temperature
- 2 med. pears, peeled and thinly sliced
- 1/2 tsp. cinnamon

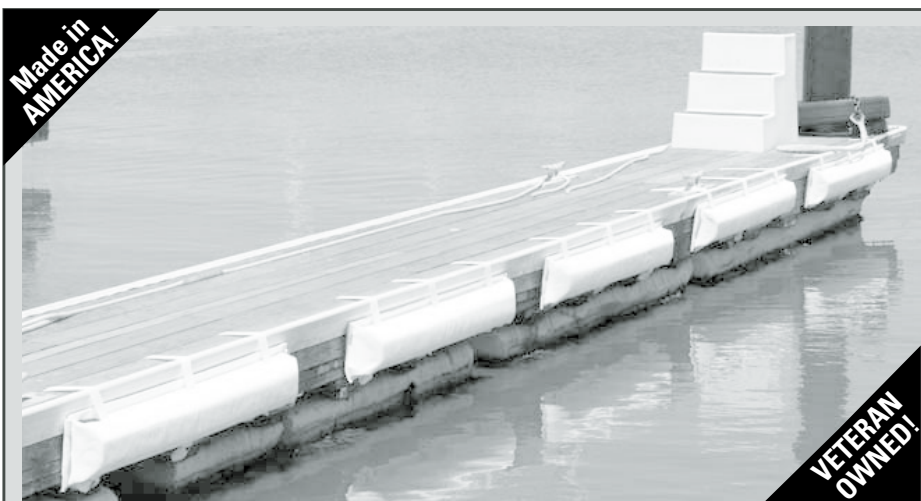
Preheat oven to 350°. Lightly butter and flour an 8” square baking pan. In medium bowl, whisk flour and baking powder together. In large bowl, cream together butter, brown sugar, and 1/2 cup of sugar with electric mixer until light and fluffy. With mixer running and set on medium, gradually add flour mixture to batter. Beat in eggs, one at a time, and mix until well combined. Transfer batter to pan and smooth the top. Arrange pears in rows on top of the batter. Combine remaining 2 tablespoons sugar with cinnamon and sprinkle this over fruit. Bake until cake begins to pull away from side of pan and turns golden brown – 40-50 minutes. Set aside on rack to cool. When completely cool, cut into squares to serve fruit side up. This is best eaten out of hand.

### Pears alla Romana

- 3 lg. pears, halved and cored
- 2 T. butter
- 1/8 tsp. almond extract
- 1/4 c. finely chopped almonds
- 1/2 c. cream sherry

Preheat oven to 350°. Place pear halves in buttered baking dish, cavity side up. Cream together butter, almond extract, and almonds. Place a dollop of this mixture in the cavity of each pear, pour cream sherry over all, and bake for 30 minutes. Serve warm or at room temperature. Magnificent, bordering on elegant. nwy

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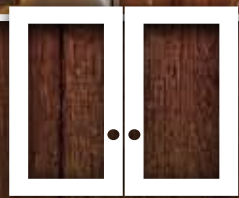
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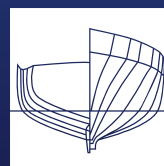


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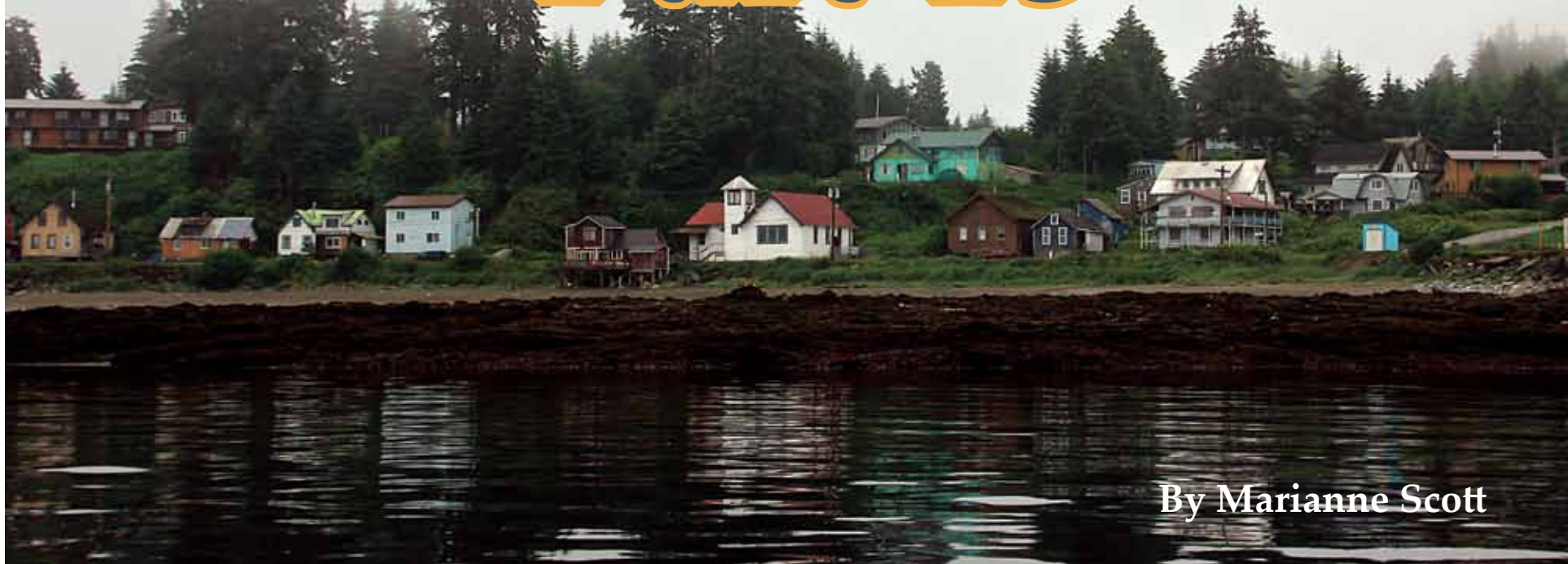
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CE Category A



# Alaska Bound -Part 15



By Marianne Scott

*The Scotts turn southeast toward home and experience a part of Alaska's pioneer culture on the way*

**A**fter our propeller was safely reattached at Hoonah's Travelift, we left that hospitable town and began our trek southeast toward home. David had evaluated the tides and cur-

rents that would course through lengthy Chatham Strait on our way toward Angoon, another native village. The wide, straight channel divides Chicagoff Island from Admiralty Island—another

island named by Capt. Vancouver in honor of his employer.

Unfortunately, no amount of calculation accounted for our 18-hour journey with no relief from currents impeding our progress. It made little

sense: with normal tide changes, how could we be against the tide for so many hours? We had thought to arrive in Angoon in daylight, but strong winds on the nose and those foul currents slowed us often to a mere three-and-a-half knots and our journey stretched well past sunset.

The day was cold, gloomy and rainy with intermittent fog patches so thick that radar and AIS were under constant scrutiny—although there was little traffic. It was the only day in our three-and-a-half-month long voyage that I wondered why we weren't home where everyone was enjoying unparalleled sunshine.

The slog finally ended at 2230h when we plunked down the anchor in front of Angoon. As *Beyond the Stars* swung in the currents, it was difficult to ascertain if our anchor was dragging in front of the mist-saturated, orangey sodium lights illuminating the streets. Although exhausted, we watched a long time to ensure we were properly hooked.

We departed the next morning without going around the isthmus to visit Angoon, re-entered Chatham Strait, again against the current. But the fog vaporized, the rain dried up and all the things we'd traveled to Alaska for manifested themselves.



*Photo at top - The native village of Angoon on a typical misty Alaskan morning.  
Photo above - M/V Sanderling turns into a ghost ship.*



Amazing how leaving cold, damp circumstances to embrace blue skies, snow-capped mountains, glaciers moving inexorably down slopes and birds chirping will cheer one's mood. I also realized that fog obscures off one of the aspects I most enjoy about boating in the wild ocean we're blessed to have at our doorstep: there is nothing to see and experience.

### Chapin Bay

On the southeast side of Admiralty Island, Chapin Bay is approached through an all but hidden, slender

entrance. Sheer mountains encircle the spacious inlet. One of these is pierced by a pigeon-shaped fissure in the middle of rock so hard and steep that even the ever-arduous attempts by vegetation to colonize it have failed. The opening offered a glimpse of shimmering azure sky. Only two other boats were anchored and a tern or two flew over, with occasional fish lips breaking the bay's surface. Total quiet.

Then, a weird phenomenon. A cloud formed low on the beach—not along the mountaintops—as if a group of humpbacks had



Photo above - Cassie Peavy on Meyers Chuck dock.



breathed all together. It would coalesce with other misty rags and float above the waterline. The anchored powerboat—she turned out to be *MV Sanderling* from Wrangell, Alaska—was bathed in the continually shifting, drifting vapour. Sometimes the boat disappeared, sometimes the clouds transformed it into a mystical ghost ship. It was a constantly changing spectacle. We stayed two nights in the wonderfully protected anchorage and then traveled again through Frederick Sound—another of

Alaska's wide passages scoured deep by repeated glaciations.

### Thomas Bay

On the way to Thomas Bay, cut deeply into the Panhandle's mainland, we experienced a joyful ballet from a family of humpbacks. They surfaced, spouted, curved their hump and then displayed and splashed their huge black, or black-bordered white tails. We floated with our engine off for an hour watching these magnificent mammals



Thomas Cove is punctuated by small treed islets.





*A foggy day on Chatham Strait with nunateks on top of the mountains.*

frolicking and feeding. We were joined—and dwarfed—by a nearby 161-foot yacht, *Evviva*, its helicopter aboard. According to the Internet, J. Orin Edson, the billionaire founder of Bayliner, owns the yacht although it is for sale (see the profile of Mr. Edson in NWY Feb 2004).

Thomas Bay is a gigantic inlet with the Baird tidewater glacier in full retreat. It's been called the Bay of Death, because a massive landslide in 1750 obliterated a Tlingit village with a population of about 500. Legends have it that Thomas Bay has also been home to "devil creatures" that have been spotted repeatedly. The veracity of these tales has not been substantiated.

*Beyond the Stars* didn't spy any strange creatures. We did enjoy the stupendous views, the tree-colonized islets—one with two gigantic cedars making you wonder how these find purchase on the bare, hard rock. We motored past the broad and very dirty glacier, before departing for Meyers Chuck.

Our way through Clarence Strait was spotted by many crab traps and floating islands of bull kelp and rockweed. If we couldn't avoid a

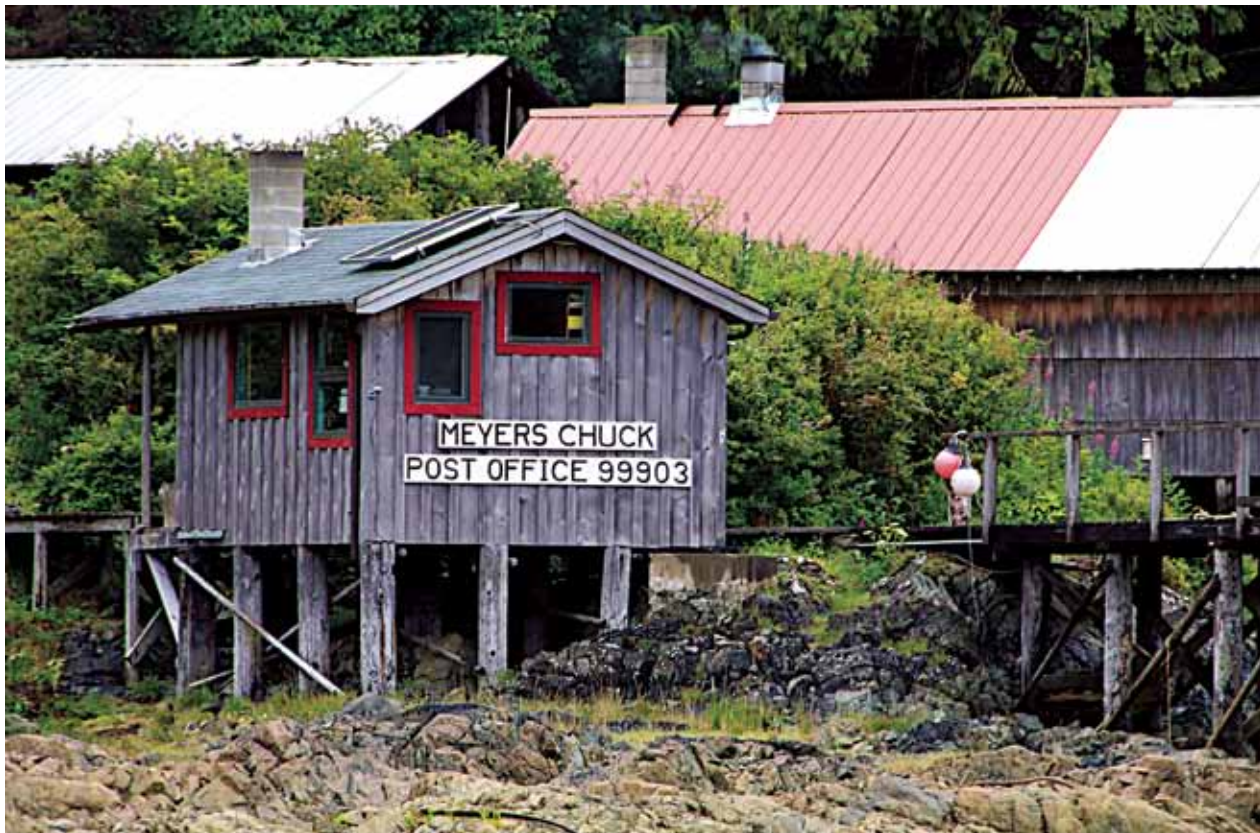
mass of vegetation, our propeller turned into a weedcutter—making us quite nervous after our lost prop adventure in Glacier Bay. Some

dolphins sliced their triangular fins through the surface of the 600-foot deep dark-green water, cavorting in our bow wave. The sun occa-

### Meyers Chuck

Perched on a small peninsula on the mainland, across from Prince of Wales Island and flanked by Meyers Island, this tiny community offers yet another tranche de vie of Alaskan life. A few houses, some well maintained, others worn by the ample moisture, the wild winter storms and the invading jungle, line the shore. With a summer population of about 30, and perhaps four winter residents, I consider those residing here quintessential pioneers.

Another Alaska free dock is available in the hamlet's bay, although the local population also moors its fishboats here. After having navigated the complicated dogleg



*Photo above - Cassie Peavy's domain with mail delivery for about four people in the winter.*

long bull kelp stipes wrapped our rudder creating significant drag; my repeated attempts to dislodge them with the boathook were futile. Only several engine reversals were able to disentangle the slimy stipes. Later, pods of white sided

sionally pierced the voluminous gray clouds—the light was mystic, blended, muted. We were the lone boat for hours—not even a fishboat crossed our wake—it might have been the way naturalist John Muir saw these waters 125 years ago.

into the small harbor, we saw that yachts from Sequim, Everett and Gig Harbor as well as some fishboats had cornered all dock space, so we anchored. We prepared a drink with our leftover glacial ice. How old could it be? Twenty thousand years? More?





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It tasted much as the stuff our home refrigerator icemaker produces.

A while later, a knock on the hull. We leaned out and met Cassie Peavy. "Would you like cinnamon rolls delivered for breakfast?" she asked. "Walnut or craisin?" David's sweet tooth kicked in at once and he ordered several. Cassie stayed a while for a chat and the next day we became better acquainted. That was after she delivered the rolls and told us we'd have to move: the floatplane carrying a couple of residents was flying in and we were obstructing the "runway."

### Cassie Peavy, a Modern Alaskan Pioneer

Postmistress. Carver. Quilter. Fixer. Baker. Fisherman. Wife. Mother. Grandmother.

Catherine Peavy, a.k.a. Cassie, had no idea when she moved to Meyers Chuck, Alaska, some 53 years ago, that she would spend an entire life here. "I'd married at 17 and lived the first year of conjugal life with my in-laws," she said. "They were great people but I hungered for my own household. To be in charge, to be able to choose what was for dinner."

Thus, when a small house became available in this out-of-the-way hamlet, she and Steve Peavy grabbed it, adding on to it over the years. They raised two sons here. Steve began his career as a logger and spent much time away in logging camps. Later, he fished and still continues to run *Patsy*, a 45-foot wooden trawler, painted black, maroon and gray.

"I fished with Steve for many years," said Cassie. "It was the only way I'd get to spend some time with him. This was later in our marriage.

Earlier on, I took care of the boys when Steve was away."

On the whole, she has enjoyed her years in this isolated place, 36 miles from Ketchikan. During the summer, people come to their cottages from Washington, California and even Arizona. Pleasure craft stop by and Cassie often gets to know them. Friends visit. "A friend came by this morning. She teaches philosophy and we discussed Socrates and Dickens."

"I'm a bit of an electronics buff," she continues. "I repair antennas for people, or a cell phone booster. Some come over to use my Mac. Or I help them get a fax off. We have competing cutthroat phone companies and sometimes someone has to email me a document which I then forward. Coverage is often spotty."

But it's not all living in the wild. Cassie has her bit of suburban garden and lawn, grows deer-proof kale and is proud of her rhododendrons.

In the summer when boating customers arrive, she rises at 0400 and bakes her delicious cranberry and walnut cinnamon rolls. She also opens the post office on Tuesdays between 10:00-12:00, when people bring in the mail to be picked up on Wednesday. It's social hour and everyone eats Cassie's fresh-baked cookies and drinks her coffee in their personal cup hanging from a wall hook. However, her hours aren't always fixed. Out of kindness, she took Sandi from another visiting boat, *Sea Eagle*, and me across the bay in her runabout to the Post Office—a tiny, one-room affair—and allowed us to buy stamps for letters and packages we'd been carrying around for weeks. "It's Monday,"



Photo above - Sterling swapped some halibut for a six-pack..

she cautioned. "It won't leave here until Wednesday."

On Wednesday, the mail floatplane roared in with mail and groceries. Cassie orders them on Monday from the Ketchikan A&P (which everyone tells me stands for "Alaskan & Proud") and they've been to filling her shopping list for years. "The pilots have become friends," says Cassie. "They tell me that if I ever need help . . . just call. They're so good to me." Summer residents also order food from the same store and stop at the dock to pick up their victuals, but not always fast enough. "Sometimes their food lingers on the float and the ravens have a field day," says Cassie, with a bit of a snicker. I watched as some groceries languished on the dock; indeed the blackbirds were shrewd enough to know that a floatplane arrival means edibles and they landed en masse, pecking away at the plastic bags.

Cassie told me the post office job pays a paltry \$150 a month. She's required to report by fax and she regrets she didn't ask for a raise, or for expenses, to cover the electricity she has to generate herself. But she doesn't complain. "The post office might close this little outpost and then they'll never open it again. Not with their financial troubles!"

Both her sons are fishermen. "They turned out great," she says. "Here in Alaska, fishing is a good way to make a living. They work from June to September, then work other jobs. One of them dives for sea cucumbers and urchins. They're mechanical too and know how to weld." Cassie and Steve use their small speedboat to visit them at their abodes on Prince of Wales Island.

Winters, however, are long and lonely. "When I was raising my sons, I was always busy," she recalls. "It was a great place to raise kids. No horrible outside influences, no drugs. We'd have the occasional rowdy boaters, but they didn't stay long. But now we stay at home. Steve hibernates. We have 60-70-knot winds and we often check the houses for damage. Their owners are away in their winter homes. Maybe four people stay. For the rest, no one's here."

She has a small studio where she spends winters carving and quilting, items she sells in the tiny Meyers Chuck art gallery. She watches bear videos although bears scare her to death. She doesn't think of herself as a pioneer. "We have water piped in from the lake and each house uses a generator for electricity. There's plenty of firewood for heating and propane gives us stoves, fridges and freezers. That's not roughing it."

What would she say to people with a yen for "living off the grid" and "returning to the land?" She smiles. "Well, first of all, you have to have an income stream. You can't fish, hunt and grow enough to survive. We only live about 25 percent from subsistence fishing and hunting. You know, the annual deer hunt, some halibut, salmon and crabs."



Photo above - The 161-foot Evviva joins us in whale watching.



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Photo above -The weekly float plane delivers groceries and picks up the mail.

She adds that to live here in isolation, you must be strong. "You must carry that propane up on your back. Hauling the diesel for the generator—it's heavy. Firewood cutting, getting in and out of boats, all of it requires physical strength. You don't drive your supplies up to the front door, you haul everything."

She recalls a couple in their late sixties moving to a Meyers Chuck home. "They had to hire other people to do everything. Then he died and she didn't even know how to run the outboard. It's not smart to come here at 60 unless you're very able."

Cassie, 71 — although her clean, hardworking life makes her appear at least a decade younger — would like to move across to Prince of Wales Island with its large population of 6,000 souls spread over a territory the size of Delaware. "I'd like to be closer to my boys," she says. "But Steve won't hear of it. He hibernates here, like the bears. He reads and likes the solitude."

So how will this long-term couple living in virtual isolation cope when health issues inevitably arrive? "Well," she says, "Steve says he doesn't mind dying here."

He's had a good life. And it's better than the long drawn-out stuff."

#### Fisherman Steve Peavy

The next day, we met Steve Peavy, 76, arriving at the Meyers Chuck public dock in his fishboat, *Patsy*. He is kindly and ready to visit with passing yachties. He'd been away for 20 days fishing alone and had a mishap in Ketchikan. Since his stroke, his depth perception is somewhat off; he'd misjudged the distance between his fishboat and the dock and fell in between. Fortunately, two fishermen saw him tumble and he was quickly hauled out.

He was happy with his catch of 20,000 pounds of chum salmon and had transferred them to a tender that delivered them to fish processing plants.

"How much do you get for chum?" I asked Steve.

"Oh, right now it's \$.70 a pound."

"So you earned \$14,000 in three weeks?"

"Yeah. That's about right."

I thought about this seemingly small fortune. Other fishermen had told me that fishing licenses for commercial trollers run between \$20,000-40,000 a year. Beyond the license, there are the costs of owning



Photo above - Steve Peavy on his fishboat.

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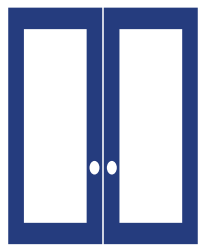
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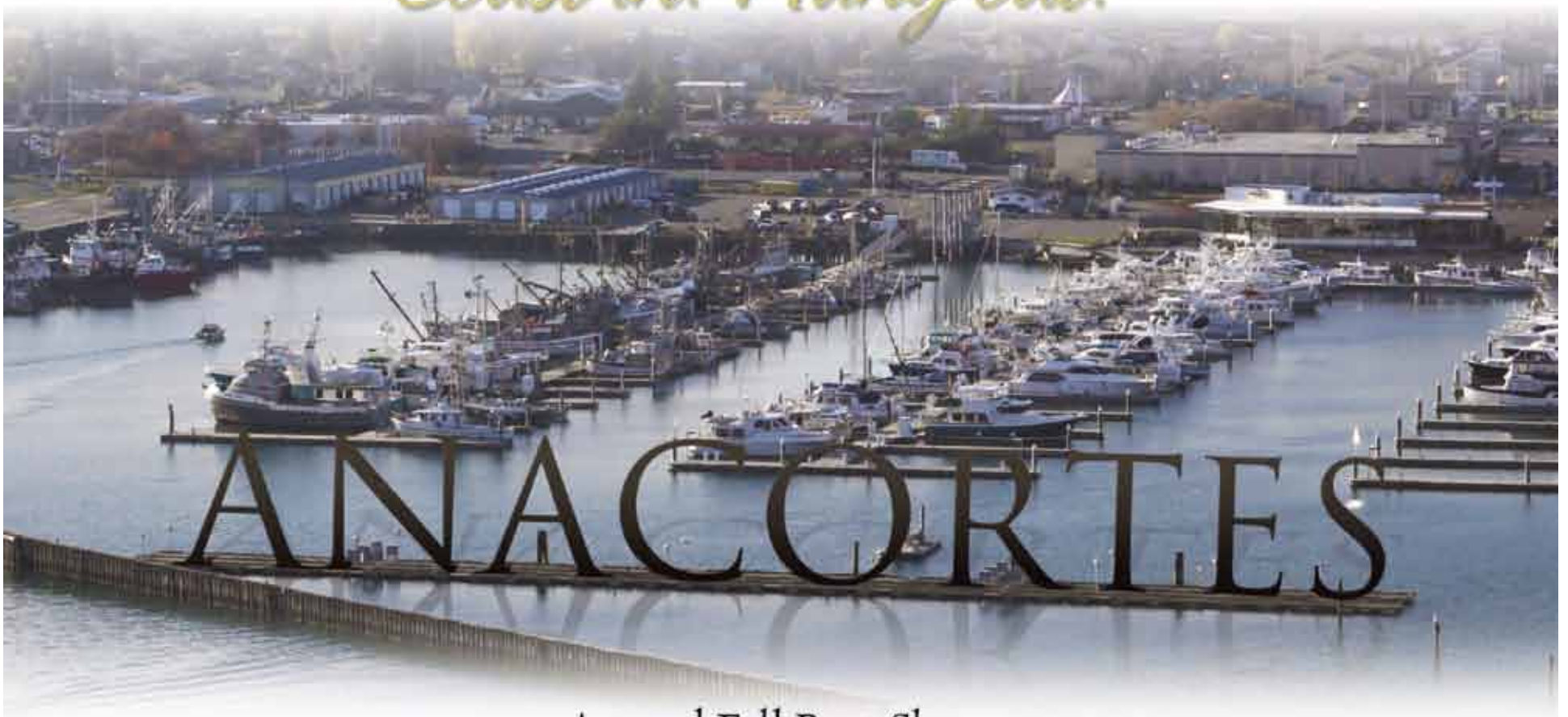
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Each resident owns a coffee cup, which Cassie fills during the weekly mail delivery.

and maintaining a boat, and of fuel and fishing-equipment. You have to have several good fishing openings before meeting your sunk costs and having some leftover for living. "I love the fishing life," Steve said, "and I'll keep doing it until I can't any more. Although I'm no longer going out in the open ocean. That's for the young guys."

Fortunately, Steve hadn't transferred every last fish to the tender and had kept a few on ice. He kindly offered us one.

It was our first experience cleaning and filleting a fish. We'd watched

fishermen at different locations while they prepared the catch for their sportfish clients. Our fish was full of roe, which is usually fed to the seals. But I remembered the brined salmon roe we occasionally bought as a treat at the Toronto markets years ago. It cost about \$50 a pound. I decided to make my own caviar.

We cut our filets, and I must admit, my Dutch thrift made me save the leftovers, which I cooked and used in fish cakes. I brined the roe and went through the labor-intensive process of removing the eggs from the membrane. The result? Placing a few of

**Marianne Scott** is an award-winning writer who has covered the marine scene for two decades. She has contributed to Northwest Yachting since 2001. Her sailing experiences include a round-trip voyage from Victoria to French Polynesia, circumnavigating the Baltic Sea, traversing the canals and rivers of the Netherlands and just completing a 2,700 nautical mile voyage to Alaska. She and her husband, David, also enjoy finding the nooks and crannies of the BC coast on their Hanse 411, s/v *Beyond the Stars*. Her books include *Naturally Salty*, *Coastal Characters of the Pacific Northwest* and *Ocean Alexander—the first 25 years*.



the roe bubbles on a rice cracker with cream cheese was heaven. Thank you, Steve Peavy!

We sauntered along the "highway" bordering the houses surrounding the bay. I found huckleberries and salmonberries that ended up in breakfast pancakes. The path has been embellished with signs and a well-constructed driftwood heron. Further along, an artist has stretched twine among several trees to create a large spider web. A black metal spiderlolls on top of its web. Even in remote hamlets, public art can delight the eye.

When we returned to *Beyond the Stars*, another entrepreneur rapped

his knuckles on our boat. Sterling, a 22-year-old deckhand on *Fram*, offered to trade a slab of halibut. "How about a bottle of wine?" I offered. The young man wrinkled his nose. "How about a bottle of whiskey?" he countered. "I don't have any aboard," I responded. "Will a six-pack do?" "Ok, I'll make beer batter for my portion of the halibut," Sterling said. And off he went and we filled our larder with some more fresh fish. Not a bad deal for either for us.

David's favorite stop in Alaska was Meyers Chuck. For me, however, much as I enjoyed our visit to Meyers Chuck, my heart is still in Hoonah. **nwy**

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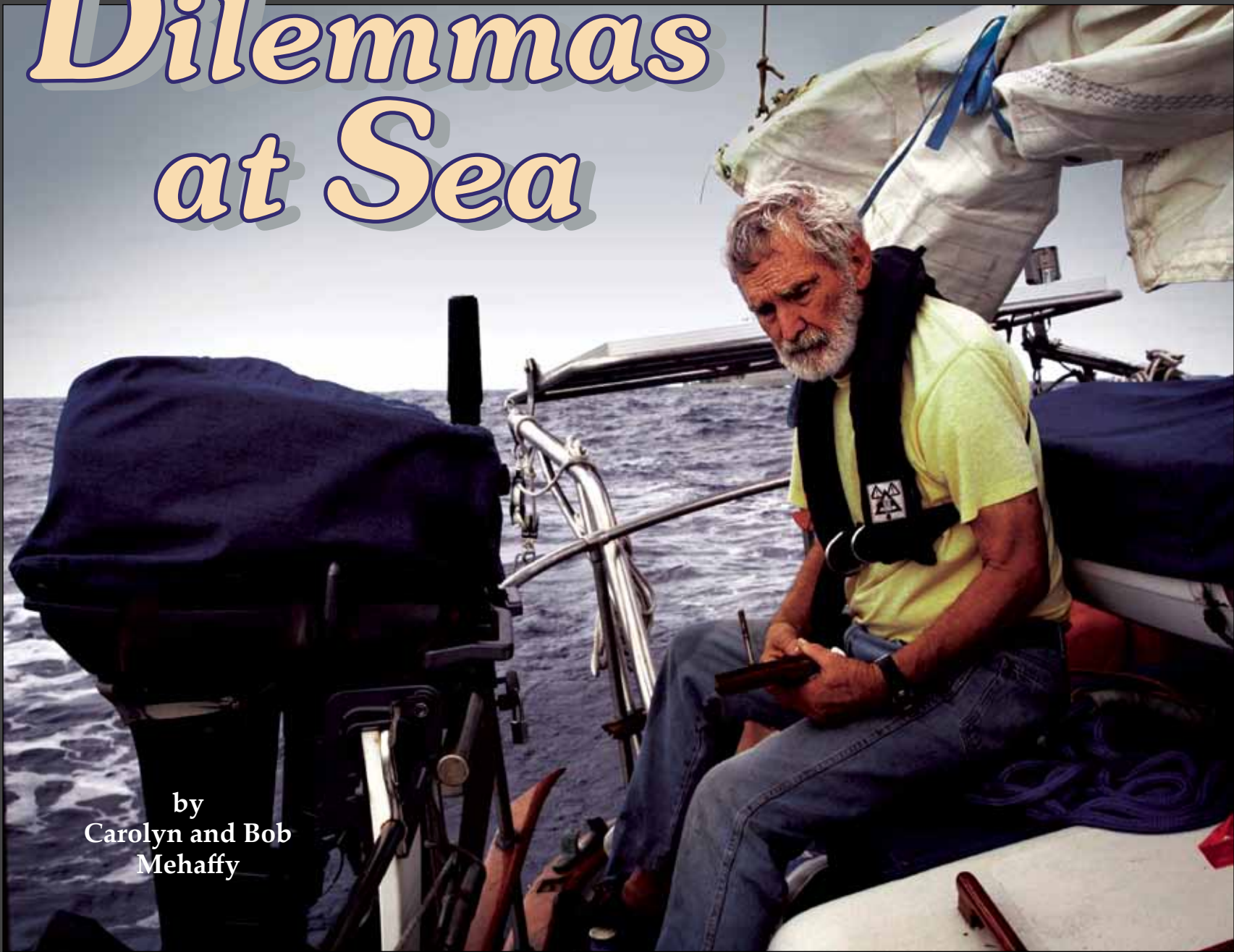
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# Dilemmas at Sea



by  
Carolyn and Bob  
Mehaffy

*Dilemma: a situation requiring a choice between equally undesirable activities*

*--Random House Webster's, 2nd Ed.*

**O**ver the last 40 years of bluewater passages, we have been in our share of situations requiring us to choose between two equally undesirable activities. These problems have run the gamut from total engine failure on the first day of a 25-day ocean passage to Carol's going into anaphylactic shock offshore of Nicaragua. No two of these problems were alike, of course, but any critical problem at sea requires the captain and crew to stabilize the situation immediately, and, after a brief period of analysis, to decide what course to take next.

Our most significant experience requiring a major choice came during a recent passage from Mazatlán, México, to Hawai'i. For seven days, we had been sailing westward aboard our Hardin 45 ketch, *Carricklee*, in conditions ranging from light airs to winds and seas so treacherous we sometimes pulled down all sails and dropped a drogue over the transom to moderate the boat's speed and motion.

Finally well past the influence of the Baja Peninsula and into the trade winds in the late afternoon of Day 7, we were sailing along on a beam reach in pleasant 15-knot south winds. This new-found wind surprised us there at 20° N, an area normally blessed with northeast trade winds. The second surprise was the huge northwest swells that had been building during the afternoon. (These swells, we later learned, were coming from Hawai'i, where swells had been so exceptionally large they had resulted in the cancellation, for the first time in decades, of the surfing competition on the North Shore of O'ahu.)

When I came on watch at 0100, our crewman and long-time friend Thom reported no worrisome conditions, just the same large northwest swells and south winds we had seen before I had turned in earlier. The boat was under full main and genoa, rising and falling comfortably in the swells. I timed the swells, calculating they were about 18 seconds apart, an interval that suited me just fine.

*Photo above - Bob examines a piece of the taffrail broken in the refueling at sea.*



The boat speed was an effortless 6 knots in clearly the best conditions we had experienced since we had departed from Mazatlán the week before. After checking everything over and becoming attuned to the consistent motion of the boat, I settled in on the starboard side of the cockpit, watching for lights of other boats and for any disturbing changes in the sea conditions.

By 0200 I began to notice an intermittent but persistent thumping against the hull as increasingly large wind waves from the south collided with the port beam. Although the south wind had increased to 15-20 knots, the boat was still not overpowered in the beam-on wind, so I decided not to call the sleeping crew members on deck to roll up the genoa and roll out the staysail, the first measures we would take if conditions did deteriorate.

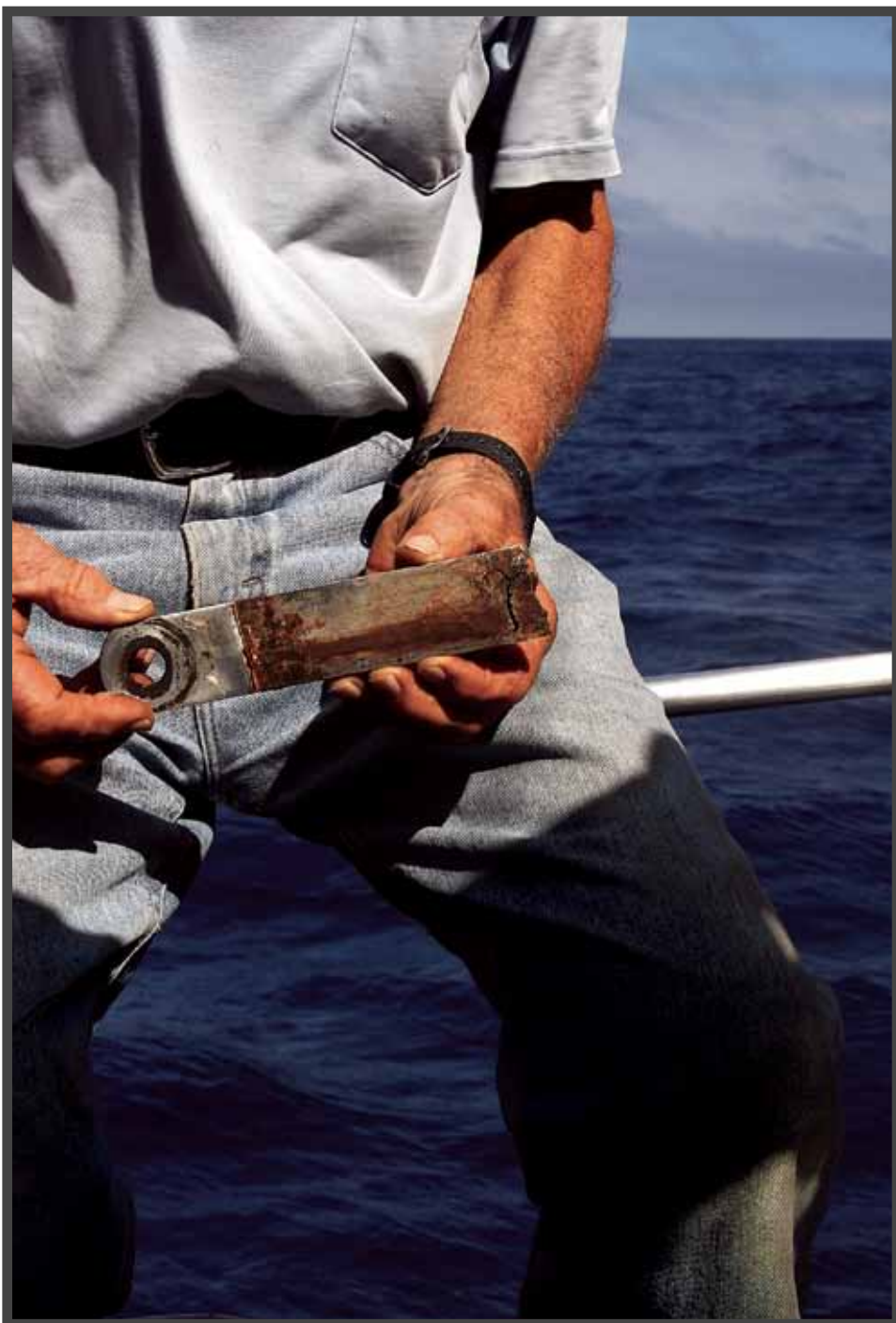
A short time after 0200, the boat dropped abruptly off the top of an uncommonly large wave out of the south and fell into a trough, causing the starboard side of the boat to slip under a large wave out of the northwest. Roiling white water broke in cascades over the port pin rail, which is normally about 10 feet above the water's surface. Simultaneously, I

heard a clatter on the starboard side deck just forward of the cockpit. I looked out to see the flag halyard loose, its metal clips swirling around on the deck awash from the wave that had buried the pin rail. The flag halyard, which had been tied off to the third belaying pin, had obviously also broken in this powerful wave, something that had never happened in the 22 years we'd had this boat.

Moments later Carol appeared in the companionway hatch, asking what the noise was that sounded as if something was rolling or dragging across the deck. I briefly turned on a flashlight to look forward to be sure that nothing more serious than a broken flag halyard had caused the noise. But when I thought for a few seconds about what I had just seen, I knew something else was amiss: The starboard rigging on the main mast had gone slack.

I quickly apprised Carol of the problem; and, while she went below to wake Thom, I eased the sheets on the main and the genoa. A few minutes later, we were all on deck, ready to find the source of the problem. While Carol disengaged the autopilot and turned *Carricklee* downwind, Thom and I hastened onto the foredeck, where we quickly

*The corrosion that led to the break is evident on the remaining portion of the chain plate.*



*The broken port spreader hangs from the shroud before it finally detached completely from the mast.*

discovered the cause of the slack rigging: The chain plate on the upper port shroud had snapped in two, allowing the plate to pull part way out of the toe rail. To take the pressure off the main mast, Thom and I quickly rolled up the genoa and pulled down the main.

After we had stabilized the mast by attaching the main and spinnaker halyards to the chain plates of the lower port shrouds, we resumed our night watch schedule until dawn. To steady the boat as much as possible, we headed into the large northwest swells with only the mizzen up and with the engine at idle speed, all the while monitoring the mast carefully to detect any movement that might require we make a course change in order to keep the mast standing.

When dawn finally arrived, we all were back on deck to discuss our "undesirable" choices: to continue to sail downwind toward Hawai'i with compromised rigging or to motorsail upwind to Cabo San Lucas. We chose to return to Cabo.

Immediately we deployed the sea anchor and then set about improving our mast stabilization.

By this time the mast halyards had stretched under the strain, allowing the mast to begin again to pump dangerously in the large seas.

Thom and I spent the day removing the ½-inch bolts that had held the upper port chain plate to the hull. Before we could even begin to remove the bolts holding the broken chain plate to the hull, though, we had to cut a hole in the fiberglass liner inside the hull so we could gain access to the bolts, which had been glassed in place when the boat was built. We used the Dremel tool to cut a 4 x 6-inch hole in the liner and then used the same tool to cut away the fiberglass holding the nuts and the lower end of the chain plate in place.

Once we had both bolts out, we fed a short piece of 7/16-inch Dacron line through the holes, knotting it on the outside of the hull. We then attached one end of a spare turnbuckle to the lower end of the upper shroud that had been connected to the broken chain plate and attached the other end to the line we had inserted through the holes in the hull and the



remains of the old chain plate, further reducing the movement of the mast.

Shortly after we had begun work on the mast stabilization project, we became aware of a second problem: The port spreader had also been broken, and during the day the spreader had completely disconnected from the mast. Held up then only by the shroud, the 3-foot piece of solid Sitka spruce began to swing wildly 20 feet above the deck, banging alternately against the mast and the lower shrouds. Though the

some time after I had retreated to the deck, the spreader solved the problem in the most efficient, and, for us extremely fortunate, way. The three of us were safely in the cockpit when the seizing wire holding the spreader to the shroud broke and the spreader came crashing down onto the port side deck, neatly lodging itself between the two spinnaker poles stored there.

By late afternoon, the three of us were able to sit in the cockpit and discuss our long-term options.

south the day before had dissipated, and we now had the typical 10-knot trade winds out of the northeast.

The major decision we had to again make was whether to continue on toward Hilo, Hawai'i, or to reverse our course and head back to the nearest port, Cabo San Lucas, Mexico. From our current position, Hilo was 2,100 miles downwind, while Cabo was 525 miles upwind. If we continued on towards Hilo, we would, at best, necessarily be under greatly reduced sail across a January

we would have to run the diesel all the way to make any forward progress. The problem with that solution was that we had only 100 gallons of fuel aboard at the time. Our Perkins M90 burns about one gallon of diesel per hour at 1600 rpm, giving us a cruising speed of about 5.5 knots in flat seas. In this case, though, we would be going against the prevailing winds and currents in the open ocean, conditions which would most likely result in our speed dropping to about 3 knots at 1600 rpm engine speed.

*The first project after the chain plate on the upper shroud broke in two was to stabilize the mast by tying the main halyard to the lower shroud and tying down the now loose upper shroud.*



outer end of the spreader remained attached to the shroud, we worried spreader would break loose completely and fall on one of us and/or go overboard, effectively eliminating any chance we had of restoring our crippled vessel to a sailing boat.

I decided to climb up the mast to tie the spreader tightly to it to control the erratic swinging and banging. However, once I was up the mast and close to the spreader, the motion of the heavy solid wood spreader was so extreme I couldn't get close enough to capture it without endangering myself. Finally,

Tired, but reasonably confident the mast wasn't in danger of breaking and possibly being lost overboard, we asked the question that needed to be asked: What now?

Our situation was easy to understand, but what we could or should do next was not so clear. Although we still had a serious problem, we were not aboard a vessel in immediate danger of sinking. The weather had improved during the day, and the huge northwest swells of the preceding day and night were now only large swells on long periods. The winds that had been out of the

ocean that had been anything but friendly for the past week. More sobering, we knew we ran the risk of encountering heavy weather that could bring the main mast down. In this latter instance, we could of course continue on under mizzen alone. But then how many days, or weeks, would we spend on the ocean before making landfall in Hilo?

Yet the other option—returning to Cabo—was not so obvious a choice as it appeared to be at first glance. Yes, it was only 525 miles away, but it was likely to be 525 miles upwind; and, without the use of the mainsail to tack,

If, on the other hand, we increased the engine speed to get our boat speed up to around 5 knots, we would increase our fuel burn rate to about 1 1/2 gallons per hour, meaning we would burn approximately 36 gallons per day to go 120 miles or so. At that rate of consumption, we would deplete our entire fuel supply in slightly under 3 days, at which time we would still be about 175 miles west of Cabo. Once we'd used all the fuel aboard, we'd have no option except to attempt to sail to windward under mizzen alone, an unlikely option for our heavy ketch.



Seventeen years earlier, on a passage from San Francisco to Hawai'i, our propeller had gotten entangled with a large fishing net some 220 miles west of Santa Barbara, California, breaking three of our four engine mounts and immediately dropping our engine on its side half way into the bilge. Obviously, we had lost the use of our engine for the remainder of the voyage. In that instance, however, we were confident we could sail all the way to Hawaii in a reasonable amount of time without an engine.

After this latest mishap, making the trip to Hawai'i with neither full sail power nor enough fuel to keep the engine running continuously was another challenge entirely. We had enough food for at least 45 days; but, if we lost the main mast, a possibility even when taking the greatest of care, and had to rely on the mizzen alone to get us the remaining miles, we might arrive there in, at best, 40 days. The dilemma was clear.

We ultimately chose to return to Cabo, although in the months since then we have frequently wondered if this decision had been a mistake because the passage back to Cabo, as it turned out, was not without its own problems.

Because our communication options from offshore were extremely limited when we began making ocean passages four decades ago, in those days we knew we were on our own in solving whatever problems arose. In this latest instance, however, our Iridium

phone aboard Carricklee made possible communication to virtually anywhere in the world.

Thom, our crewman, sent an e-mail via the Iridium sat phone to a friend in Cabo and shared our problem with him. On that initial phone call Thom asked if his friend knew the owner of a large sport fishing boat in the area that might be taking clients out our direction and could take along an extra 50 gallons of fuel for us. This friend, a professional boat captain and delivery captain, discussed our situation with a Mexican friend whose



Alex, a local marine worker, fits the newly fabricated chain plate to the outside of the hull of Carricklee.

brother is a high-ranking officer in the Mexican Navy. In short order the Mexican Navy was involved. Although we attempted to communicate to the Navy personnel that we were in no immediate danger, they steadfastly insisted on becoming involved in the solving of our problem. Perhaps they feared our situation could become critical if weather conditions deteriorated.

In short order the Mexican Navy had diverted a 221-foot patrol boat, the Alvarez, to bring us enough fuel to motor back to Cabo San Lucas. Clearly, the Navy was determined that nothing untoward was going to happen to us off their shores.

When we had learned a Mexican Navy ship then 700 miles from our position was en route to meet up with us, we had initially been elated. Yet our celebration of this news was short lived, lasting only until we began to think about the logistics of transferring many gallons of fuel from the Alvarez to Carricklee. We had our dinghy deflated and upside down on the foredeck and could readily inflate and power it up with one of our two outboards. But we realized such a transfer in our relatively small sportboat would require much calmer seas than we'd seen for the past 24 hours. In the current conditions, we could make the transfer safely only if the Mexican Navy ship had a large inflatable boat used for boarding boats at sea, similar to those aboard US Coast Guard ships.

Motoring slowly toward Cabo to rendezvous with the Mexican Navy ship, we experienced little comfort and serenity aboard Carricklee. Sometimes winds were 2-3 knots, and we were able to make reasonably good progress, the only stress our constant concern about the stability of the mast. Far more commonly, though, we faced 15-20 knot headwinds and seas

as high as 8 feet. In some instances, to get some rest and to take the pressure off the main mast, we dropped the drogue off the stern and pulled down whatever sails we had up.

When the Alvarez sailed over the horizon four days after our chain plate had broken, we were fighting 13-knot winds out of the northeast and short, steep 6-foot seas, eliminating any possibility of our using our sportboat to transfer the fuel. Looking at the approaching Navy ship through binoculars, we could spot no rubber boarding boat on deck. We feared we were in for a bad experience if we had to raft alongside the heavy steel ship to take on the fuel.

We considered asking the Mexican Navy crew to call off the fuel transfer because of the likelihood of serious damage to our much smaller boat in the existing conditions. But telling the crew of the Mexican Navy ship, "No Thanks!" after they had steamed 700 miles, obviously at a great expense of time and funds, to bring us fuel seemed like bad manners, at best.

Over the VHF radio the captain of the ship told us he would stop his ship beam-on to the seas and wait while we came up to his port side in the calmer water. So with great nervousness, we tied all the fenders aboard Carricklee on the starboard side and motored slowly—one might even say "reluctantly"—into the slightly calmer water in the lee of the Alvarez.

The experience that followed was both painful and ultimately expensive, the recognition it wasn't as bad as it could have been our only consolation. This steel ship, built in 1943, had been a US Navy minesweeper sold to Mexico in 1972. The Mexican Navy uses the ship now as a patrol vessel, as well as for any number of other maritime tasks, but the Alvarez is not equipped for transferring fuel to sailboats at sea.

The first sign we had of the inadequate preparation for transferring fuel was the lack of adequate fenders on the ship. As far as we could determine, aboard the Alvarez were only one oversized fender and a handful of much smaller fenders made up of old mooring lines woven into tiny fenders totally flattened by long use. We have many ordinary sized fenders, of course, but they were hardly adequate for keeping our sailboat in the middle of a tumultuous ocean from being banged into the side by something the size of this ship.

The second major indication this ship was not equipped for the task at hand was the method of transferring the fuel. The Alvarez crew stuck one end of a 1 1/2-inch clear plastic hose into the fuel tank of the Alvarez and passed the other end of the hose to us to stick into our deck-fill. When the Alvarez crew started the pump, the heavy volume of the flow sent many gallons of diesel bubbling onto our deck and overboard before the crew managed to slow the pump engine. After several boat-crunching hits from the Alvarez, some of the crew members of the ship climbed down onto the side deck of Carricklee to join Thom and Carol, who were attempting to keep the two ships apart while 50 gallons of fuel were pumped into our tanks from the ship's main fuel tank.

The ship continued to roll in the swells, and, despite the best efforts of everyone, Carricklee did suffer fairly extensive damage to the toe rail, stanchions, and exterior paint, with minor damage to the starboard side belowdecks. Most of that damage has been repaired, of course, along with the broken chain plate that had led to this unfortunate string of events. The happy conclusion is that we were able to motor on the remaining 230 miles to Cabo in slightly more than two days, with





*The beautiful El Arco, or Land's End, at Cabo San Lucas was a bittersweet conclusion to our aborted passage to Hawai'i.*

the weather improving every mile. We certainly appreciated the efforts of all involved in helping us get back to Cabo, including the U. S. Coast Guard, Alameda Station, which was monitoring the situation. Clearly, the

U. S. Coast Guard and the Mexican Navy had considered the condition we were in to be more dangerous than it had appeared to us.

This entire experience did have one other positive outcome, in addi-

tion to the crew and boat remaining essentially unharmed. It reinforced our confidence in the durability of our boat. With every loud, crunching, gut-wrenching bang of the Mexican Navy patrol boat into the

side of our boat, we wondered if the damage would become so serious we would finally have to abandon Carricklee for the safety of the crew. But the heavy hull of our Hardin 45 ketch and the determined and

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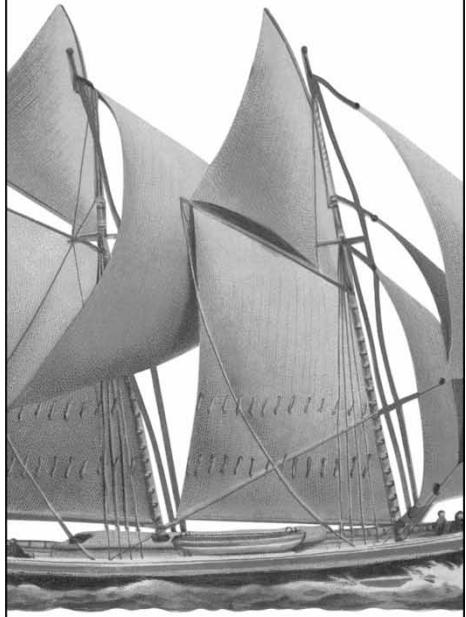


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Integrity



inherently dangerous action of the crews on the side deck surely turned a potentially disastrous event into a successful mid-ocean fuel transfer. In the end, we motored away with the needed fuel in our tanks without crippling damage to our boat and, more importantly, without injury to the crew of either vessel.

In addition to reinforcing our confidence in our boat and our equipment, this experience reminded us of our limited ability to predict such equipment failures. Before we had embarked on the 2,800-mile passage to Hawaii, we had carefully examined the boat from stem to stern, as we do before any ocean passage. We had been especially careful to look at the rigging, including the chain plates. But in the middle of the first night of the passage, we had had to replace a broken T-bolt on the starboard aft lower shroud, even though we had checked the rigging repeatedly. A broken T-bolt is not a major problem, of course, and its replacement at sea is not a challenge to either the crew or the mast, but it might have served as a

failure could occur in an even more inopportune time and place.

This recent mid-ocean incident presented us with a major dilemma but taught us a thing or two as well. Early on we chose regretfully to abandon this voyage to Hawai'i, but, because of this one chain plate, we have now replaced the other five remaining, all of these now attached to the outside of the hull, where we can examine them regularly.

Last season we made, in several legs, the long coastal passage from San José del Cabo to San Francisco Bay. On none of these legs of the passage did we experience any mishaps. We know that was an unusual spate of good luck and that our next passage, will, in all probably, present us with difficult choices between two equally undesirable activities. *nwy*

**Carolyn and Bob Mehaffy**, regular contributors to Northwest Yachting, cruised aboard their Hardin 45 ketch, *Carricklee*, along the Pacific Coast of Central America and Mexico last spring. They are the authors of *Destination Mexico; Cruising Guide to San Francisco Bay*, 3rd Ed.; and *Cruising Guide to the Hawaiian Islands*, 2nd Ed., all available in local marine stores or from the publisher, Paradise Cay, at:

www.paracay.com. or:  
1-800-736-4509.



*Thom begins to repack the sea anchor on the dock at Marina Cabo San Lucas.*

warning of a potential rigging failure on a boat that is now 32 years old.

Just as had the T-bolts, the chain plates had been checked repeatedly by me as well as by a marine surveyor immediately before we commenced the passage. The ends of the chain plates above the cap rail were all perfect, and, as we learned after cutting away the fiberglass interior hull liner, that portion of the failed chain plate below the deck was also without any corrosion.

Though the builder of our boat had carefully embedded the middle and the lower sections of the chain plates in fiberglass, with the constant vibration of the shroud in a seaway, water had seeped into the middle portion of the chain plates, where it sat with no avenue of escape. The resulting corrosion of the stainless chain plate caused the failure, of course. After this first chain plate failed, we knew all the remaining chain plates were likely to have the same corrosion and that another



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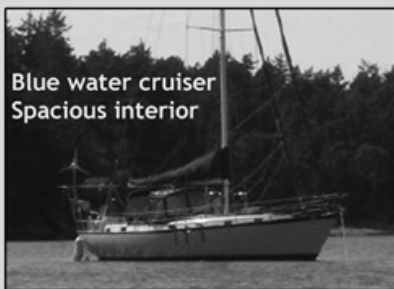
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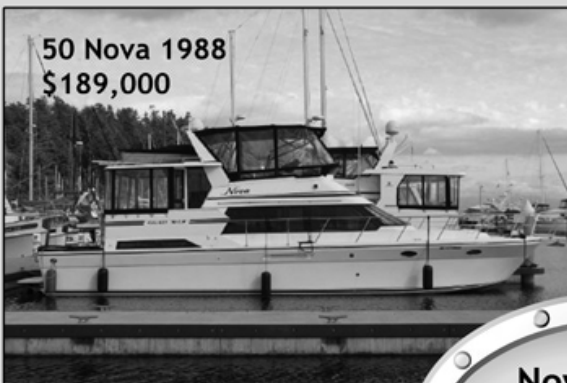
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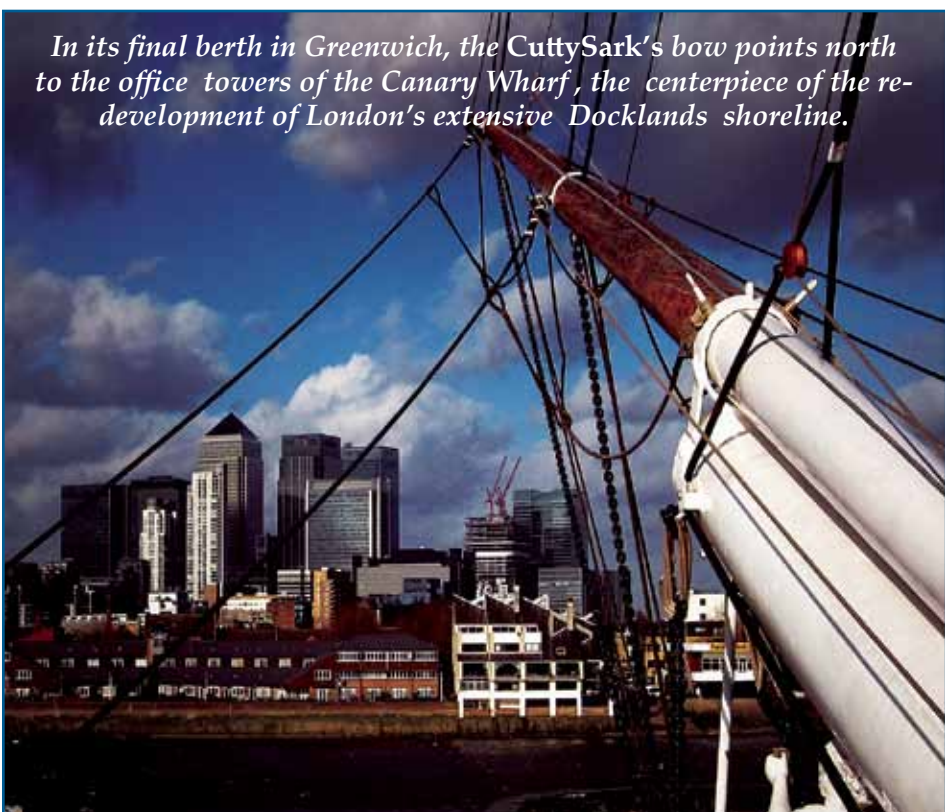
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# The Cutty Sark Sails into the 21st Century

In its final berth in Greenwich, the Cutty Sark's bow points north to the office towers of the Canary Wharf, the centerpiece of the re-development of London's extensive Docklands shoreline.



## The World's Last Clipper Ship Sails into the Future

**E**ight years ago, the world's only surviving clipper ship, the *Cutty Sark*, suffered a disastrous fire that came close to destroying the entire hull in its permanent drydock beside the River Thames in Greenwich. This news was especially shocking for me because I grew up less than a mile from the great ship and considered it a permanent part of my English heritage. It seemed highly unlikely that visitors would ever walk the decks of the great ship again, or stare up at the three square-rigged masts towering above the River Thames.

Whatever its fate, I knew I would always have memories of the *Cutty Sark* from my youth in the 1960s,

when I discovered sailing and made the ship a regular stop on my bike rides along the waterfront. The arrival of Sir Francis Chichester's round-the-world yacht *Gypsy Moth IV* in 1967 was an additional attraction, though even then it was a sad sight: entombed in a smaller concrete pit than the *Cutty Sark*, and also open to the weather.

So I soon I found myself writing an epitaph for the last tea clipper for *Northwest Yachting*--and watching the salvage project unfold over the next five years.... I remembered taking an evening class on the ship in celestial (sextant) navigation in 1970. The instructor was a ship's officer and the classroom was a



musty 'tween deck space with old figureheads on the walls.

### Too Long in Harbor Rots Ships and Men!

I never did take a real noon sight from the deck of the early plywood catamaran I had designed and built in a backyard and I was blissfully unaware of the short life of plywood yachts before the advent of epoxy and glass sheathing. Apparently no one ever suspected that the wooden hull also and iron frames of the *Cutty Sark* could deteriorate at an even more rapid rate—and Chichester's 54' molded wood yacht as well.

Coincidentally, the same thing was happening in Greenwich, to the last clipper ship and the first yacht to follow the clipper route—two craft that were considered national treasures. The *Cutty Sark* was actually becoming a safety hazard by 2005, when a \$40 million restoration finally began.

Yet, coincidentally, in 2005, the prestigious Camper & Nicholson yard was finishing the total restoration of the *Gipsy Moth IV*, repairing all the damage caused by rot burrowing deep into the six layers of hardwood that they had laminated by hand when they built the yacht. It did indeed sail around the world again 40 years after its pioneering voyage, but needed another re-build after stoving in the side on a coral reef in the South Pacific.)

The *Cutty Sark* also needed its share of luck to survive into the 21st century: the ship was totally

stripped, and the entire rig, deck-houses and deck gear had all been removed for the re-build, when the fire ignited in a vacuum cleaner left running overnight. The flames were fed mainly by the temporary decks, wooden staging and plastic roof. The ship's original planking—teak above the waterline and American rock elm below—was only slightly charred and 540 of the original long planks were saved.

### Restoration versus Reconstruction

This disaster almost overwhelmed the charity that ran the ship, and vast amounts of money from the Heritage National Lottery Fund were needed to keep the project afloat. On top of that, a heated debate began among historians and traditional sailors about the way the preservation should proceed. There was even a group with the bizarre idea of making it seaworthy enough to become a training ship!

Essentially, the issue was reconstruction versus restoration. Restoration is what we expect of castles, antique cars, and archaeological finds—including Viking burial ships. Reconstruction is what sailors do to keep wooden ships seaworthy—gradually replacing everything that looks suspect, hopefully before it fails. The problem was that the *Cutty Sark* was there was nothing to replace.

It was one of the last vessels to use the first form of "composite construction," with wood plank-



*The rig was designed for the tea route with "skysails" above the royals and stands 152 feet above the deck. In light winds, the square sails were supplemented by extending "stunsail" booms carried under the yards. Lifesize figures in the rigging give a sense of scale*



*The clipper's hull is held ten feet above the floor of the dock by angled props that tie into the new internal framing. The ship does indeed appear to be "floating" in air!*

ing over wrought iron frames. This method gave the narrow clipper hull far more cargo space than would have been possible with large timber frames, and the stiffness to support three huge masts – the tallest 152 feet. But the high salt content retained in the bilges had acted as a catalyst for corrosion.

To make matters worse, the hull was also sheathed in Muntz metal, a type of brass designed primarily as an anti-fouling measure, which also caused electrolytic corrosion. When the aft planking was removed, the frames looked as if they were being held up by the planks, not supporting them. Richard Doughty, director of the project, didn't mince words: "Even in the mid-1990s, it was known that something had to be done to stop *Cutty Sark's* iron framework rusting away. Otherwise we would have ended up with a heap of metal and planks in the bottom of the dock."

"My ambition was not only to preserve as much of the ship as possible but also to turn her back into a 'must-see' London destination, as she had been 30 years ago," he continued. The solution approved by a hand-picked board began with a low-pressure air abrasive to remove corrosion, and then grit-assisted water jet-



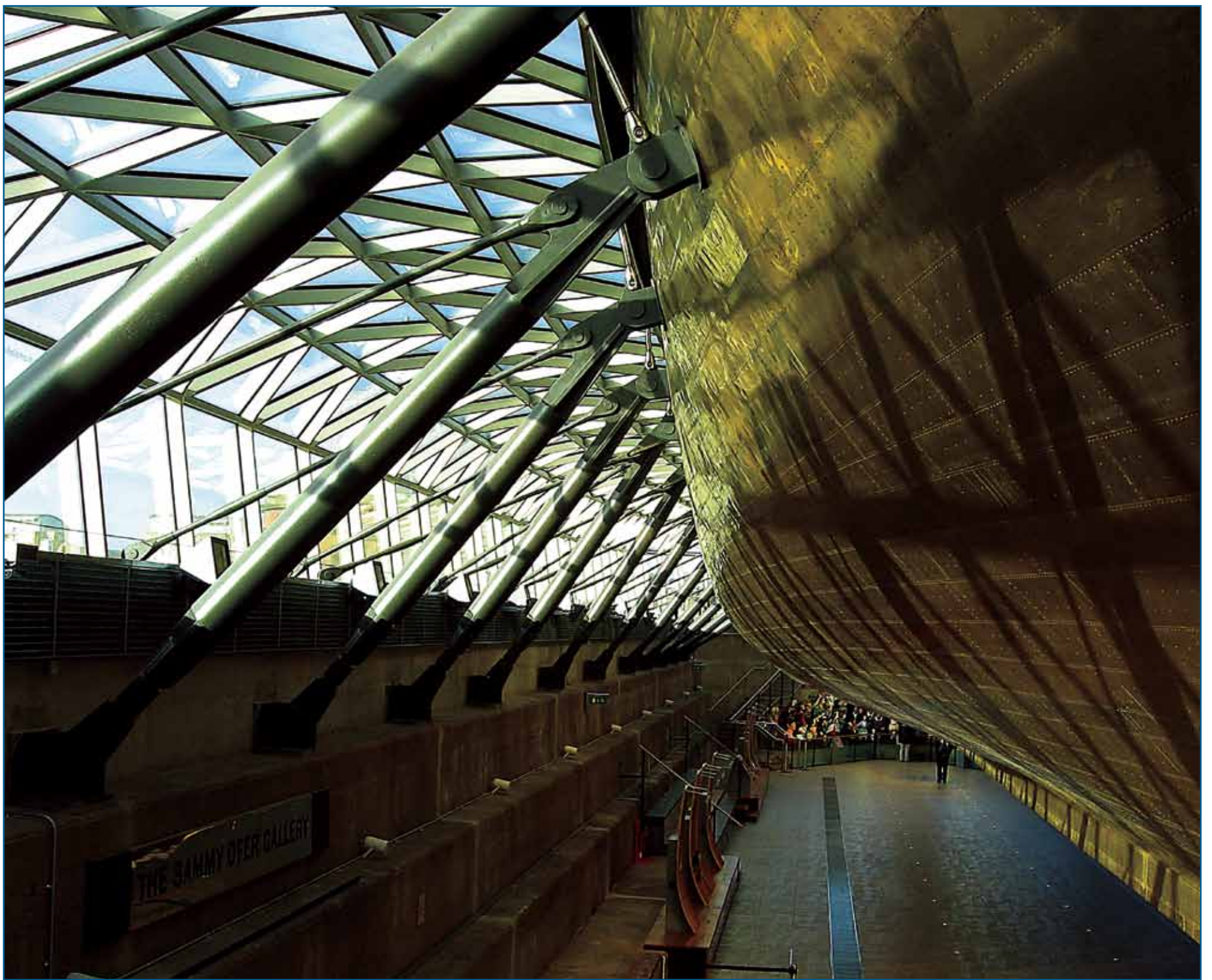


Photo above - This view of the bow from below the waterline shows the fine entrance and hull shape that made the clipper the fastest sailing cargo ship ever built, and a symbol of progress in the 1800s. Photo below - Restoration of the corroded iron hull frames was not greatly affected by the fire, but required intensive chemical treatments over many years.

ting, again at low pressure, to clean the frames.

The metalwork was painted immediately after cleaning to prevent further corrosion. (The coatings were two-pack epoxy zinc phosphate primers, two-pack epoxy micaceous iron oxide intermediate coats, and two-pack acrylic urethane gloss-finish top coats.) Original ironwork was painted white, as it was originally, and new steelwork painted gray. The planks were rebuilt with new wood spliced in where possible, or with epoxy fillers where they were too far gone.

#### Tea Chests, Wool Bales and Wheat Sacks

The *Cutty Sark* was launched in November 1869--the very month the Suez Canal opened and put many sailing ships out of business. So it only made the tea run eight times, and never won it before the Chinese



tea trade was lost to steam ships that went through the canal. But the commercial sailing fleet fortunately found a replacement cargo in the Australian wool trade.

This was where the ship excelled, setting records returning from Australia to England, although its cargo capacity may have been significantly less than

the new iron "windjammers" in the trade. In 1885, the ship achieved a record of 77 days outbound to Australia and 73 days homebound with full holds. That commodity too was taken over by steam in the 1890s and the sailing fleet began a slow decline into oblivion.

Under the Portuguese flag, the *Cutty Sark* traded around the Atlantic carrying many different cargoes back to Europe, including coal, jute and castor oil. In 1922, after 40 years with a Portuguese crew, *Cutty Sark* was driven into Falmouth, SW England by a gale, and spotted by a retired sailing ship captain. He vowed to buy the clipper and bring it back to England, which he did the next year, saving it from the breaker's yard. He turned the ship into a cadet training vessel, and opened to the public on weekends.



After the captain's death in 1936, the ship was sold to Thames Nautical Training College, where she was again used for training cadets. During WWII, the *Cutty Sark's* shortened rig was dismantled to reduce the visibility of the ship as a navigation aid for German bombers.

By 1950, the college was able to obtain modern war surplus vessels for training, and the last clipper ship needed to find new patrons. In another coincidence, Britain's Labour government was planning the Festival of Britain, to brighten up the dull post-war years, and someone recognized the old ship's potential as an exhibit. It was towed to Deptford, a mile upstream from Greenwich, and became a festival attraction. (This was not the first famous ship to find a place in Deptford--Francis Drake's *Golden Hinde* had been put on show there in the late 1500s.)

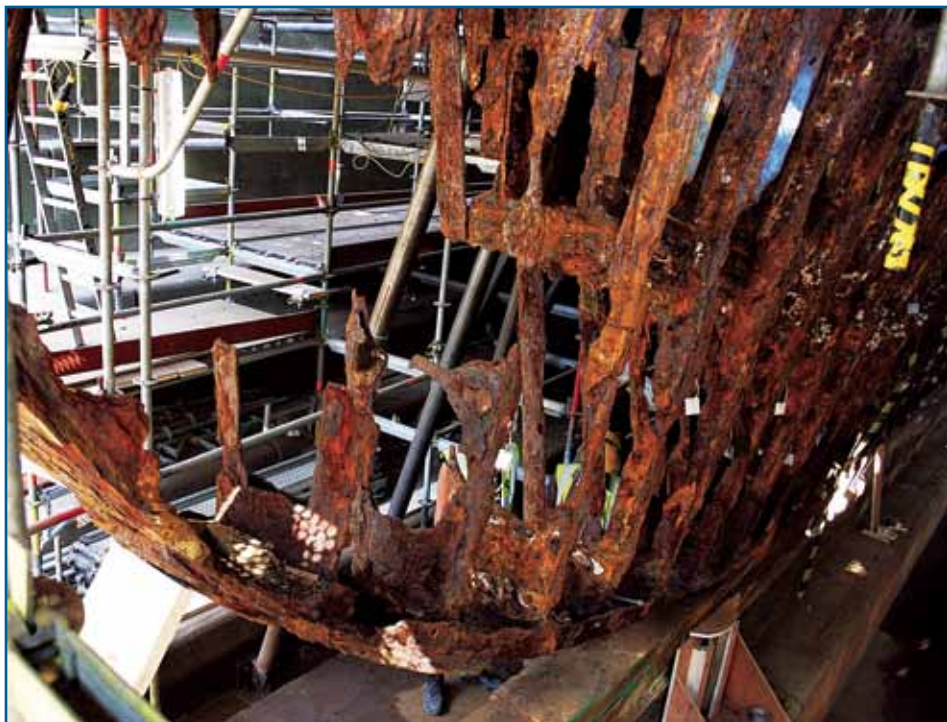
the cost sky-rocketed. First it was millions of pounds more, then tens of millions that were needed to keep the project moving. Doughty and the board had to find a way to not only preserve one of "Britain's greatest maritime treasures," but also find some way to finance its upkeep for the indefinite future.

Traditional sailors all over the world watched and worried while the board decided how they would resurrect this nautical icon. Months passed as numerous options were considered, but the trustees still disagreed on the best course to take. The lottery payments were suspended until a proper commercial plan was submitted that would show how the ship would be funded in the future.

The only real asset the trust had was the narrow lot around the crumbling dry dock--until Grimshaw architects suggested a revolutionary



*The external glass roof curves down from the waterline, creating a strange effect: is it becalmed and beam-on to a lazy swell, or rising from the sea floor like a ghost ship?*



*The corrosion at the ship's stem was so bad that drastic measures were required before it could go back on display!*

A preservation organization was formed and the Duke of Edinburgh was recruited as the patron. As part of SE London's post-war rebuilding, a graving dock was excavated next to the Royal Naval College in Greenwich. The *Cutty Sark* was floated into its final resting place in 1954, the entrance channel was filled in, and the waterfront rebuilt. Soon, the ship became as famous a Greenwich landmark as the Royal Observatory--home of Greenwich Mean Time.

Being the last of the clipper ships allowed writers and sailors to start promoting the myth of the *Cutty Sark* as the most famous and fastest of her kind. This was certainly not the case when the tea races really made headlines, but the clippers actually differed very little in design. As in today's sail racing, it was the skipper, the crew, and the weather that made the difference!

#### Time Runs Out in Greenwich

But time had run out in Greenwich by 2008. The trust was leaking money and fighting to stay afloat, as

idea. Lift the ship off the ground and free the space under the ship's keel as a unique exhibit hall and a venue for corporate hospitality events.

When this radical new plan was unveiled, it caused a storm of protest from every angle. Trustees resigned and expert consultants were fired if they disagreed. The dye was cast: this faded relic was to be reinforced with 160 tons of internal steel framing, raised into the air, hung on giant steel struts, and surrounded with a geodesic glass roof attached at the waterline!

Doughty put it this way: "It

was clear from the moment we were engaged on the project that we needed a radical idea to present the ship in an exciting way for 21st century audiences. Early on, I went down under the ship and realized that I hadn't really appreciated how important the hull shape was to the speed of *Cutty Sark*. It's very common for sailors to look at their boats from below in a boatyard but it's not common for most people and it would be the best opportunity for them to appreciate the ship's shape. This was the beginning of the radical idea, and lifting the ship also took the weight of the ship off her fragile iron framework."

#### A Thoroughly Modern Clipper

The *Cutty Sark* had survived from the 19th century to the new millen-

nium, but could it survive the 21st century? And how would it look next to some of the finest baroque architecture in the world? On the floor of the graving dock, the keel was encased in a steel box and the hull reinforced with numerous steel sister frames and shelves. Then 14 massive compression tubes were maneuvered into place beneath the 'tween deck, with cables running down to the keel from each end to form rigid triangular trusses inside the hull.

These are invisible except where they pierce the topsides with 14 giant chainplates per side, which are pinned to angled tubular legs running up from the dry dock. With this new skeleton carrying the weight and preventing any sagging, the hull was jacked up 11 feet by a specialist Dutch company, and suspended in

*This is the world's largest collection of figureheads, saved for posterity from the breakers' yards by a Victorian businessman. It includes characters from history and literature like Florence Nightingale, Elizabeth Fry, William Wilberforce, Benjamin Disraeli, Hiawatha and Sir Lancelot.*





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*This artist's impression shows how the ship is suspended without the hull deforming. It took several days to jack the ship and connect the props.*

mid-air for the foreseeable future. Then the glass dome was erected, and even the most optimistic of observers had to admit it appeared to be floating on a sea of angled tinted glass panels—or dropped from a great height onto a waterbed, as one critic put it.

That was the state of affairs when I made my first visit to Greenwich in 24 years early in 2012. The spars were being hoisted aloft and landscaping work was still underway to prepare the site for the visit of Queen Elizabeth, who had originally opened the *Cutty Sark* to the public in 1957. It rained of course, but she cut the ribbon again and refrained from commenting on the design or the final cost of \$80 million. (Unlike her son, Prince Charles, who is a harsh critic of modernism.)

To the general public, the result was another British triumph of engineering. Personally, I really didn't mind the idea of the glass roof, but because the waterline was now high above ground level, the roof curved down to the ground, which looked very non-nautical.

#### **What the Critics Said**

However, the final result evoked some witty and ferocious criticism in the papers. The design was derided by both the architectural press and the historic ship fraternity, who compared it to a “Victorian hovercraft, a dockside crash into a greenhouse,” etc. Building Design magazine awarded the project its Carbuncle Cup for the worst new building completed in 2012: “One is left bewildered by the idea that this jewel of British maritime history should have been subjected to such dramatic adjustment in order to equip it for an age of mass tourism.”

#### **An Unsinkable Ship**

Another year passed before my second visit in 2013. On the first

day, I was content to walk around the ship and continued into the old Royal Naval Hospital—a favorite location for films needing a historic backdrop, from “Pirates of the Caribbean” to “The Iron Lady.” After

#### **Cutty Sark (1869) v. Star of India (1863)**

By the time the *Cutty Sark* was launched in 1869, the technology of building ships from iron plates was already in use, and those riveted iron ships have proved to be incredibly durable. Around the USA and northern Europe there are numerous iron sailing ships still afloat. Some are still seaworthy including the 205' *Star of India*, based in San Diego, which sails around Mission Bay every two years.

Remarkably, it was built in 1863 on the Isle of Man, one of the British Isles. It is not considered a true clipper, but was nonetheless a fast ship, making 21 passages from England to New Zealand in as little as 100 days, carrying emigrants. It is the oldest iron-hulled merchant ship still floating and the oldest ship still sailing regularly.

several days of brief walks around the outside, I finally took the plunge, and entered the dome through the gift shop under the stern counter to buy my ticket.

I was trying to maintain my journalistic neutrality, but finding the only entrance to the ship was via a large aperture cut into the hull below the waterline really shocked me. Once inside, I was glad to see a traditional approach with stacks of tea chests and explanatory signs. The ten-minute video was entertaining and infor-



Peter Marsh has been contributing to *Northwest Yachting* since 1988. He grew up in Greenwich, England, started dinghy sailing in 1963, and was on the dockside in Plymouth in 1964 before the second Singlehanded Trans-Atlantic Race start. In 1966 he was on the crew that built the 40' trimaran Toria, the first multihull to win an open offshore race. Since then, he has closely followed the incredible growth of multihulls and professional ocean racing. His own boat is a constantly changing 22' trimaran. He now makes his home in Astoria, Oregon.



mative for me and a family that was also watching.

The best feature was the large amount of the hull planking that was left visible, with the old and new steel framing and the diagonals visible. And unless you knew where to look, the triangular truss was barely discernible.

The main deck is brand new but still looks authentic, and the chance to touch the rigging, the winches and the giant wheel, and see the captain's cabin and officers' mess really takes you back in time.

Unfortunately, the exit is as annoying as the entrance. You descend from the deck via a large glass tower, with an elevator for handicapped access. That eye-sore brought me back to the gift shop, and the stairs down to the dry dock. I have walked under many ships in northwest drydocks, but that bears no comparison to the strange sensation of walking under the *Cutty Sark*.

The metal sheathing gleamed gold and bronze as the sunlight streamed down through the angled glass roof, creating a unique ambience and a slightly religious atmosphere. The ship seemed to float

above my head like a plane in an air museum, and the keel stretched out for 200 feet.

The world's biggest collection of figureheads, including the ship's own carving of the Scottish witch in her *cutty sark* (short shirt) filled the head of the dock.

All the wooden characters seem to be locked in a permanent gaze toward the central space under the keel where, says the ship's website, "There are great opportunities to design your event beneath the gleaming copper hull, perfect for gala dinners, awards ceremonies, unique events and receptions." Cost--\$20,000 per night.

After I'd circled the ship, I turned my gaze up to the 14 massive struts that support the hull on each side.

It's the kind of engineering you expect to see in a bridge or giant crane, but not around a historic ship. So, if I had to sum up my impression, I would have to say that it's well worth a visit, but the world's last clipper has now been transformed into the world's first "robo-ship." *nwy*



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# Dehler 46



of sailor, the one who wants to both race and cruise the same boat. And to do it with a style that looks and feels like the current crop of dedicated racing boats.

On the Pacific Northwest racing scene, it could be the racer-cruiser that takes on dedicated racing boats under IRC in Seattle or ORC in Vancouver.

**Local Dealer:** JK3 Yacht Sales and Service, 1500 Westlake Ave. N Suite 112 | Seattle | WA 98109 | T - 206-285-6200. Dehler: [www.dehler.com](http://www.dehler.com)

## The Return of the Racer-Cruiser

Once upon a time just about every sailboat manufacturer touted its boats as cruiser-racers, racer-cruisers or performance cruisers, repeating the message that a single boat could do it all. Those monikers are still overused today, though most sailors don't pay much attention to them. They may have to pay attention when the folks at Dehler starts throwing those phrases around about this 46-footer.

The German manufacturer Dehler has a reputation of rugged construction and good performance,

earned largely on the European racing circuit "back in the day." Semi production boats even went toe-to-toe with custom racers. The DB1 and DB2 Three Quarter Tonners were ferocious race boats. Dehler has continually updated its line of production cruiser racers of the last 30 years, and has developed styling all its own.

The new 46 can be configured several ways, with varying amounts of depth, sail area and interior configuration. It has plenty of sail area even with its smaller rig, with a SA/Disp

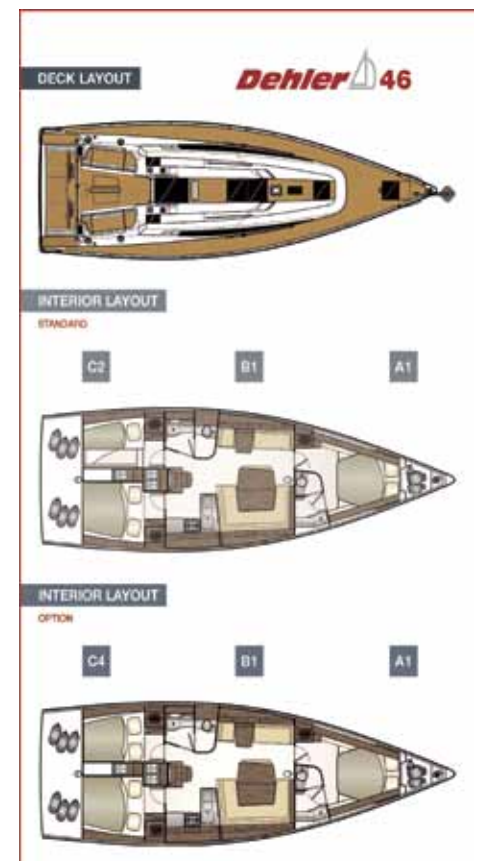
ration of 21.4. Opt for the extra sail area and that number pops up over 23. That doesn't put it into today's "sport boat" realm, but would still be plenty to get moving on those light wind days in the Pacific Northwest.

The Judel/Vrolijk design team opted away from the hard-chined stern du jour. There's still plenty of power aft, but there would be no hard chine that might add some undesirable wetted surface on the light air days.

Below decks, the volume is massive. Like the Judel/Vrolijk designed Hanse 385 we looked at back in March, the sense of openness in the main cabin is enhanced with light colored components and large skylight type mid cabin hatches. Like most boats, the settees have been pushed outboard, trading storage to provide a more open feel.

There are plenty of aesthetic options from which to choose, both inside and out, and they're all laid out on the Dehler website. It's worth noting they offer several different colors of synthetic teak on deck. Other options include items like a performance rudder, retractable bow thruster and carbon fiber mast.

While Dehler's concept for the 46 is clearly geared toward configuring the boat for any kind of sailor, it seems perfect for a certain kind



SPECIFICATIONS	
LOA	47'2"
Hull length	45'8"
LWL	42'3"
Beam	14'3"
Draft (standard)	7'4"
- competition	8'2"
- shallow	6'1"
- West Coast	8'0"
Displacement (standard)	24,691 lbs.
- competition	23,589 lbs.
- shallow	25,463 lbs.
- West Coast	24,361 lbs.
Ballast (standard)	7,716 lbs.
- competition	6,944 lbs.
- shallow	8,488 lbs.
- West Coast	7,385 lbs.
Total Sail Area (standard)	1,228 sq ft.
- competition	1,302 sq ft.
Engine	Volvo D2-55 53 hp
Fresh Water	Approx. 118US
Fuel Tank	Approx. 55US





# Riviera 6000



*“A thoroughly Modern Australian Sport Yacht”*

Australians love their boats, and they expect quite a bit from them. So when the Riviera lays claim to being the biggest luxury yacht builder in Australia, it's safe to say they're creating yachts that meet a high standard. There are several different segments to the Riviera line, including Flybridge, Sport Motor Yachts, Sport Yachts and SUV Yachts.

Look a little deeper into the company, and the emphasis is on current technology in both the boats themselves and how those boats are actually built. The huge factory features state-of-the-art manufactur-

ing systems and a serious ongoing R&D program to stay atop the field of luxury yacht design.

The new 63-foot Riviera 6000, which will be on display at this month's Lake Union Boats Afloat Show, is a striking example of the Riviera line. From its sporty appearance to the Volvo Penta IPS power system, the 63-foot Riviera is a statement of modernity.

The basic structure is well proven and straightforward. Solid fiberglass below the waterline and cored topsides and superstructures give the boat strength where it needs it while keeping the overall weight down.

Three different interior arrangements are available for the below decks cabin. Each features a guest stateroom forward and master stateroom in the center of the boat. From that basic arrangement, the owner can opt for the “Presidential Suite” model which makes the master stateroom huge or opt for an extra twin cabin or TV suite.

Modern technology can be seen throughout the yacht. For example, the yacht's electrical system has an elaborate control system. Dubbed the C-Zone, this AC/DC switching and monitoring system is available at three panels in different onboard location or a tablet. It allows owners to energize all lighting and electric functions with a touch of a button. There are three settings, but of course it's full customizable.

The main deck houses the bridge, a sizeable galley with Miele appliances, plus dining and seating areas. The standard entertainment system includes a 40" LCD TV integrated with a Bose stereo.

The cockpit aft features a grill (for “shrimp on the barbie” of course). There's also a built-in garage that can house a 3.2-meter RIB plus its outboard.

There's nothing new about the dependable Volvo Penta IPS

system featuring forward-facing propellers on steerable pods. IPS units and their significantly higher efficiency, are finding greater popularity. With greater efficiency, the IPS and its computer control system can maneuver the boat without thrusters and hold station automatically.

All in all, the Riviera is a fitting flagship for the Sport Yacht segment of the Riviera line.

**Local Dealer:** Emerald Pacific Yachts, 901 Fairview Ave N #170, Seattle, Washington, (206) 587-0660. Riviera Yachts, [www.riviera.com.au/](http://www.riviera.com.au/)



## SPECIFICATIONS

Length	57' 9"
Length Overall with swim step	63' 4"
Beam	17' 8"
Draft (inc props)	4' 5"
Weight, Dry	56,800
Fuel Capacity	700 US
Water Capacity	211US
Holding Tank Capacity	132US
Standard Power	2 x Volvo Penta IPS950, 725 hp each





## THE LATEST IN MARKER LEDS

Light emitting diodes ("LEDs" to most of us) have been one of the great technological advancements for boaters in recent decades, and many of us either have (or will) replaced our incandescent bulbs like little hot potatoes.

But the LED revolution isn't done yet, and local Seattle company Marine and Offgrid LED is staying on the cutting edge of that technology. The company is now bringing fourth (yes, fourth) generation LEDs to the marine market. In technical jargon, the SMD (surface mounted device) designations denote size rather than watts or lumens. A 5630 would refer to 5.6 x 3.0 mm in module size.

According to company founder Ed Foster, the new 2835 LEDs his company sells require 30% less power while delivering the brightness of the 5050 series that's commonly found on boats today. Furthermore the LEDs themselves cost 30% less.

"Our emphasis right now is on the mast and marker lights," explains Foster. Our new bulbs are the only ones that meet both the American Boat and Yacht Council and U.S. Coast Guard standards for recreational boat lighting." Where the USCG might require 3-mile visibility,



the Marine and Offgrid LED delivers 6-mile visibility.

Bulbs are available in many different sizes, for simple lamps up to a powerful masthead lamp. The company also makes bulbs for RV and industrial applications.

One big advantage of the Marine and Offgrid lamps is that they're built with specially designed circuit board layouts to minimize electromagnetic interference (EMI) which affects radio transmissions.

Another advantage is the "Buck-Boost" variable voltage regulator, an electronic control circuit that enables the lamp to operate satisfactorily even when smart battery chargers are used. The lamp has an electronic resetting fuse for voltage spike protection.

These LED lights are available for purchase only online at [www.marine-offgridled.com](http://www.marine-offgridled.com). Various bases are offered, including the B22d base, found on many European vessels. The company also offers two-color bow lamps and tricolor stern lamps.

**Marine and Offgrid LEDs** 5130 Leary Ave. NW, Seattle. (206) 251-7613.

[www.marine-offgridled.com](http://www.marine-offgridled.com)



## TECHNICALLY ELEGANT BOARDING STEP

Not surprisingly, we get a lot of phone calls here at *Northwest Yachting Magazine* asking us to review their products. We've seen a lot of "innovative" products over the years, some better than others.

Then there is the rare phone call from someone in my long distant past, who in this case is an engineer, asking if I had ever seen the SailStep? We like to think that we're pretty much on top of things around here, however every once and a while a true gem emerges and such is the case with the SailStep.

It's one of those items that makes perfect sense.

This is a truly superb piece of engineering that has been very well designed and perfectly manufactured. In short, it's the way all our marine equipment should be manufactured. You could tell immediately as you opened the package that the SailStep is a very serious piece of equipment as it should be if you're using it to climb on and off a sailboat, which in the best of times is never easy. Made from welded aluminum (and the

welds are perfect) that has been Type Two Anodized and Polybutylene terephthalate (PBT) plastic, that is not only one of the hardest plastics, but also one of the most UV resistant. The structure is solid and probably going to outlast the boat.

The SailStep is designed to clip right on to your slotted aluminum toe rail and is ideal for boats with decks resting up to 32" above the docks. We tried it on the Centurion 47 whose deck is substantially higher than that and found that it made all the difference in the world in getting down to the dock when either landing or casting off. You can also go online to [SailStep.com](http://SailStep.com) and see if your vessel is listed there and if the current A-14 Model will fit.

While not yet available at your local marine hardware store, several boat dealers are handling it (for obvious reasons) and Garhauer Marine Hardware shows it in their catalog. It is our pleasure to highly recommend the SailStep. Order it directly online at: [www.SailStep.com](http://www.SailStep.com).



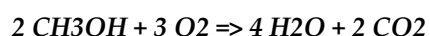
# THE ONCE AND FUTURE FUEL CELL

Every day it seems there are new ways to create on-board electrical power. And, thank-

fully, they're all green to some extent or another. The EFOY Comfort fuel cell may be the most intriguing new solution to date.

The name fuel cell may conjure up images of scientists in white coats and several beakers with mysterious colored liquids spewing steam here and there. The reality is much simpler. Here's the basic explanation from the EFOY Comfort website (efoy-comfort.com):

At the heart of every EFOY fuel cell is the stack. The stack actually consists of several cells: an anode, a cathode and a membrane that acts as an electrolyte, separating the anode and the cathode from each other. Positively charged electrical particles (protons) can permeate the membrane. Methanol and water are introduced on the anode side while ambient oxygen enters the cathode side. H+ ions, free electrons and carbon dioxide arise on the anode side. The protons can permeate the membrane while the electrons have to travel an electrical circuit over to the cathode side, thereby producing electrical current. H+ ions and water vapor arise on the cathode side, making EFOY fuel cells an extremely environmentally friendly way to generate electricity.



In practical terms, it means you use methanol cartridges to fuel up the fuel cell, and the fuel cell quietly

produces electricity to power your DC electrical system. The fuel is consumed at a rate of about .9 liters/

kilowatt hour. For what EFOY calls average usage, this means an 18.5 pound cartridge lasts about a month

only carbon dioxide and water by-products.

The unit can be installed simply in a variety of places, as long as there's room (for the cartridge as well) and adequate ventilation.

The units are available in 80, 140 and 210 amp hour sizes which range in cost from \$3499 to \$6998. A 2.6 gallon cartridge costs about \$80.

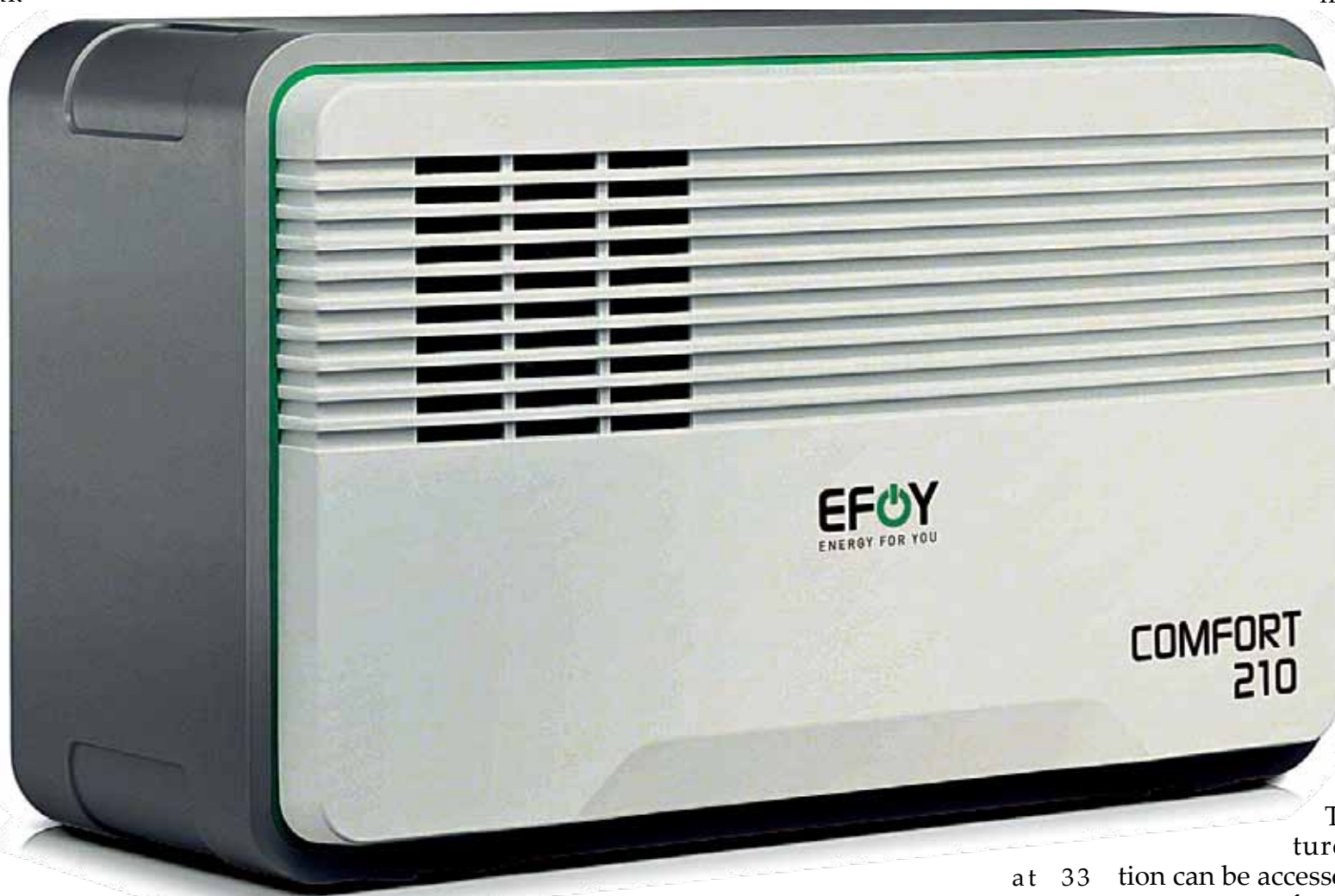
Sold locally by Fisheries Supply, 1900 N Northlake Way, Seattle,

800.426.6930.

The manufacturer's informa-

tion can be accessed at: [www.efoy-comfort.com](http://www.efoy-comfort.com).

at 33 Ah/day power usage. It handles heeling on sailboats and it produces





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**Pink Boat Regatta**  
America Sails For Breast Cancer Awareness

**THE STEAMSHIP VIRGINIA V**  
OFFICIAL PINK BOAT REGATTA SPECTATOR BOAT 2015

**Get first row access to the race! Come aboard the official spectator boat**

Sunday, Sept 13th

Exclusive Event tickets holders departs Shilshole Bay Marina at 11:30am and return at 3:00pm  
\$150.00 / person  
\$100.00 / Sponsor a survivor

Be part of the action by watching the PINK race aboard our Regatta Partner the Virginia V steamship for this unique opportunity to sail the Seattle Bay from 11:30am until 3:00pm on September 13th. Bring your friends and family and cheer our sailors on! Tickets are \$150.00 per person. You can also sponsor a Breast Cancer survivor to sail with a \$100 ticket.

SEATTLE SPONSOR  
Seattle Cancer Care Alliance BCRF

Purchase your ticket at [www.pinkboatregatta.org](http://www.pinkboatregatta.org)

TICKETS ARE FIRST TO THE FRONT AND LIMITED. When you sponsor a survivor, we will give a travel date sponsor for you. If you want to sponsor a local survivor, just click the "sponsor" link on the registration form and specify an appropriate local name. The name of the person to sponsor.

starting at noon. The races are being sponsored by The Seattle Cancer Care Alliance among many other local businesses.

Parties are scheduled to follow each event with music, beverages and a silent auction.

There is also a Pink Boat Regatta Celebration Dinner scheduled for September 12, the night before the Seattle regatta, aboard the historic steamship *Virginia V* on H dock at Shilshole Bay Marina. Speakers will include Peg Mastrianni, deputy director of the Breast Cancer Research Foundation, and grant recipients Julie Gralow, M.D. and Mary-Claire King, Ph.D. Individual tickets and entire tables can be purchased for the event.

The racing entry fee is \$50, and everybody is encouraged to fund-raise for this worthy cause. There are a number of ways to participate. Would-be racers without a boat can sign up to race with a boat already registered for a \$500 donation. Spectator spots are available on the historic steamship *Virginia V*. And, of course, straight sponsorship of the event is available at several levels.

This event has something for everyone at any competitive level, it is meaningful and it is extremely fun. Outfit yourself and your boat in pink and join the fun. More information and registration are available at [www.pinkboatregatta.org](http://www.pinkboatregatta.org)



## Get in the Pink!

Northwest sailors have embraced the Pink Boat Regatta over the last three years, and in fact raised more than \$68,000 for breast cancer last year alone. The event is full of fun, frolicking and lots of pink.

There are two regattas this year, one in Bellingham on August 30 followed by the Seattle regatta on Sunday, September 13. The skipper's meetings for the both regattas are scheduled for 10 am with racing

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## Multi-agency campaign offers boaters free oil spill reporting and clean-up kits.

*Here's a great joint effort to keep oil spills out of our water.*

Coast Guard Auxiliary flotillas will be giving away free oil spill reporting procedures and Washington Sea Grant clean-up kits during free vessel examinations in Western Washington, as part of a summer long education and awareness campaign to prevent small oil spills.

The kits, provided through a joint partnership between Coast Guard Sector Puget Sound, Washington Sea Grant, Washington Dept. of Ecology and Washington's Clean Marina Program, provide boaters with the knowledge and tools to properly identify and report oil spills and to help prevent spills from occurring.

"Based on oil spill data over the last decade we have learned oil tankers and heavy bulk carriers, on average, spill quantities of pollution measured in mere ounces, however, we have found commercial fishing vessels and recreational vessels to be the largest contributors of oil pollution in our waterways," said Capt. Joe Raymond, commander Sector Puget Sound and captain of the port for Northern Washington. "Because of the large number of vessels in Puget Sound, we have been working with our state and local partners to develop these oil spill kits to increase awareness about oil spills and notification requirements among commercial fishing vessel and recreational boating community."

The partnership hopes to distribute more than 1,000 free kits

throughout Western Washington this summer. Each kit contains two oil-only absorbent pads, one 15" bilge sock, a pair of protective gloves, a trash bag for disposal and literature on reporting and preventing spills. Interested boaters should call John Milczewski at (360) 739-1310 to schedule a free vessel safety examination and receive a free small oil spill response kit from the Coast Guard Auxiliary.

If you haven't already been approached by the Coast Guard Auxiliary, it might be worth a call to get one of these kits aboard your boat. For more information, contact Washington Sea Grant: Aaron Barnett, aaronb5@uw.edu, 206-616-8929 or MaryAnn Wagner, aaronb5@uw.edu, 206-616-6353.



## Ericson Joins Monkey Fist

Monkey Fist Marine has announced the addition of Jeff Ericson as a Victron Energy sales representative. Starting in the marine industry in 1984, Jeff has developed a vast amount of knowledge of AC and DC marine electrical systems. Jeff has been in the Northwest marine industry more than 30 years, and has seen the evolution of the North-

west's boating community's electrical needs. Jeff is excited to continue working with boaters and industry experts alike to bring them user-friendly Victron Products.

To speak with Jeff, the Monkey Fist team or learn about Victron, visit the office at Elliott Bay Marine, call (206) 285-2600 or visit:

[www.yachtcare.com](http://www.yachtcare.com)



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## The 2015 Wooden Boat Festival

*More than 300  
 wooden boats,  
 from kayaks to  
 tall ships, will be  
 on display*

Once again Port Townsend's Wooden Boat Festival will become the Mecca for the world of wooden boats, September 11-13. The festival gets a little better each year, adding activities that make it a destination for just about anyone interested in maritime activities.

This year, more than most, organizer Northwest Maritime Center can revel in glory after having run the successful (and now ongoing) Race to Alaska earlier this year.

More than 300 wooden boats, from kayaks to tall ships, will be on display. While that's the heart of the show, every day features kids' activities, how-to presentations and tours or on-the-water activities. A full schedule of music is on tap, as well, actually starting the night before the festival even begins!

This event is full of activity and energy, and is very well attended. Presentations include Captain Robert D'Arcy's account of the schooner *Martha's* Pacific voyage, including the Transpac Race. Informational presentations from building boat interiors to electric propulsion.

The event website (found at [nwmaritime.org](http://nwmaritime.org)) has complete information, and there's a special web site page that lays out clearly kids' activities, presentations and the music schedule. The site also admonishes that parking may be very challenging and that visitors will be well advised to plan ahead for parking or, better yet, alternate transportation to the festival grounds at Point Hudson Marina.

Entry to the festival costs \$15/day for adults and \$10/day for seniors, teens and military personnel. Kids 12 and under are free. Tickets can be purchased in advance online.



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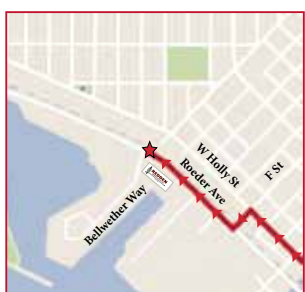
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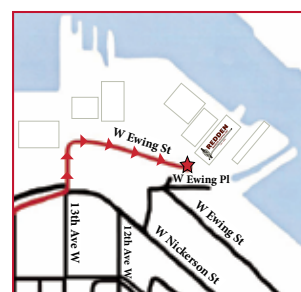
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# Aquabot – A Fun Way to Spray

This may be one of those products that people go around kicking themselves for not thinking of first. The Aquabot makes drinking bottles into a SUB (sport utility bottle).

It's a simple concept, a special top that makes the standard Nalgene and Camelbak water bottles into pressure sprayers. A few gentle pumps provide enough pressure to spray water up to 25 feet. There are three spray settings: shower, stream and mist.

If you're wondering how exactly a pressurized water bottle can be used, consider those times when you might want a little fresh water mist to cool down with. Better yet, a dish needs a quick rinse before returning to the galley.

The top fits Nalgene 32 oz and 48 oz On the Fly and On the Go bottles, and also Camelbak Eddy and Chute bottles.

At \$20 for the top only, or about \$27 with a bottle, these make a fun onboard toy or an even better gift to the boater who thinks they have everything. Available online at [www.lunategear.com](http://www.lunategear.com).



Dealers for: J/Boats  
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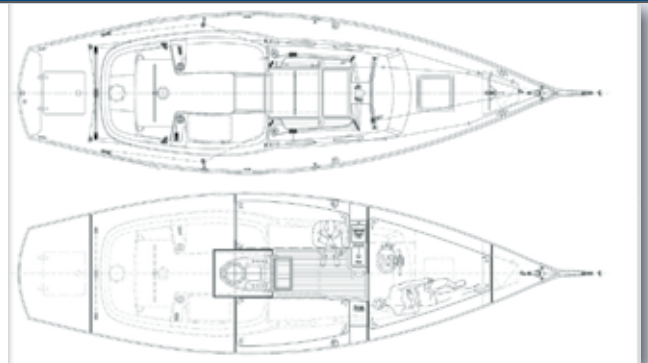
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40' J/120 '94..... \$129,000



40' J/40 '86..... 2 from \$99,000



Salona 380 2016 ... Intro \$210,000



37' Endeavour '79..... \$45,000



36' Jeanneau Sun Odyssey \$49,900



35' J/35 '84..... \$36,000



35' Salona 2016..... Intro \$161,000



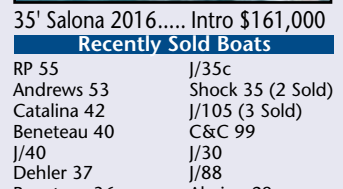
33' J/100 '05 '06 ... 2 from \$79,000



33' Salona 2016..... Intro \$139,000



30' Columbia '05 ..... \$49,500



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RP 55 J/35c  
Andrews 53 Shock 35 (2 Sold)  
Catalina 42 J/105 (3 Sold)  
Beneteau 40 C&C 99  
J/40 J/30  
Dehler 37 J/88  
Beneteau 36 Alerion 28  
C&C 115 J/70 (3 Sold)

[www.sailnorthwest.com](http://www.sailnorthwest.com)





## Power Boats

and can be towed by a mid-sized SUV.



### BOATS OF NOTE

The Lake Union Boats Afloat Show is just around the corner, and *Northwest Yachting* is pleased to be part of it! Stop by our booth, say hi and let us know what you want to read about in the months ahead.

Of course it's all about the boats, and there's a sparkly fleet of new boats to go with the great selection of brokerage boats being offered.

Making its premier debut is hull #1 of the **EcoCruiser**, representing a brand new style of pontoon cruising and featuring two low profile cabins, standing headroom, a private head and tons of storage. It sleeps four, is half the weight, cost, and fuel usage of other trailerable power cruisers

The 2015 **Fleming 65 Pilothouse Motoryacht** showcases the latest in Integrated hard top, MAN diesels, Charles System power management, Boning System technology, Sea Torque shaft drive, Giangaeshi water flow and purification and numerous other Fleming-specific technologies. She also features an induction cooktop, dishwasher, washer/dryer, three luxurious staterooms each with en suite and a day head.



# MONKEY FIST MARINE

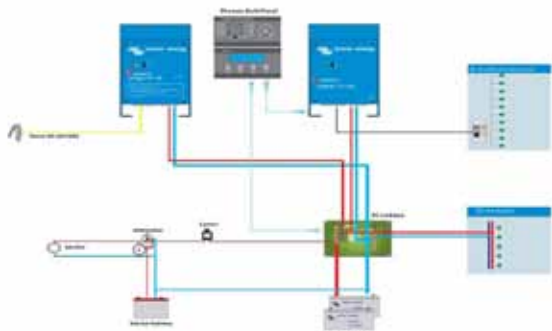
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Keeping Your Yacht in the Blue



Participating in the show for the first time, Bremerton-based **Life Proof Boats** will have six models on display from a 20 foot Cuddy to a 30 foot Cabin Boat which will all feature new technologies such as their vented tunnel hull designs. All their boats also feature self-bailing decks, shock mitigated seating, and their new patented foam/ air collars for unmatched stability and redundant flotation.



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"WE OFFER THE BEST PRICES AND  
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LOMAC has been producing rigid inflatable boats (RIB) in Milan, Italy since 1960 and produces more than 58 models. They have selected the Boats Afloat Show for the US debut of their boats. The top of the line **LOMAC Adrenalina 9.5** meter will be on display in the water. It will be equipped with twin Yamaha 300 HP outboards and can perform at speeds in excess of 60 MPH.

**34 Ocean Sport Roamer:** the largest model in the Ocean Sport brand, the Roamer also has the most powerful engines (twin Volvo Penta D6's with 370 hp) of the Ocean Sport brand. This pristine 2011 is fully loaded and upgraded with features like night vision and includes a generator. From Australia's largest luxury boat builder comes the West Coast



debut of **2016 Riviera 6000 Sport Yacht**. See the new boats feature on this yacht on page 69. She features a Presidential Suite Layout with a full beam master cabin and two additional staterooms and is powered by Twin Volvo IPS 950 Diesel (533kw/725hp) twin lever electronic controls and joystick controls.



The **Selene 50 Europa** features a custom designed walk around forward master stateroom as well as a thoughtful and elegant three stateroom layout with the classic teak finish that Selenes are known for.

## Sailboats



Also making a Pacific Northwest debut is a **Moody Deck Salon 45**. Three cabins, two heads, excellent sailing qualities, strong construction and visibility are just the beginning of the impressive list of features on this boat. The 'one level living' concept – with a 360 degree view from the living area and the spacious cockpit all on the same level – is a unique approach in modern yacht design.



Making a Pacific Northwest debut, is the **Beneteau Oceanis 48**, featuring three staterooms and two heads with a luxurious clear shower stall in the forward stateroom with separate enclosed toilet and vanity. The **2016 Beneteau First 35 Carbon Edition** features a carbon mast by Hall Spars and a retractable carbon bow sprit. The rocking wheel on the First 35 frees up space between the stern of the boat and the cockpit without weighing the boat down with a second helm station.



The **Blue Jacket 40** was *Cruising World's* 2014 Boat of the Year in two categories: Best Domestic Boat of the Year and Best Midsize Cruiser 39-41 feet. It is 'a wonderful combination of a really nice cruising boat design with a really good solid build,' according to one of the judges.



The **Island Packet 360** is designed with a Full Foil Keel, which provides a combination of seakeeping, safety, strength, stability, performance and moderate draft. *Blue Water Cruising* magazine says, "If you are looking for a handy, mid-size blue water boat that is also a lot of fun to sail, the new 360 should definitely be on your list."

Making a West Coast debut is the



**Jeanneau 519**, the new flagship of the Jeanneau product range. Also on display will be a **Jeanneau 469** performance version, featuring dia-form standing rigging, Dyeenama running rigging; a **Jeanneau 44 Deck Salon** with unique three-cabin layout with side bunk room, perfect for families; and a **Jeanneau 349**, *Cruising World's* 2015 Best Import Boat of the Year and Best Pocket Cruiser.

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47 ft 1990 Jefferson Cockpit MY \$99,000	33 ft 2003 Silverton 330 Sport Bridge \$95,500
45 ft 1990 Bayliner 4588 Pilothouse \$129,500	33 ft 1999 Bayliner 3388 Sedan \$69,901
45 ft 1989 Bayliner 4588 Pilothouse \$99,000	32 ft 2003 Halvorsen Gourmet Cruiser \$205,000
44 ft 1992 Tollycraft 44 Cockpit MY \$159,000	32 ft 1987 Bayliner 3288 Sedan \$39,900
43 ft 1991 Bayliner 4387 Aft Cabin MY \$75,000	30 ft 1987 Tollycraft Sport Cruiser \$33,500
42 ft 2004 Duffy Fishing Cruiser \$398,000	30 ft 1982 Sundowner Tug \$59,900
44 ft 1989 Ocean Alexander CPMY \$159,000	30 ft 1979 Tollycraft Sedan \$22,900
41 ft 1977 Roughwater Flush Deck \$49,000	28 ft 2005 Cruisers Express \$57,250
40 ft 1998 Bayliner 4087 Cockpit MY \$89,900	28 ft 1997 Trophy Sport Fish \$26,600
39 ft 1996 Bayliner 3988 Sedan \$98,000	27 ft 1978 Bayliner 2750 Victoria \$12,750
38 ft 1994 Bayliner 3888 Motor Yacht \$85,000	26 ft 2009 Bayliner 265 Cruiser \$49,900
38 ft 1988 Bayliner 3818 Motor Yacht \$64,900	26 ft 2002 Glacier Bay 2690 \$64,500
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\*Data from soldboats.com



# Free Pump-Outs on Lake Washington

*An Open Letter from the Washington State Parks and Recreation Committee to the Puget Sound Boating Community:*

A free mobile pump-out service on Lake Washington is helping to ensure that the lake remains healthy for swimmers, boaters and wildlife. A grant-funded pilot project, started in September 2013, makes it easier for recreational boaters on the lake to dump their waste responsibly. In the past, boaters had to travel up to 10 miles to one of three stationary pump-out locations. Now, the mobile pump-out service comes to boaters—saving them time and providing greater incentive to help keep Lake Washington clean.

Proper and convenient disposal of boat waste has long been an issue and concern for boaters, health officials and communities. In 2001, the Washington State Parks' Boating Program surveyed boaters and looked at existing services in Puget Sound to identify areas that lacked pump-out stations. Based on what we learned, we arranged to have pump outs developed in many of these areas. We also increased our outreach to promote the grants to install pump outs.

However, Lake Washington remained underserved, with only three stationary pump-out locations on the entire 22-mile-long lake. The lack of pump-out services on the lake was due to low numbers of regular paying customers. Even though it

wasn't an optimal market to expand services, the need still existed.

The Lake Washington pilot project came about when a pump-out service provider in the area submitted a grant application to Washington State Park's Clean Vessel Program. The business owner had heard about a grant-funded model in Connecticut that provided free pump-out service to boaters. Terry and Sons came to us with a viable proposal. We awarded the company a grant to launch a one-year pilot program to provide free mobile pump-out services on Lake Washington and Portage Bay.

The mobile pump-out service on Lake Washington is free thanks to grant funding from the Clean Vessel Act (CVA). Passed by Congress in 1992, the CVA's intent is to reduce pollution from recreational vessel sewage discharges into U.S. waters. The Washington State Parks and Recreation Commission's Boating Program serves as the CVA grant administrator.

We think the free mobile service has been a success. Last year, Terry and Sons pumped out 73,400 gallons of boat waste. As of July 21, 2015, the company has pumped 63,090 gallons, well on pace to exceed the previous year.

As we moved forward with this new project, several commercial service providers and other interested

parties expressed concerns about the agreement between State Parks and Terry and Sons. We want to publicly thank those who brought their concerns to us and describe how we are addressing them.

## Redefining coverage area

Originally, the service area in the grant agreement included Lake Union, along with Lake Washington. Commercial pumpers and others on Lake Union were troubled that a free service would put for-profit pump-out service providers out of business. This was certainly not our intent, so we removed Lake Union from the service area.

In addition, we are now working with Washington State University's Social and Economic Sciences Research Center to survey boaters in Portage Bay to determine what impact the free service has had on commercial pump-out businesses in Portage Bay.

## Improving grant administration, providing greater transparency

State Parks is in the process of fine-tuning an existing five-year agreement with the company to continue providing the service. But we have heard concerns about how the grant agreement came about as well as our oversight of the service provider's operations on the lake.

This was our first attempt at such an agreement, and we want to make sure we are doing things right. Earlier this year, we hired an independent, third-party auditor. Along with examining the service provider's records, the auditor also consulted with other service providers, concerned citizens, customers and partners to gain more insight.

The results and recommendations from that audit are attached.

Key recommendations from the auditor's report showed that we need to better clarify our expectations of the service provider, require more documentation to meet all federal requirements, and to consider requiring the service provider to retain a fiscal agent.

In addition, we formed a citizens advisory committee to make recommendations on how we offer free mobile pump-out services. The committee consists of representatives from the Northwest Marine Trade Association, Seattle Yacht Club, Port of Seattle, Lake Union Liveaboard Association, marina managers, Department of Natural Resource and private citizens. The group's recommendations are expected this fall.

## Keeping Lake Washington healthy

We are pleased about this grant agreement and know it will serve boaters and the marine and fresh waters of this region.

It's hard to believe that until the middle of the last century, Lake Washington was known as "Lake Stinko" because it was so polluted. A great deal of work has been done to clean up the lake. The Clean Vessel Program is proud to be part of that stewardship heritage.

We all have a stake in keeping our waters clean and healthy for future generations. At Washington's Clean Vessel Program, we are working to change the culture of boating so that using a pump-out facility becomes as regular a habit as checking your boat's engine oil.

—Wade Alonzo,  
Boating Program Manager  
Washington State Parks

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# Lake Union Boats Afloat Show Full of Kid-Friendly, Fun Activities

*Complimentary activities include sailboat lessons, toy boat building and life jacket giveaway*

Lake Union Boats Afloat Show is a favorite event on most boaters' calendars. It brings you all the best of boating in one place on beautiful South Lake Union in sunny September. But it's not just for adults or for mom and dad to shop for the boat of their dreams. The show is full of free activities for kids of all ages. Kids 8-16 can get on the water and be introduced to the thrill of small boat sailing with 60-minute free sailboat lessons courtesy of Sail Sandpoint. All ages can enjoy the Center for Wooden Boats hands-on toy boat building. And since safety on the water is an important boating lesson to teach kids, Sterns Lifejacket will be giving away 500 kids lifejackets on Saturday and Sunday of the show.

The show drops anchor on Wednesday Sept. 16th and sails on through Sunday 20th, 2015. The show is open from 11 a.m. to 7 p.m. weekdays and 10 a.m. to 6 p.m. weekends.

Going to the show won't break the family piggy bank. Kids under 11 are free, kids 11-17 get in for \$5, and on weekends there is a nearby parking lot for \$5 all day.

## All you need to know

What: South Lake Union Boats Afloat Show

When: Wednesday September 16th – Sunday September 20th, 2015

Hours: Weekdays 11 a.m. – 7 p.m.  
Weekends 10 a.m. – 6 p.m.

Where: South Lake Union in Seattle

Tickets: Buy your tickets online at: [BoatsAfloatShow.com](http://BoatsAfloatShow.com)

\$12 for adults / \$5 for kids 12-17 (kids under 11 are free).

\$18 for a multi-day pass.  
Weekdays 5-7 pm: \$6

Buy your tickets online and receive a one year's subscription to Sea Magazine, \$10 Gift Card to El Chupacabra restaurant at South Lake Union and a free paddleboard or kayak rental from Mt. to Sound Outfitters.

Adult sailing lesson package: \$50 Intro-to-Sailing ticket includes 2-day admission, 1.5 hour seminar and 1.5 hour on-water sailing lesson.

For new sailors or those wanting to improve their skills there are special packages for lessons and anchor-

ing and docking clinics run by Seattle Sailing Club: [www.boatsafloatshow.com/sailing-lessons.html](http://www.boatsafloatshow.com/sailing-lessons.html)

## Getting There:

Parking lots are limited near the show. Check out [www.boatsafloat.com](http://www.boatsafloat.com) for parking maps, discounts and directions.

Show Office: 206-748-0012

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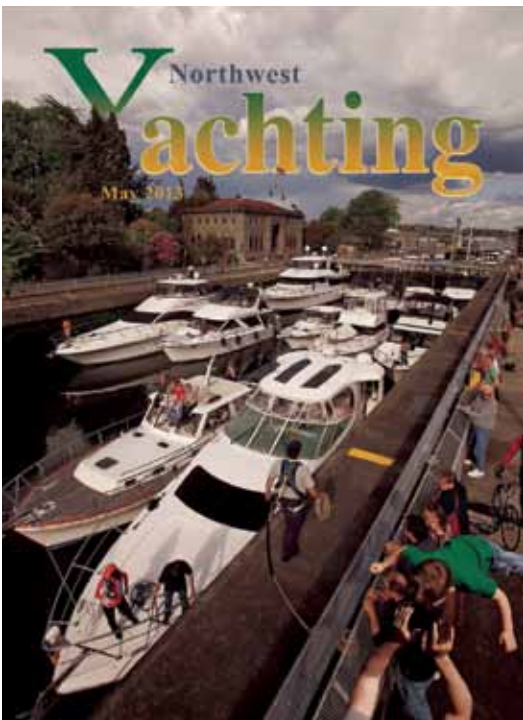




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Whether you're a reader or advertiser, keep watch on **nwyachting.com**.

Thanks to all of you who pick up a copy Northwest Yachting, find a comfortable place to sit and relax (hopefully onboard), and have a good read every month. We love making magazines, and have learned there are things a magazine can do that a computer or tablet or phone, simply can't.

We have also been watching all the things the Internet is capable of. So when we decided to ramp up our web site, we explored what the web does best, that is give people timely information, different kinds of media and the chance to connect with one another.

Each issue is available online to be read as a PDF. If you're on the road or in an Internet cafe in some far off land, that's a great way to keep tabs on the Pacific Northwest. And on the pages of the site you'll find a great calendar, event wrap-ups, videos, photos and all those items there just wasn't room for in the magazine. We have the databases to connect you to yacht clubs and community boating facilities all around the region. And there are some great writers who have a thing or two to say!

And we'd like your help. What would you like to see on [nwyachting.com](http://nwyachting.com)?

Send any suggestions or comments to Kurt Hoehne, Online Navigator. ([kurt@nwyachting.com](mailto:kurt@nwyachting.com)).



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## What's Online? A Lot.

Boat Shows can be illuminating. At the Seattle Boat Show last year we heard loudly from three types of boaters, those that could care less about what's online and want to read only the print magazine they know and love, those that love reading the magazine online and those who say "what web site?"

Luckily, we've got something for the first two groups, and hopefully this new department will make that last group a tiny one.

The nwyachting.com web site is a great way to get more *Northwest Yachting*, wherever and whenever.

The current issue of the entire magazine is available - just click on the first slide in the home page slide show or go to the "editions" menu item. Back issues starting with January, 2011 are all there for viewing or download as well.

Our famous Boats For Sale section

is online as well, just click the Boats for Sale tab to see the brokerage's listings in an easy to read format.

Best of all, there is even more content! Every month we get items that just don't make it into the magazine, but which really need to be seen.

And, as you will see in our Hi-Laker online correspondence, boaters are finding nwyachting.com a great way to share information on the boats they love.

Take a taste of what's been going on in the digital world of *Northwest Yachting*. Grab your favorite device (the site is responsive to mobile devices and their browsers) and check it out.

Better yet, check it out and then send us something to post, whether it's for one of the calendars or a post about your favorite harbor, boat or event.

— Kurt Hoehne



## Hi-Laker in La Conner

We first got to know Steve Hurt when he wrote to the magazine asking for any history on the Hi-Laker boat he was going to show in a classic boat show. Our readers helped him, and he's had a great time learning about the Hi-Laker and putting it out there for the world to see.

We featured Steve's Hi-Laker in the "My Boat" section of the site, then posted his photos from the show in August.

If you have a boating question, nwyachting.com is a good place to start because of our awesome readers. Email us at kurt@nwyachting.com and we'll get a discussion going.

### By Steve Hurt:

The show was off to a good start with the weather in our favor. In the early morning there was a nice

pancake breakfast that was offered for a small amount at the La Conner Retirement Inn and many took advantage of this. A large number of nice vintage cars, motorcycles and boats were present in the parking lot. There were also many classic yachts to see on guest dock F.

Once again, I want to thank Jack Barchek, the original maker of the Hi-Laker boat for his time and sharing of the making of the Hi-Laker boat. I also want to thank Kurt Hoehne from *Northwest Yachting* magazine for his help with the on-line exposure that he gave me with my Hi-Laker boat. With this help I was able to find and organize the history on the Hi-Laker boat. I was also able to find former local makers and the original maker



## HRYC Moore 24 Regatta

### By Ben Braden:

If there is a better venue for sailboat racing than Hood River, Oregon, I've not sailed there yet. The most consistently windy place in our country with waves the size of VW buses, gusts that hit so hard your head whips back and some of the most amazing scenery you can imagine, all just off the beach of the happening little town of Hood River, Oregon. The sailboard Mecca for a generation, Hood River has become an epic spot for kite boarders as they swarm across the river from the Hatchery all the way down to the Hood River Bridge.

This was the perfect place for the

Hood River Yacht Club Moore 24 Regatta on August 8-9.

The well-known Columbia Gorge Racing Association, just 20 miles downriver in Cascade Locks, Oregon, is known for their beautiful park-like venue, welcoming attitude and windy but smooth race area which sucks in the juniors, dinghies and skiffs for stadium style race courses - perfect for modern buoy race requirements. But just 20 miles upriver you find the Hood River Yacht Club with their small dry yard and clubhouse situated in the . . .

*much more (including great photos) at nwyachting.com*



Images from the La Conner Classic Boat and Car Show.

Attbar, Inc. of Ridgefield, Washington. Now I'll be able to share some of the past Northwest boat builder history with others and give a new life to my Classic Hi-Laker boat after its restoration.

*much more at nwyachting.com*



## Special Report

About a year ago Melissa Protz died violently and tragically in Lake Washington when the boat she was on was hit by a vessel skippered by Richard Hicks. As details emerged, the death became even more tragic. Both skippers were drunk.

What requires no explanation is that this incident points squarely at all boaters' responsibility to stay sober and safe on the water.

Northwest Yachting's Zella Russeff, who has been a substance abuse counselor, looked into the safety questions around BUI issues. Here's her report:

## Keeping Safe on the Water

### By Zella Russeff

Most of you already know about safety first while operating a vessel and how to stay on the right side of the law; however, we don't want any of our readers ending up in the hospital or having to call their sister for a ride home from the precinct.

With this year's exceptionally warm weather, more people are out on the water soaking up the sun and with a host of various . . .

*much more at nwyachting.com*





## CSR 24 Melges National Championship



### The Rivalry Within by Aaron "Heavy" Bronson

The 2015 CSR Melges 24 US National Championship in the Gorge in Cascade Locks, OR was highly anticipated by our *12 Happy Thoughts* crew as potentially being the best all time regatta, and that's how it turned out. The Columbia Gorge Racing Association did a great job of hosting with the support of title sponsor CSR Marine.

Our team consisted of owner/driver Dave Brede, pro sailor and course tactician Noj Henderson from North Sails Seattle, me as kite trimmer and boat flattener, Anthony Abate (a stellar bow guy from the San Francisco Bay Area) and last, but by far not least is our team snackician/shore support/alternate bow girl, Michele Henderson, Noj's beautiful wife. All positions were integral to our success.

Thirty-six teams made it out to compete in arguably one of the world's best racing venues. Temperatures as high as 101°F made the blasts of hot air feel like opening an oven door on Saturday at the Columbia Gorge One Design pre-regatta. Fresh water, stiff 20-30 knot breezes everyday with gusts to 35, and spectacular scenery made the sailing spectacular.

The river current of up to 3 knots made the upwind beats short and the ripping downwind reaches super fun and long! The start line of each race presented a formidable challenge with competitors vying for position while the current was pushing boats up to and sometimes over the line. There was at least one general recall each day of racing, (unfortunately during our best starts). However, we

had one brilliant start on Saturday, winning the boat end with a clear lane right into a lift, which got us to the top mark in fourth place.

Another highlight of ours was recording the second fastest speed of the entire fleet in the "speed challenge," 17.5 knots over the ground and into the current, which meant a true speed somewhere close to 20kts! On one spinnaker set, we missed the full hoist mark on the spinnaker in 30 knots of breeze, which earned us the wipeout picture of the day on the Sailing Anarchy website. Another stand out memory was the decision to sail in front of a barge headed down river instead of

editor, Joe Cline was aboard. As the ad sales guy for *Northwest Yachting Magazine*, I just had to beat him. We're actually good friends who share a pedestal winch on the TP 52 *Glory*. *Pickled Beets* sailed great and made us sail our best, but in the end we nipped them by merely one point.

The social scene was complemented by competitive lawn sports of bocce and nunchuck Wiffle ball, birthday party barbecues and all the recreational activities of the Gorge: kite boarding, SUP, hiking and fishing, among others.

Our team learned something every day and ended up 14th overall



*There were plenty of wipeouts on the Gorge during the Melges 24 Nationals. here Distraction goes for a spin. At left, the fleet charges to weather on starboard tack, fighting for a clear lane in the best current.*

making the "safe" call and gybing away from it. We were reaching downwind at a speed of 15-16 knots as we crossed in front of the barge and tug by about 50 yards, knowing full well that if we spun out, it would mean the end of our day and quite possibly the end of our lives too. It was a white-knuckled and breath-holding ride for the few seconds it took us to make it across the bow into clear waters again. We figured we were OK in our decision to do this as we never received the 5-blast horn "love song" from the tug and barge.

There were a slew of Northwest teams that were on our radar to beat at this year's event: John Rahn's *Pickled Beets*; Manfred Schmeidl's *Brio*; Alex Krawarik's *Rogue*; Glenn Klute's *Trophy Wife*; Dan Kaseler's *Raptor Deck*; Matt McGregor's *Good Enough*; Herb Cole's *Judo Chop*; and Kevin Welch's *Mikey*. *Mikey*, *Raptor Deck*, *Good Enough*, and *Judo Chop* had an extra gear we did not, so our rivalries with our friends aboard *Trophy Wife*, *Pickled Beets*, *Rogue*, and *Brio* became the focus. Our biggest rivalry was with *Pickled Beets*, for one big reason: 48° North Magazine

with a top 10 finish in the pro division. It is truly amazing how fast the top teams are, they are certainly in a league of their own. But we were elated to be able to hang with them both upwind and down for a leg or two.

Best of all, Joe and I will have something to talk about during the fall races in between tacks aboard *Glory*.

*The 12 Happy Thoughts crew. Northwest Yachting's Aaron Bronson is second from right.*



*Gorge conditions challenged every crew, all the time.*





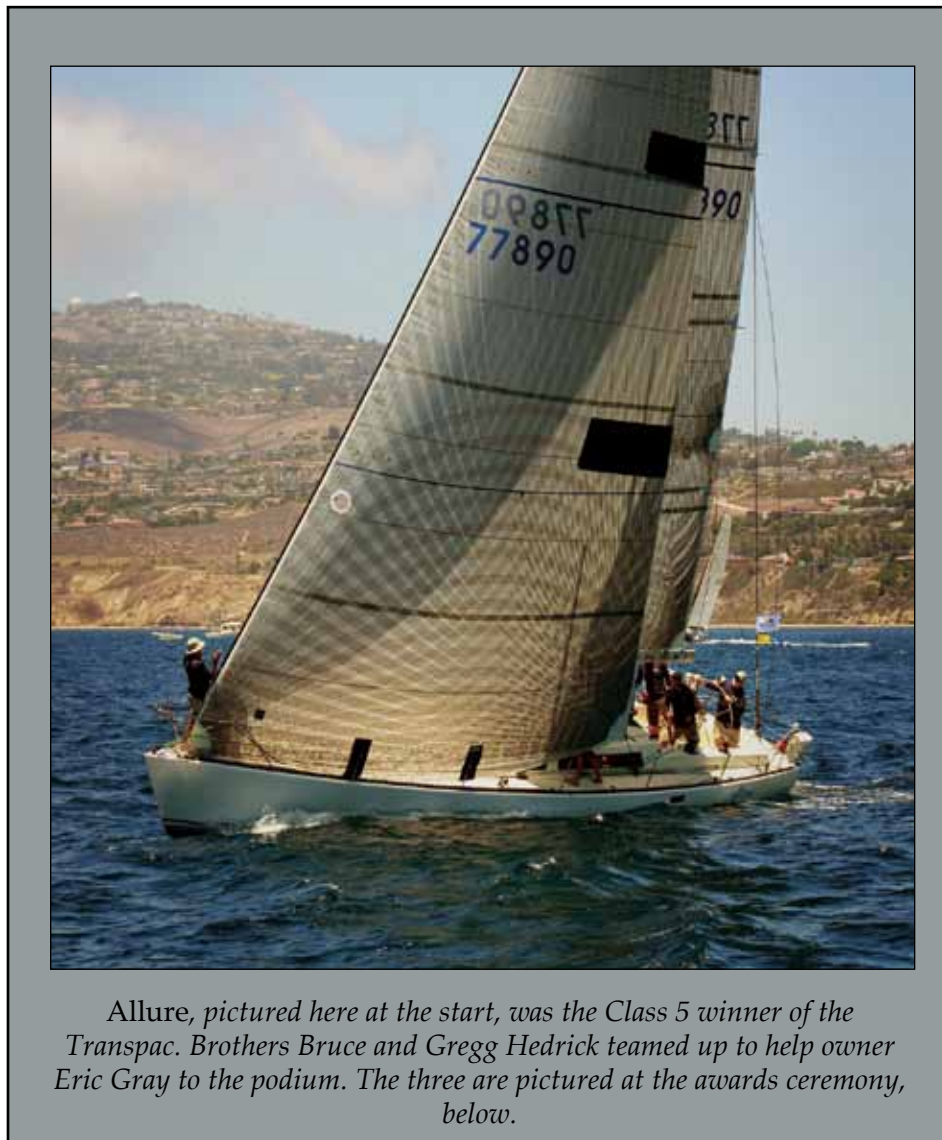
TRANS PAC 2015

## Boats with a Northwest Connection Do Well!

We have been commenting about how weird the weather has been since last fall and even the offshore races have not been exempt from Mother Nature's whims. Combine that with a staggered start and you have a formula for big winners and big losers. In the best of times you know that with a staggered start sometimes you eat the bear and sometimes the bear eats you.

The slower-rated boats and the Aloha (Cruisers) Class got away from the Point Fermin starting line just off of Long Beach on July 13th. These were the two largest divisions (Div 7 & 8), each consisting of 11 boats and they had by far the best conditions for getting away from the coast and into the "more normal" breeze offshore. Included in that group was the 84' schooner *Martha* out of Port Townsend who clearly enjoyed the first couple of days of breezy reaching conditions and really looked in contention until the breeze went light near the finish.

The next start was on Thursday July 16th and featured three divisions including the nine boat Fabulous 50 fleet made up of only Santa Cruz 50's and 52's and they weren't the fastest boats to start that day. That honor went to Division Four which consisted of an Elliott 35 SS, two Rodgers 46's and three J-125's. One of those was Greg Slyngstads' *Hamachi* who ended up finishing third boat for boat and correcting out to a four hour win in their divi-



*Allure, pictured here at the start, was the Class 5 winner of the Transpac. Brothers Bruce and Gregg Hedrick teamed up to help owner Eric Gray to the podium. The three are pictured at the awards ceremony, below.*

sion. There were some well known names from the Pacific Northwest on *Hamachi* including Erik Bentzen, Fritz Johnston, Matt Gregory, Fritz Lanzinger, and Jonathan McKee.

The Thursday start clearly drew the short straw as conditions were anything but normal. After getting away from the coast, the Thursday starters had three days of beating in light air and rain as they contended with the remnants of Hurricane Dolores and Tropical Storm Enrique. Plus in order to avoid the light air caused by these storms, you had to

sail north. What? You never have to sail north on TransPac! You clear the west end of Catalina, start reaching to the southwest, hoist the kite on day two or three and then smoke downwind in the trades trying to find the favorable gybe to get you to a Mai Tai the fastest way possible. Not this year.

The fabulous 50's had some great racing even if it did start out as beating in light air for three days. On day four, five of the nine boats were in sight of one another and there was even a port-starboard crossing where the port tacker got waved across. Who wants to restack the rail to dc two clearing tacks? In the end, it was Eric Gray's Santa Cruz 50 *Allure* that was first to finish beating the faster SC 52 *Lucky Duck* across the line by nine minutes. It was even closer on corrected time as *Allure* beat second place and previous TransPac winner, the SC 50 *Horizon*, by only two minutes and 52 seconds. *Allure* was put together for this race by my brother Gregg Hedrick and it showed as we only broke two Tylaska shackles on the entire race and those only failed because they were a bad design. I had the good fortune to navigate *Allure*.

The big money started last on July 18th with the notable exception of the monster trimaran, the 105' *Lending Club 2*, who looked at the

conditions and decided to drop out of the race and, rather than start on the 18th, decided to start on the 15th. The only thing they wanted was the fastest possible elapsed time to the Islands and they got it in a big way taking only three days and 18 hours to complete the 2,225 mile course, an average speed of 24.72 knots. The rest of the multihull fleet consisted of two Gunboat 66's and a Gunboat 62 that enjoyed a relatively calm crossing with *Phaedo* winning.

The rest of the biggest and fastest boats had a relatively easy start and got into the breeze which allowed them to pass most of the boats that started on the 16th in three days or less. Most of the focus was on the Division One boats which were the three 100-footers, the largest group to ever run in a TransPac. The favorite was *Wild Oats IX* which had been chartered by Roy P. Disney and crewed by half the Pyewacket group. They were a relatively easy first to finish and corrected out to first in Division as well.

Division Two served as a reminder that once again if you're in a class with TP 52's and you don't have one, you are going to lose to them as these three purpose built rocketships took the top three places. First place finisher *Bolt* was also third overall.

Considering history, it may be difficult to believe that with all the advancements in hull design and construction technology that the Santa Cruz and Andrews 70's are now on the third rung of the ladder in terms of estimated speed to Hawaii.



However with the time on time scoring system the 70's took 1st, 2nd, 4th, 5th, 6th and 9th overall. First overall went to the SC-70 *Grand Illusion* who also won the race in 1999 and 2011. There's a pattern here.

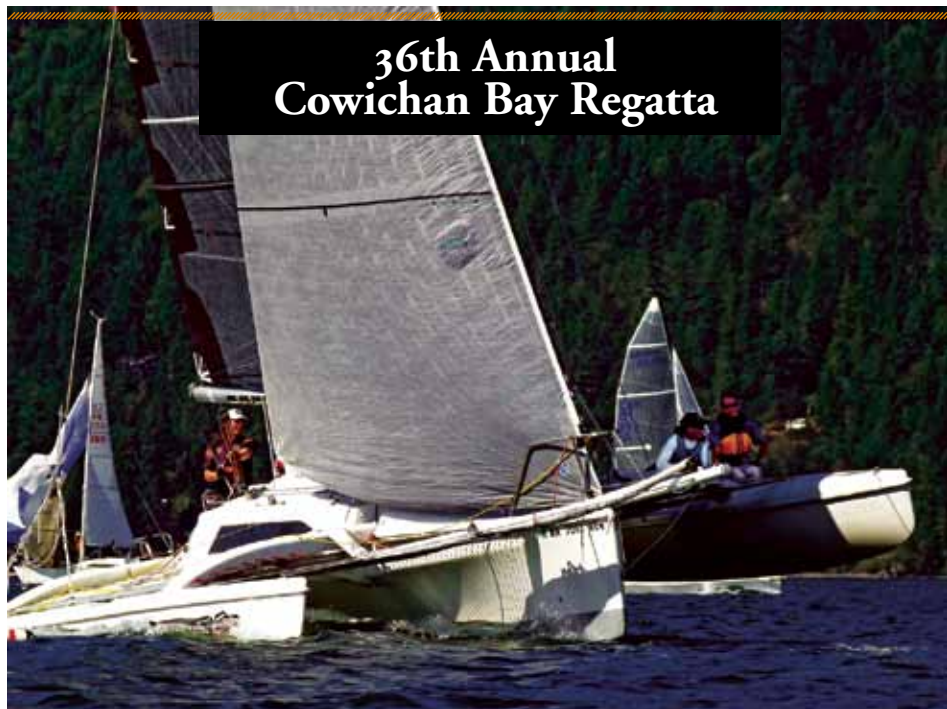
All in all, a very different TransPac and real challenge for navigators and tacticians. It would be very surprising if you ever see boats like the 100-ft speedster *Ragamuffin* go as far north as Santa Cruz in order to make the best speed to Hawaii again. For complete results go to: [www.TransPacYC.com](http://www.TransPacYC.com)

— Bruce Hedrick

*Eric Gray on the helm while Gregg Hedrick tended the spin sheet.*







## *"Eighty-four Boats in the Big Little Regatta"*

Once again, Cow Bay delivered a great regatta. On the long BC Day weekend, July 31 to August 2, the 36th annual Cowichan Bay Regatta and Northwest Multi-hull championships were hosted by the Cowichan Bay Sailing Association at Kil-Pah-Las Beach in beautiful Cowichan Bay.

Eighty-four boats competed in eight divisions, including a 14-boat multi-hull fleet Marten one-design

fleets. Boats travelled from Vancouver, NanOOSE Bay, Esquimalt, Victoria, Anacortes, Bellingham and the Seattle area. It was a great turnout for "the big, little regatta."

The race committee, headed by Primary Race Officer, Paul Uliberri, managed to run at least four races (and as many as seven) for each class over the two days. The weather was wonderfully cooperative. 'The doctor' arrived as usual around 11:30



*Son of Raven won the multihull class and Optical Illusion dominated PHRF-2 in yet another great Cow Bay Regatta. Photos by Andrew Madding.*

blowing from the southwest with wind speeds ranging from 8 to 15 + knots for both days of racing.

The winners of the coveted Cow Bay trophy were April and Paul Faget on *Ogopogo* from Galiano Island. And the multi-hull championship went to Zollitsch and Peterson on *Osprey* from Bellingham.

Cowichan Bay is a picturesque village located in Vancouver Island's Cowichan Valley, 45 minutes north of Victoria. The village offers sailors a

great selection of places to eat and hydrate within a short walk from regatta headquarters at Kil-Pah-Las Beach.

A big thank you goes to the event sponsors: Cowichan Tribes (upon whose land the event is held), UK Sailmakers NW, Averill Creek Winery, Hilary's Cheese, Skye Marine Ltd, the Sailing Shop at Trotac Marine, Oceanside Suites, Westerly Yacht Sales, True Grains Bread, Blast Performance Sailing, and EK Hair Design. - **Brigid Reynolds**

## Star and Farr Championships in the Northwest

*The Pacific Northwest is playing host to high profile regattas in the coming weeks.*

Following on the success of the CSR Melges 24 US National Championship on the Columbia River Gorge August 6-9, CSR is also sponsoring the Star Class North American Championship in Seattle. The event, to be held September 1-6, is being hosted by Seattle Yacht Club. Even in the foiling age, this venerable class still attracts the very best sailors to hone their skills. In our own Seattle fleet there are several skippers racing at a championship level.

Seattle's growing Farr 30 fleet is bringing the world championship to Corinthian Yacht Club in October. The "Pre-Worlds" will be held in conjunction with the standing PSSC regatta, and the Worlds will be held Oct 12-17. A couple of boats have already been purchased and brought to Seattle for the event.



*Derek DeCouteau practicing a "close" Star mark rounding earlier this year. Jan Anderson photo.*



## WHIDBEY ISLAND RACE WEEK



“As if on cue, Penn Cove delivered”

### Whidbey Island Race Week Reborn

There's a positive energy about Whidbey Island Race Week that not only allows it to survive big transitions, but somehow makes it more appealing each time. And while the fleet is nowhere close to the size it once was, new Race Week owners Charley and Schelleen Rathkopf have the energy that should allow it to grow.

For the record, the overall winner was longtime Race Week competitor Ken Chin and crew aboard *Kowloon*. For the effort he got use of a Tesla Model S electric car for a day, a way more enticing award than a pickle dish.

But the real story of Race Week was ashore where there were several meaningful improvements aimed at involving participants and their families well beyond the buoys and beer tent.

The new WIRW Kids Camp included fun island outings like a private tour of the Admiralty Head Lighthouse and Fort at Camp Casey, a cruise into Penn Cove on the schooner *Suva* to see the sailboat racing, a trip to the Rosario Tide Pools to have a guided tour by naturalists through the tide pools, and many other fun outings and projects. The kids also enjoyed sailing Opti sailboats every afternoon and

learning new skills and gaining new confidences at the helm.

The new spectator cruises aboard *Suva* were also big hits and each of the three cruises open to the public was sold out. Longtime Race Week supporters, Stan and Paige Stanley, hosted the cruises that took the



The crew of Mike were fully hiked. Kevin Welch's Mikey and Mikey Kids were first and second respectively in the 11-boat Melges 24 class. The kids were the big winners. Their cruise aboard *Suva*, top, was one of many activities.

public out to the race course, where they received front row seats and a sailboat racing tutorial delivered by the Stanleys.

All fleets ended their week at WIRW with either 11 or 12 races,

and winds were mostly in the teens. As if on cue, Penn Cove delivered.

The largest fleets were the Melges 24 and J/105s, with 11 and 10 boats respectively. The J/105 fleet has improved a lot from two years ago when Jerry Dierks on *Delirium* won every race for the first four days.

This year, in 12 races, five different racers had bullets, and all but one boat had a finish in the top 3. Despite the improved competition, Jim Geros on *Last Tango* won the fleet with a 10 point margin.

In the Melges fleet, Kevin Welch, on *Mikey* dominated the fleet, throwing out a DNC in the last race and finishing with a total of 14 points. A distant second was *Mikey Kids* sailed by Kevin Welch's kids (39 points), and Mark Noel on *Eclipse* one point behind.

Most of the PHRF fleets had one or two boats that dominated, including *Shrek*, *Ogopogo*, and *Itchy & Scratchy*. However, *Kowloon's* performance was the most dominating, with 12 points in 12 races.

The Dinghy Weekend portion of Race Week came through with ample participation, largely due to the 15 Kona Sailboards. Other boats participating in various classes included Hobie Cats, F18, A-Cats, a Snipe, an E Scow, a Windmill, and 2 CFJ sailed by OHYC juniors sailed in the small boat portion of the regatta the weekend before the big boats raced. Both days it was necessary for the RC whalers to tow the cats out to Penn Cove to wait for the breeze to fill. Races were conducted in light 4-8 knots of air on Saturday with three races completed. The Konas needed a lot of coaching on the Rule 26 starting procedure, but by the last race had figured out the system. Sunday there was no wind and no racing.

Next year's Whidbey Island Race Week dates are July 11-15, 2016. Results for this year are available at [whidbeyislandraceweek.com](http://whidbeyislandraceweek.com).



# Boats For Sale

Northwest Yachting "Boats for Sale" provides a listing of power and sailboats for sale by yacht brokers throughout the West Coast. To use it, just find the size, type, year, power and price. Then, note the broker's name and turn to their ad in this issue listed under "PG" to get the broker's address and phone number.

SZ TYPE YR PR PRICE BROKER PG SZ TYPE YR PR PRICE BROKER PG SZ TYPE YR PR PRICE BROKER PG SZ TYPE YR PR PRICE BROKER PG

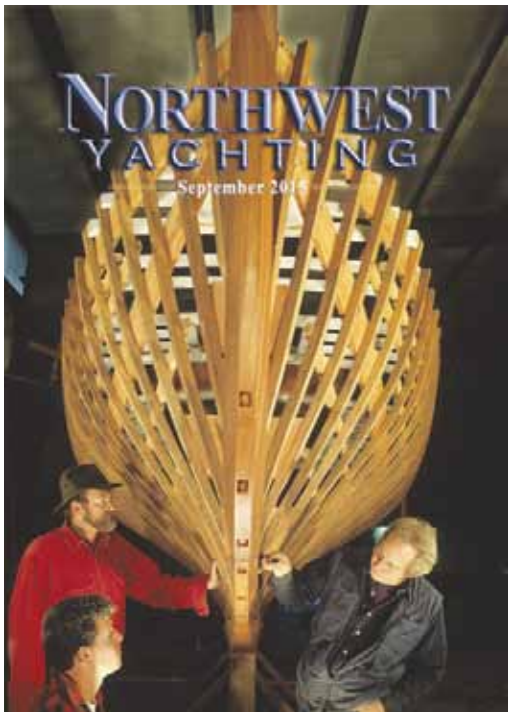
## POWER

11	Zodiac Rib	03	OB	10,500	Irwin PDX	9	27	Ranger	11	D	134,900	Denison Yts	102	30	Bertram	84	TG	39,000	ElliottBay	37	34	Sea Ray	00	TG	114,000	NWYachtnet	89
15	Trojan	58	OB	5,900	Stan Miller	11	27	Ranger Tug	11	D	129,900	Bellingham	6	30	Californian	79	D	37,000	WestYachts	33	34	Sea Ray	00	D	75,000	Tradewind	91
16	Century	59	G	16,900	NWYachtnet	89	27	Ranger Tug	12	D	155,000	RangerTugs	7	30	Cutwater	15	D	Call	Bellingham	6	34	Sea Ray	07	TG	127,500	ChuckHovey	25
19	Sea Ray	78	G	2,500	FridayHarborYt29		27	Wellcraft	03	OB	69,500	MarineServctr	19	30	Fino	75	TG	199,000	CrowsNest	17	34	Sea Ray 340	05	TG	129,000	Irwin	9
20	North Rip	05	D	78,000	Stan Miller	11	28	2855 Ciera	02	G	25,000	Irwin	9	30	Hydroplane	11	D	599,000	ChuckHovey	25	34	Tollycraft	70	TD	29,000	NHarborYS	87
21	Maxum SC3	07	G	16,500	FridayHarborYt29		28	Albemarle	98	TD	69,000	Stan Miller	11	30	Maxum	98	TG	35,900	Irwin	9	34	Tollycraft	74	TG	29,900	NWYachtnet	89
21	Ranger Tug	04	D	24,900	MarineServctr	19	28	Albin	04	D	72,500	Stan Miller	11	30	Regal	08	TG	89,000	Irwin	9	34	Tollycraft	75	TG	37,500	Port Gardner	86
22	Grady White	02	OB	29,900	FridayHarborYt29		28	Aspen Pwr Cat	09	D	47,500	AspenCats	34	30	Regal 3060	08	TG	87,500	NWYachtnet	89	34	Tollycraft	79	D	35,000	LaConnerYS	88
22	Hewscraft	05	OB	34,900	MarineServctr	19	28	Aspen Pwr Cat	10	D	175,000	AspenCats	34	30	Sea Ray 290	93	G	19,900	SeattleYachts	43	34	Tollycraft	87	TG	52,950	Irwin	9
22	Robalo Sport	07	OB	39,950	MarineServctr	19	28	Bayliner	11	G	89,500	Denison Yts	102	30	Seasport	04	TD	130,500	NHarborYS	87	34	Tollycraft	88	TG	87,500	Port Gardner	86
22	SeaSport	99	G	36,900	LaConnerYS	88	28	Bayliner	94	G	33,377	BananaBelt	77	30	Tollycraft	85	TG	35,000	LaConnerYS	88	34	Webbers Cove	66	D	69,500	Swiftsure	39
22	Surf Scoter	95	G	19,900	WestYachts	33	28	Bayliner	94	G	22,500	LaConnerYS	88	30	Tollycraft	87	TG	42,500	LaConnerYS	88	35	Bayliner	95	TD	89,900	NHarborYS	87
24	Bayliner	92	G	18,912	BananaBelt	77	28	Bayliner	94	G	22,500	LaConnerYS	88	30	Tollycraft	88	TG	39,500	Irwin	9	35	Bayliner 3488	01	TD	114,500	Port Gardner	86
24	Bayliner 2452	94	G	8,900	FridayHarborYt29		28	Bayliner 285	05	G	47,500	Port Gardner	86	31	Camano	06	D	139,500	Stan Miller	11	35	Bayliner 3587	96	TD	69,900	Irwin	9
24	Bayliner 246	09	G	49,900	Irwin	9	28	Bayliner 289	08	G	69,950	SeattleYachts	43	31	Camano Trawle	93	D	81,900	WaterLine	32	35	Bounty	79	TD	105,000	Bristol	87
24	Larson	07	G	43,700	NWYachtnet	89	28	Beals Lobster	52	D	63,500	FridayHarborYt29		31	Four Winns	06	TG	89,900	Irwin	9	35	Cabo	00	TD	179,000	Stan Miller	11
24	Larson Cabrio	07	G	44,900	NWYachtnet	89	28	Beneteau	14	TG	New	Denison Yts	102	31	Four Winns 31	06	TG	99,000	WaterLine	32	35	Cabo	06	TD	279,000	Stan Miller	11
24	Sea Ray	08	G	39,000	NWYachtnet	89	28	Carver	93	G	38,000	Tradewind	91	31	Jupiter	04	TG	109,000	ChuckHovey	25	35	Carver	00	TG	109,500	ElliottBay	37
24	SeaSport	95	G	44,500	LaConnerYS	88	28	Chaparral	99	TG	24,900	Irwin	9	31	Ranger Tugs	14	D	249,000	Northwest	61	35	Chaparral	01	TG	74,850	Irwin	9
25	Cobalt Cuddy	99	G	24,900	NWYachtnet	89	28	Chris Craft	08	D	96,500	EmeraldPac	13	31	Sea Ray 310	08	TG	114,900	Irwin	9	35	Chapparal 350	02	TG	83,500	Signature	27
25	Ranger Tug	08	D	92,500	Bellingham	6	28	Chris Craft	73	TG	19,900	Port Gardner	86	31	Sea Ray 310	96	TG	39,950	Irwin	9	35	Glacier Bay	07	TD	286,000	AspenCats	34
25	Ranger Tug	14	D	122,500	Irwin	9	28	Cutwater	15	D	195,000	Bellingham	6	32	Bayliner	86	TD	34,999	Bristol	87	35	Monk	50	G	29,900	NWYachtnet	89
25	Rinker 250	02	G	25,000	Irwin	9	28	Cutwater	15	D	Call	Bellingham	6	32	Bayliner	87	TD	66,231	BananaBelt	77	35	Nexus	03	D	375,000	Swiftsure	39
25	Stimson	32	D	19,500	NWYachtnet	89	28	EagleCraft	01	D	135,900	EagleCraft	26	32	Bayliner	89	TG	52,170	BananaBelt	77	35	Ponderosa	85	D	64,900	WaterLine	32
26	Bartender	11	G	78,000	Bristol	87	28	EagleCraft	07	OB	118,900	EagleCraft	26	32	Bayliner	89	TD	75,312	BananaBelt	77	35	Ponderosa	87	TD	64,850	LaConnerYS	88
26	Bayliner	93	G	7,500	FridayHarborYt29		28	Grady White	90	OB	29,500	FridayHarborYt29		32	Bayliner	89	TD	73,888	BananaBelt	77	35	Sea Ray	10	TG	188,900	ChuckHovey	25
26	Bayliner 246	07	G	49,500	Port Gardner	86	28	Precision	96	TD	59,900	Stan Miller	11	32	Bayliner	95	TG	36,950	Irwin	9	35	Sea Ray	91	TG	29,900	LaConnerYS	88
26	Carver	86	G	21,500	NWYachtnet	89	28	Sea Ray	90	TG	19,900	WestYachts	33	32	Bayliner	96	TG	39,200	ElliottBay	37	35	Sea Ray Sunda	09	TG	175,000	ElliottBay	37
26	Chris Craft	62	G	20,000	Port Gardner	86	28	Sea Ray 280	04	TG	58,900	Irwin	9	32	Bayliner 3288	89	TD	38,500	Irwin	9	35	Silverton	98	TD	169,302	BananaBelt	77
26	Glacier Bay	05	TG	104,000	AspenCats	34	28	Skipjack	02	TD	17,500	LaConnerYS	88	32	Bayliner MY	89	TD	39,900	NWYachtnet	89	35	Tiara	98	TD	124,000	Irwin	9
26	Glacier Bay	07	TG	112,350	AspenCats	34	28	Tollycraft	68	TG	18,000	Bristol	87	32	Cabo	06	TD	225,000	Stan Miller	11	35	TiaraOpen	00	TG	165,000	CrowsNest	17
26	Nordic Tug	81	D	69,500	SeattleYachts	43	29	Aspen C90	13	D	210,000	AspenCats	34	32	Cabo	07	TD	265,000	Stan Miller	11	35	Viking	78	TG	39,000	WaterLine	32
26	Nordic Tug	88	D	79,500	WestYachts	33	29	Aspen C90	13	D	221,000	AspenCats	34	32	Carver	84	TG	39,814	BananaBelt	77	35	Vinette	99	D	79,500	ElliottBay	37
26	Sea Ray 260	07	G	54,900	Irwin	9	29	Cobalt	02	G	44,900	Irwin	9	32	Carver 3297	87	TG	27,500	Port Gardner	86	36	Albin	78	D	54,500	Port Gardner	86
26	Seaswirl 2601	02	D	49,200	NWYachtnet	89	29	Kenady	82	N	54,500	Irwin	9	32	Coastal Craft	02	D	205,000	MarineServctr	19	36	Carver 36 MY	07	TG	199,000	WaterLine	32
26	Soundcraft	02	D	87,500	LaConnerYS	88	29	Ranger Tug	12	D	199,000	WestYachts	33	32	EagleCraft	07	D	215,900	EagleCraft	26	36	Carver 366 Mo	03	TG	94,900	WaterLine	32
26	Tollycraft	73	D	25,000	ElliottBay	37	29	Ranger Tugs	12	D	194,900	Northwest	61	32	Envision	08	TG	69,900	NWYachtnet	89	36	Cheoy Lee	76	TD	39,500	LaConnerYS	88
26	Tollycraft	73	G	14,900	NHarborYS	87	29	Sea Ray	95	G	24,500	FridayHarborYt29		32	Envision	08	TG	79,900	NWYachtnet	89	36	Chris Craft	83	TD	75,000	Stan Miller	11
26	Tollycraft	73	G	20,500	Port Gardner	86	29	Sea Ray 290	07	TG	62,500	Irwin	9	32	Grand Banks	67	D	34,900	LaConnerYS	88	36	Egg Harbor	78	TD	39,000	ElliottBay	37
26	Tollycraft	74	G	21,500	Irwin	9	29	SeaRay Sundan	08	TG	74,500	ElliottBay	37	32	Grand Banks	73	D	34,900	WestYachts	33	36	G Banks Sedan	88	D	189,000	NWExplor	14,15
26	Tollycraft	77	G	16,000	Bristol	87	29	Tiara	04	TG	149,000	OceanAlex	2,3,8	32	Grand Banks	80	D	89,500	ElliottBay	37	36	Grand Banks	71	TD	40,000	ChuckHovey	25
27	Bayliner	80	G	13,500	BananaBelt	77	29	Tiara	98	TG	65,000	OceanAlex	2,3,8	32	GrandBanks	70	SD	39,000	Hebert	23	36	Grand Banks	71	TD	57,000	Irwin	9
27	Boston Whaler	92	TG	68,500	Tradewind	91	30	Back Cove	16	D	Call	Bellingham	6	32	Grandbanks	74	D	75,500	NHarborYS	87	36	Grand Banks	71	TD	39,900	Stan Miller	11
27	Glacier Bay	05	OB	82,500	AspenCats	34	30	Bayliner	06	TG	62,850	LaConnerYS	88	32	Monterey	00	TG	59,950	Irwin	9	36	Grand Banks	73	TD	84,900	Stan Miller	11
27	Maxum SCR	94	G	15,900	FridayHarborYt29		30	Bayliner	99	TG	69,989	BananaBelt	77	32	Nordic Tug	94	D	149,000	WestYachts	33	36	Grand Banks	76	TD	68,800	Denison Yts	102
							30	Bayliner	99	TG	34,950	Bristol	87	32	Nordic tug	98	D	129,000	AAAYachts	79	36	Grand Banks	77	D	99,000	Northwest	61
							30	Bayliner 305	06	TG	59,900	Signature	27	32	Nordic Tug	99	D	159,000	WestYachts	33	36	Grand Banks	90	D	139,000	SeattleYachts	43
							30	Bayliner 3055	99	G	38,000	Port Gardner	86	32	Nordic Tugs	03	D	179,900	Stan Miller	11	36	Grand Banks	95	TD	229,000	OuterReefYts	49
														32	Nordic Tugs	88	D	79,000	WaterLine	32	36	Grand Banks	99	TD	299,000	SeattleYachts	43
														32	Regal	01	TG	99,500	Hebert	23	36	Grand Mariner	78	D	69,500	Port Gardner	86
														32	Trojan	77	TD	38,000	Northwest	61	36	Heritage Twlr	77	D	59,000	WestYachts	33
														33	Bayliner	96	TD	111,920	BananaBelt	77	36	Island Gypsy	83	TD	59,000	Tradewind	91
														33	Bayliner 3388	96	TG	59,000	NWYachtnet	89	36	Lobster	91	SD	155,000	Hebert	23
														33	Bertram	77	TG	91,000	CrowsNest	17	36	Luhrs	00	TD	142,000	Stan Miller	11
														33	Blackfin	93	TD	115,000	OceanAlex	2,3,8	36	Monk	41	D	72,400	Northwest	61
														33	Great Lakes	81	D	69,900	Bristol	87	36	Sea Ranger	83	TD	59,900	FridayHarborYt29	
														33	Lifetimer	05	D	149,000	FridayHarborYt29		36	Selene	05	D	349,000	Denison Yts	102
														33	Maxum	99	TG	44,900	WaterLine	32	36	Storebro	84</				









# WHERE TO FIND NORTHWEST YACHTING

## WASHINGTON

### SEATTLE

**BOAT STREET**  
Bob Picot  
Wolfe Marine

### EASTLAKE/FAIRVIEW

Chandler's Cove  
Chuck Hovey Yachts  
Center For Wooden Boats  
Crow's Nest Yacht Sales  
Emerald Pacific Yachts  
Lake Uion Sea Ray  
Northwest Yacht Brokers Ass.  
Ocean Alexander  
Pete's Grocery  
Tye Yacht Club

### BELLVUE/EASTSIDE

Bellevue Financial  
Eastside Marine Brokerage  
Harbor Village Marina  
Kenmore Air Harbor  
Kirkland Yacht Club  
MaydenBauer Bay Yacht Club  
Newport Yacht Club  
Seattle Watersports  
West Marine  
Yarrow Bay Marina

### NORTHLAKE

Dunato's  
Fisheries Supply  
Gallery Marine  
Gas Works Park Marina  
High Seas Technology  
Irwin Yacht Sales  
Marine Sanitation  
Mariner's General Insurance  
Northwest Marine Trade Ass.  
North Sails  
Pacific Maritime Title  
Seacraft Yacht Sales

### SHILSHOLE/BALLARD

Alaska Marine  
Ballard Inflatable  
Ballard Mailbox  
Ballard Marine  
Canal Boat Yard  
CSR  
Shilshole Marina Building  
Coastal Marine Engine  
Corinthian Yacht Club  
Lieb Marine  
Lunde Marine  
Maritime Yacht Services  
Northern Marine  
Sail Northwest  
Salmon Bay Cafe  
Seattle Sailing  
Seattle Yachts  
Seaview East/West Boat Yrds  
Sloop Tavern  
Sure Marine  
The Shelter  
Waypoint Boating Club  
West Marine  
Wind works

### WESTLAKE

ABC Yacht Sales  
Advance Marine Group  
Anchor Marine Insurance  
Armchair Sailor  
Deli  
Dick Sproul Yachts  
Discovery Yachts  
Executive Yachts  
Hebert Yachts  
Island Yacht Brokers  
Kenmore Air  
Marine Servicerter  
Scan Marine  
Seacoast Marine Finance  
Selene Yachts Northwest  
Signature Yacht Sales  
Sport Boat NW  
Sterling Yacht Center  
Swiftsure Yacht Sales  
West Coast Yachts  
West Marine

### NICKERSON

All Aboard Upholstery  
Boat Electric  
MER Equipment  
Pat's Marine Engines  
Redden Marine  
Rich Haynie Insurance

### FISHERMAN'S TERMINAL COMMODORE WAY

Dominant Marine  
Kruger Propeller  
Lockhaven Marina  
Miller & Miller Boatyard  
Nortec Marine  
Pacific Rim Yachts  
Salmon Bay Marina  
Seattle Marine & Fishing  
SeaWide Distribution

### SALMON BAY MARINE CENTER

S3 Maritime  
Smart Plug  
Grand Banks International  
Fraser Yachts Worldwide  
Westport Yachts

### ELLIOTT BAY

Boat Insurance  
Elliott Bay Marina  
Elliott Bay Yacht Sales  
Emerald Harbor Marine  
Nordhavn Yachts  
Yacht Care

### MISCELLANEOUS

Bob's Boats  
Captain's Nautical Supply  
Cascade Engine Center  
Lakewood Marina  
Leschi Sailboat Moorage  
Queen City Yacht Club  
Ranger Tugs  
Seattle Yacht Club  
Sorensen Marine  
South Park Marina  
West Seattle Yacht Club

### ANACORTES

AAA Yacht Finders  
ABC Charters  
Anchor Yachts  
Anacortes Marina  
Anacortes Marine Insurance  
Anacortes Yacht Brokerage  
Anacortes Yacht Charter  
Banana Belt Boats  
Cap Sante Boathaven Office  
Cap Sante Marine  
Marine Servicerter  
Marine Supply & Hardware  
Nordic NW Yachts  
North Harbor Diesel  
NW Career Academy  
Northwest Yachts Skyline  
Pacific Marine Center  
Ship Harbor Charters  
Skyline Deli  
Skyline Marina Office  
Tom N Jerry's  
Twin Bridges Marina  
West Marine  
West Yachts

### AUBURN

Lake Washington Yacht Center

### BAINBRIDGE ISLAND

Dockside at the Wharfside  
Doc's Marina Grill  
Eagle Harbor Books  
Eagle Harbor Marina  
Eagledale Moorings  
The Harbour Pub  
Winslow Wharf Marina Office  
Parfitt Way Chandlery

### BELLINGHAM

Alaska Ferry Terminal  
Bellhaven Marina  
Bellingham Yacht Club  
Bellingham Yacht Sales  
Bellweather Boat Launch  
Colony Wharf Boat Yard  
Squalicum Harbor Office  
Marina Gate 12  
Northwest Explorations  
Pacific Marine Exchange

San Juan Sailing  
Seaview Boatyard  
Web Locker Deli  
West Marine

### BLAINE

Blaine Harbor  
Blaine Marine Services  
Diamond Yacht Sales  
Semiahmoo Marina  
Visitor Information Office  
Western Yacht Systems  
West Marine

### BREMERTON

Bremerton Yacht Club  
Port Washington Marina  
West Marine

### BRINNON

Pleasant Harbor Marina  
Pleasant Harbor Old Marina

### BROWNSVILLE

Brownsville Marina  
Port of Brownsville

### DES MOINES

Classic Yachts  
CSR Marine  
Des Moines Library  
Des Moines Marina  
Des Moines Yacht Club

### EDMONDS

Edmonds Yacht Sales  
Harbor Square Athletic Club  
Pancake Haus  
Port Office  
Prime Marine Supply  
West Marine

### EVERETT

Bayside Marine  
Bob's Mukilteo Handi Mart  
Dan's on the Dock  
Everett Engineering  
Everett Park & Ride  
Everett Yachts  
Everett Yacht Club  
Henry's Donuts  
Harbor Marine  
Milltown Sailing Club  
One Stop Deli  
PK's General Store - North/South  
Popeyes  
Port Gardner Yachts  
Port Office - South  
S & S Deli  
Totem Drive-In  
West Marine  
Westernco Donuts

### FEDERAL WAY

Quartermaster Marina

### FIFE

West Marine

### FREELAND

McQueens

### GIG HARBOR

Arabella's Landing  
Emerald Bay Yachts  
Gig Harbor Yacht Sales  
Gig Harbor Boat Works  
Gig Harbor Sailing Club  
Harbor Homes Design  
Harborview Marina  
Lighthouse Marine  
Outdoor Display  
Murphy's Landing  
Ship to Shore Marine Supply  
Sunset Yachts  
Tides Tavern  
West Marine

### ILWACO

Englund Marine  
Port Of Ilwaco

### KENNEWICK

Clover Island Yacht Club

### KEYPORT

Keyport Mercantile

### KINGSTON

Kingston Marina Office  
Kingston Yacht Club

### LACONNER

Boater's Discount Marine  
LaConner Fuel Dock  
LaConner Marina Office  
LaConner Maritime Services  
LaConner Yacht Sales

### LANGLEY

Langley Clock & Gallery  
Port of South Whidbey

### LONGVIEW

Longview Yacht Club  
Willow Grove Marina

### LYNNWOOD/BOTHELL

67th Ave Deli  
Assembly Line Design  
Bothell Handi Mart  
Martha Lake Foods  
Mill Creek Post Office  
Mountlake Terr. Super Deli  
Silver Horde Fish Supply  
Ted's Sport Center  
The Foam Source

### MARYSVILLE

4th Street Market  
Boatland USA  
Dagmar's Landing  
Henry's Donuts  
Mercer Marine  
RV & Marine Supply

### MT VERNON

Sunchaser Yachts

### NINE MILE FALLS

Harborside Yachts

### OAK HARBOR

Bristol Yachts  
Catalina Marina Service  
Deception Pass Marina  
Oak Harbor Yacht Club  
Oak Harbor Marina  
Windermere Real Estate

### OLYMPIA

Capital City Yachts  
Motor Boat Mart  
Olympia Yacht Club  
Swantown Marina & Boatworks  
U.S. Marine  
West Bay Marina  
West Marine

### PASCO

Columbia Marine Center  
Richland Yacht Club

### POINT ROBERTS

Point Roberts Marina Resort  
West Wind Marine

### POULSBO

Bay Marine  
Liberty Bay Marina  
Longship Marine  
Port of Poulsbo  
Poulsbo Yacht Club  
Gig Harbor Yachts of Poulsbo  
Tradewind Yachts

### PORT ANGELES

Mariner Yacht & Boat Sales  
Platypus Marine  
Port Angeles Yacht Club  
Port Book & News  
Waypoint Electronics  
Westport Yachts

### PORT HADLOCK

Flagship Grill  
NW School of Wooden Boat  
Building  
Port Hadlock Inn

### PORT LUDLOW

Port Ludlow Marina

### PORT ORCHARD

Dockside Sales & Service  
Kitsap Marina  
Port Orchard Marina  
Port Orchard Marine Railway  
Port Orchard Yacht Sales  
Port Orchard Yacht Club  
Ship to Shore Marine Supply  
Suldans Boat Works  
Sinclair Inlet Marina  
The Swim Deck Gastro Pub

### PORT TOWNSEND

Admiral Ship & Supply  
Baird Boat  
Blue Moose Cafe  
Doc's Marina Grill  
Edensaw Woods  
Hasse & Co. Sails  
Boat Haven Marina Office  
Marine Exchange  
Point Hudson Marina Office  
Port Townsend Dive Shop  
Port Townsend Rigging  
SEA Marine  
Shipwright's Co-op  
Shoreline Marine Diesel  
Sound Sails  
West Marine  
Wooden Boat Foundation

### SAN JUAN ISLANDS

Cascade Bay Cafe  
Deer Harbor Boat Works  
Deer Harbor Marina  
Friday Harbor Yachts  
Island Marine Center  
Jensen Marine  
Kings Marine  
Orcas Store  
Port Of Friday Harbor  
Rosario Resort  
Roche Harbor Store  
Shipyards Cove Marina  
Tanbark Marine  
The Toy Box  
West Marine  
West Sound Marina

### SEQUIM

John Wayne Marina

### SHELTON

Jerrel's Cove Marina  
Northwest Powersports  
Shelton Marina

### SPOKANE

Harborside Yachts (Nine Mile Falls)  
Jimmy's News Express  
West Marine

### TACOMA

Breakwater Marina  
Citadel Marine Center  
Crow's Nest Marina  
Day Island Boat Works  
Day Island Marina  
Day Island Yacht Club  
Delen Docks  
Dock Street Marina  
Foss Waterway Marina Store  
Hyatt's Harbor Services  
Hylebos Marina  
J & G Marine Supply  
Modutech Marine  
Narrows Marina  
NorthwestBoatNet.com  
Point Defiance Boathouse  
Puget Sound Sailing  
Tacoma Yacht Club  
Tye Yacht Club  
West Marine Products  
Woody's Wharf

### UNION

Alderbrook Marina

### WESTPORT

Englund Marine

## ALASKA

### ANCHORAGE

Redden Marine  
West Marine

### KETCHIKAN

Ketchikan Yacht Club

### JUNEAU

58\*22' North Sailing Charter  
Juneau Yacht Club

### SEWARD

Sailing Inc.

### SITKA

Fisherman's Quay

## COLORADO

### HIGHLANDS RANCH

West Marine

## OREGON

### ASTORIA

Astoria Mooring Basins  
Englund Marine  
Pier 39

### CHARLESTON

Englund Marine

### CRESCENT CITY

Englund Marine

### EUGENE

The Sailing Center  
Eugene Yacht Club

### MEDFORD

Collins Sailing Center

### NEWPORT

Embarcadero Resort & Marina  
Port of Newport - South Beach

### PORTLAND

Channel Marine  
Columbia Crossing  
C Donaldson Marina  
Fred's Marina  
Hayden Island Yacht Center  
Inflatable Boat Center  
Irwin Yacht Sales  
Marine Land  
Marine Tech  
McCuddy's Marine  
Northwest Inflatable Boats  
Oregon Yacht Sales  
Passion Yachts  
Portland Yacht Club  
Rocky Pointe Marina  
Rodgers Marine Electronics  
Rose City Yacht Club  
Royal Marine Sales  
Sailboats Of Oregon  
Salpares Bay Marina  
Schooner Creek Boat Works  
Sextons Chandlery  
Tye Yacht Club  
Vercoe Yachts  
West Marine (2)  
Yacht Spot

### SALEM

Dennis' Boat Shop

### SCAPPOOSE

Channel Marine Services

### ST HELEN'S

St. Helens Marina

### UMATILLA

Umatilla Marina & RV Park

### WILSONVILLE

Riverside Yacht Club

### YACHTS

Dublin House

## CANADA

### CAMPBELL RIVER

Ocean Pacific Marine

### COAL HARBOR

Grand Yachts  
Westerly Yacht Sales

### VANCOUVER

Blue Pacific Yacht Charters  
Bonnie Lee Charters  
Cooper Boating  
Fraser Yacht Sales  
Freedom Marine  
Jerico Sailing Club  
Mt Seymour Yachts  
Ocean Yacht Equipment  
Olympic Boat Center  
Quick Nav Sailing Club  
Roton Industries Ltd.  
Royal Van Yacht Club  
Royal Vancouver YC (Stanley)  
Sea Breeze Marine  
Specialty Marine  
Stamps Landing Yacht Club  
The Quarterdeck  
Vancouver Rowing Club  
West Marine  
Western Yacht Sales  
Yacht Sales West  
Wright Mariner Supply

### RICHMOND

Bridgeport Marina  
Chevron Gas Barge  
Delta Charters/Yacht Sales  
Harbour Air South  
Mariners Exchange  
New West Quay  
Nikka Ind.  
Richmond Yacht Club  
River Rock Casino Resort Marina  
Shelter Island Marine  
Vancouver Marina  
West Marine Products  
Wolff Marine Supply

### LADNER

Ladner Yacht Club  
Massey's Marine

### NORTH VANCOUVER

Burrard Yacht Club  
Calibre Yachts  
Marine Systems/Coastal Engines  
Marisol Marine  
Popeyes 2  
Pro-Tech Yacht Services  
Quantum Sails

### WEST VANCOUVER

Boat Centre  
Sewells Marina  
Thunderbird Marine  
West Van Yacht Club  
Ya Ya's

### SUNSHINE COAST

B & J, Halfmoon Bay  
Bittersend Marine, Gibsons  
Gibson's Yacht Club  
John Henry's Marina, Garden Bay  
Petro Can, Madiera Park  
Secret Cove Marina  
Taylor Electric, Sechtel  
Union Steamship Marina  
Village Store, Gibson's

### VICTORIA

Boson's Locker  
Esso Ocean Fuels  
Lil Gem Grocery  
Oak Bay Marina  
Payne's Marine  
Royal Victoria Yacht Club  
Trotac Marine  
Victoria Marine Electric  
West Marine

### NORTH SAANICH

Advance Yacht Sales  
Canoe Cove Yacht Sales  
Canoe Cove Marina  
Canoe Cove Marina Cafe  
Deep Cove Store  
Jensen Marine Supply  
Royal Victoria Yacht Club  
Sherwood Marine Centre  
Sidney/N. Saanich Yacht Club  
Thunderbird Yacht Sales

### SIDNEY

AAA Yachtfinders  
All Bay Marina  
Boater's Exchange  
Capital City Yacht Club  
Grand Yachts  
JKK Sailmakers  
Philbrooks Boatyard  
Resthaven Store  
UK Sailmakers Northwest  
Van Isle Marina  
Waypoint Marine  
West Marine

### DUNCAN

Cowichan Bay Marina

### NANAIMO

Anchorage Marina  
Petro Can  
Hub City Yacht Sales  
Palms Harborside Marina  
Nanaimo Shipyards  
Nanaimo Yacht Club  
Passage Yacht Sales  
Skipper's Marine Centre  
Stone's Marine Center  
West Marine

### NANOOSE

Schooners Cove Yacht Club

### PARKSVILLE

Pacific Boat Brokers

### FRENCH CREEK HARBOUR

French Creek Marine

### ESQUIMALT

CFSA  
Goldstream Boathouse  
Goldstream Store  
Metchosin Country Store

## CALIFORNIA

### ALAMEDA

Ballena Bay Yacht Brokers  
Marina Village Yacht Harbor  
Oakland Yacht Club  
Pacific Yacht Imports  
Richard Boland Yachts  
West Marine

### ANTIOCH

Twin Rivers Insurance

### CHULA VISTA

Chula Vista Marina

### EUREKA

Englund Marine  
Ship Shop

### LONG BEACH

Sailing Pro Shop  
West Marine

### NEWPORT BEACH

Crow's Nest Yachts  
Chuck Hovey Yachts  
Factory Direct Yachts  
Holiday Marine Sales  
Ocean Alexander Yachts  
Orange Coast Yachts  
West Marine

### OXNARD

Channel Islands Harbor Marina  
Charlotte Schmidt Yacht Sales  
Valkyrie Yachts  
Vintage Marina

### SAN DIEGO

All The Kings Flags  
Crow's Nest Yachts  
Downwind Marine  
Fraser Yachts  
Mail Stop  
Marine Exchange/Sailing Supply  
Seabreeze Ltd.  
Sunshine Coast Yachts  
West Marine

### SAN FRANCISCO

City Yachts  
Oyster Cove Marina  
West Marine

### SAN RAFAEL

Marin Yacht Club  
Windjammer Yacht & Ship

### SANTA BARBARA

Santa Barbara Yacht Sales

### SAUSALITO

Golden Gate Yacht Sales  
Marotta Yachts  
Oceanic Yachts  
West Marine

### VENTURA

West Marine

### WILSONVILLE

Riverside Yacht Club

### ADDITIONAL

### WEST MARINE STORES

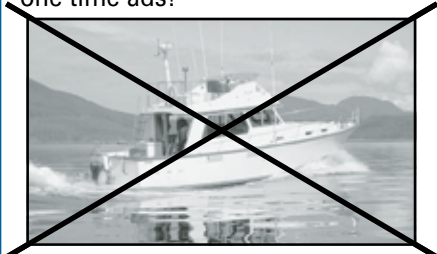
Dana Point  
Marina Del Rey  
Oakland  
Orange  
Palo Alto  
Redding  
Sacramento  
San Jose  
San Pedro  
Santa Cruz  
South San Francisco



# CLASSIFIED

**NOW EVEN BETTER!**  
With **FREE Full Color!**

Yes, make sure that your boat for sale really stands out with **FREE FULL COLOR** on all boats for sale ads! Includes "Run 'til you sell" ads and one time ads!



Not This



THIS!

## GET RESULTS! Advertise in the Northwest's Best Marine Classifieds!

- \$165** Run 'til you sell photo ad (up to six months). Includes photo and 30 words. **BOATS ONLY**
- \$65** One-time photo ad includes photo and 30 words.
- \$35** One-time classified, 30 words (text only).

**Note: Additional words accepted at the rate of \$.75 per word over 30 words. Banners are an additional \$10**

Ads may be placed in person, by mail or email. Visa/MC accepted. Payment must accompany ads.

**THE DEADLINE FOR CLASSIFIED ADS IS THE 5<sup>TH</sup> OF EACH MONTH**

"Run 'til you sell" ads run up to six months maximum. Please notify us when your boat sells.

Please check ads for mistakes or corrections the first month.

After the second month no changes will be made except for price or phone numbers.

For photo ads, please include a digital color print. (no slides or negatives please).

**MC/VISA #** \_\_\_\_\_ **EXP.** \_\_\_\_\_ **3-digit Verification Code** \_\_\_\_\_  
(located on back of credit card after account number)

To place an ad electronically please go to our website: [www.nwyachting.com](http://www.nwyachting.com)



**1989 X-119 (40')** by X-YACHTS of DENMARK High-quality racer/cruiser. Beautiful teak interior with enclosed head and three double staterooms. Specifications and photos: [www.cacciapomodora.com](http://www.cacciapomodora.com) **Asking \$89,500.** Bring all offers. (206) 601-3867. **S318-2**



**BLUEWATER INGRID 38** Fiberglass hull, sail-ready, go-anywhere cruising ketch. **\$60,000.** Beautiful traditional sea-kindly design, comfortable liveaboard. Many upgrades with offshore cruising planned. Details/contact info/photos on website: [ingridketchseptember.webs.com](http://ingridketchseptember.webs.com) **S348-2**



**C&C SHARK 24' — \$2500** This solid Canadian sailboat is lots of fun to sail. It is easy to sail for a beginner, but will perform for an expert. It is stable, well-built with strong fiberglass hull and iron fin-keel. Trailerable (no trailer). Many extras: 3 Jibs, 2 mains Spinnaker, Johnson 8 outboard, stove, compass, knotmeter, etc. Moored in Seattle. **206-550-4332. RobtBg@gmail.com. S359-12**



**CREALOCKSCHOONER 60'** 60ft W.I.B. Crealock designed schooner. Custom built by Peacock Boatworks, Long Beach California in 1997. Steel is Real! Every feature you can name. Comes with slip in Hawaii. Delivered to any port on the West Coast. Captain maintained. Leave tomorrow for only **\$255,000** [waxbrooke@yahoo.com](mailto:waxbrooke@yahoo.com) **S343-1**



**39' FOOT WOODEN CUSTOM CUTTER** 39' custom designed cutter built in 1931. Structurally rebuilt in the 1990's. Needs cosmetic work, possible interior update. Full set Dacron sails, cotton square rig. **\$25,000.** **360-424-7107 S341-2**



**1949 PHIL RHODES WINDWARD 34** LOA 34'6", beam 8'6", fir planking, oak frames, Yanmar 2GM diesel 100 hours. Lot of upgrades last 5 years. Ready to sail. **\$26,000.** In Port Townsend. Details and photos [www.seamarineco.com](http://www.seamarineco.com) or Bill at [brockbb66@gmail.com](mailto:brockbb66@gmail.com) **S350-2**



**PILOT HOUSE-1981 SATURNA 33** Designer William Garden. Cruise year round comfortably. **\$59,000** Survey valued over \$266,000 before recent improvements. Yanmar Diesel under 450 hours. Pictures @ "slowdancing.shutterfly.com" Tom: **206-450-9920 S352-9**



**FAST PASSAGE 39** 1979 Fast Passage 39. Roller furling foresails in good shape. Original mainsail. Rigging in good shape. Recently serviced Perkins 4.108 diesel. New stainless port lights. New dinghy with engine. Fresh bottom paint. New anchor. **\$99,999 CAN 250-354-3376 S360-2**



**CUSTOM HERMANSON 44** Looking for the ultimate ocean steel liveaboard cruiser? Look no further! **\$88,000** Has income potential [www.dutchlove.com](http://www.dutchlove.com) **305-989-7181 S349-2**



**CASCADE 29, 1972 NW BUILT SOLID FIBERGLASS** NICE inside/out. 18hp newer Yanmar, Force 10 heater & cookstove. Bottom paint & zincs in 2014. VHF, DS, Inverter, Extra sails, many recent upgrades. **\$18,500obo llwaco, 360-665-3633, beachcom@willapabay.org. S351-9**



**CATALINA 42 MK II 1996** Bristol condition. Popular 3stateroom layout. Lots of recent upgrades including new B&G instruments, radar & autopilot, charger/inverter, dodger/bimini, folding prop, life lines, bottom paint. Details and photos available at [www.yachtsoffered.com](http://www.yachtsoffered.com) **\$124,500 Andy 206-923-8420. S355-9**

## Power



**43' FOOT WELLCRAFT PORTOFINO** BEST VALUE IN BC, PORTOFINO IN EXCELLENT CONDITION, SLEEPS 6, ALL OPTIONS, 31 MPH, GOOD RUNNING CONDITION, stored indoors every winter, used in fresh water only, twin 454 mercruiser straight drives, rebuilt port engine 75 hours, starboard approx. 800 hours, 4.5kw kohler genset, sleeps six, full galley, full bathroom with shower, two wet bars, stereo, two tvs., new fridge, microwave, tv, twin air conditioners, new upholstery on aft deck, new sunbrella top, sits twelve on aft deck, anchor winch, and much more. JUST SURVEYED VALUE \$78,000. New replacement value \$500,000. **ASKING \$68,500.** [rlawrencedesign@telus.net](mailto:rlawrencedesign@telus.net) or call for details and more pictures... **250 804 8007** or toll free **1-866-675-3007. P317-2**



**FASTNET 45' - BOAT SHOW SPECIAL \$75,000.** At 3/lb - Cheaper than coffee! Holland-built, squeaky clean and bristling with high-end gear, this all-fiberglass sloop has a newer sail inventory and Yanmar turbo diesel. Two spacious staterooms fore and aft have heads of their own and lots of storage. **(509) 682-5950.** Go to [Vimeo.com/81840185](http://Vimeo.com/81840185) for video tour. **S345-6**



**1989 GULF 32 PH** Designer William Garden. Excellent condition with fully enclosed cockpit. All upgrades, routine maintenance and recent survey available. Sitka, Alaska Reduced to **\$40,000.** [ewindahl1940@gmail.com](mailto:ewindahl1940@gmail.com) **907-321-2663 S358-12**



**SEARAKER 50** One of 7 blue water cruisers built by Windward Marine, Inc. Visit: [www.sites.google.com/site/searakersvtrumpeter/](http://www.sites.google.com/site/searakersvtrumpeter/) for more information or with your preferred browser, search *Searakersvtrumpeter*. **S340-7**



# CLASSIFIED



**330 SUNDANCER 1997** Loaded. Twin 350s V-Drives Port = 4.4 hrs., starboard - 775 hrs. 4.5 kW generator. Perfect condition. Fresh bottom paint, zincs (6 mo.), new 8' dinghy, 2.2 Merc. OB, 3 sets canvas, TV, stereo, Furuno electronics. **\$51,500 obo 206-419-4436 P476-11**



**41' ROUGHWATER 1977 PH SEDAN** 185 hp Perkins diesel, 8k westerbeke generator, vhf, radar, chart plotter, Fathometer, autopilot, new upholstery, new sanitation system. **P395-10**



**1999 37' SEA RAY SUNDANCER.** Rare optional high gloss cherry interior with many up-grades. Less than 400 hours on 330 HP Mercruiser's and 5 KW gen. Air conditioning, Radar, GPS, Sounder, VHF, Stereo, new 30" flat TV, Power windlass, new polycarbonate enclosure, good canvass, always waxed and kept in covered moorage. Excellent condition. **\$89,900. P175-4**



**41' MERIDIAN 411, '05.** Beautiful 2005 Meridian 411 with T/Cummins 450hp diesels w/420 hrs, ZF electronic throttles, Onan 11.5 generator, AC, icemaker, washer/dryer, all electronics, Boston Whaler 110 Sport w/25hp Mercury. Full upper and lower enclosures. Moored at Kirkland Homeport Marina. **\$299,000.** More photos at <http://bit.ly/meridian411>. Darrellwest@hotmail.com. **P791-6**



**36' CARVER MY, '06.** Immaculate and fully outfitted - dinghy and Honda outboard. Ultraleather lounge w/integrated dinette, great galley, two TV/DVDs, Sirius radio and AM/FM/CD stereo provide for dockside entertainment. Two heads. T/Volvo Penta gas engines. **\$199,900. P864-10**



**26' FIBERGLASS GENTLEMEN'S SEAWORTHY LAUNCH 2005** 12 knots top with 56hp Yanmar diesel, 250 mile range. Bow thruster, electric head, GPS, VHF radio with hailer, stereo, spot light. Reduced to **\$39,900. 714-271-2628. P383-6**



**54' WM. GARDEN DESIGN,** built at Philbrooks yard 1968. A luxurious yacht for the Northwest, two staterooms, twin Cummins, 12 kw genset, double cedar planked. August 2014 hull and topsides survey states; "good condition, better than most of her peers." We just finished a sixteen-week 'restoration' from keel to mast head light and had her professionally painted. She's absolutely beautiful - see twenty new exterior photos online at [pacificmarine.org](http://pacificmarine.org). Call David **206.225.3360** to make an appointment to see her. **P918-1**



**57' CHRIS CRAFT CONNIE 1965 ESTATE SALE,** 8V71 Detroit, Mathers, 12KW Genset, 27' Flybridge, \$120K Retrofit, Excellent Live-A-Board, All Equipment, Boston Whaler, Seattle Live-A-Board Moorage Available, **Reduced \$145,000, Specifications (520) 749-5983, (206) 697-2005 P308-8**



**32' MONSON SEDAN CRUISER '65** very well equipped. Seeps 6 - moored in slip allowing "liveaboard" Hull sound - 11 mo's bottom painted/zincs. Needs cabin work, etc lots. \$7,000 spent last 2 yrs updating. Plus, \$1,400 engine upgrade, Turbo Carb and fuel injection. Last long cruise, 4wks Desolation Sound - 500 miles. Selling due to health problems. **Best reasonable offer accepted. 206-824-1146 P247-9**



**35 'MARINER / HELMSMAN 2007 DEMO,** 380hp. Cummins, bow & stern thrusters, genset, inverter, 2 refers, 2 station electronics, rib & crane, FULLY LOADED, 1200 miles on 400 gal. **Bring Offers: www.factorydirectyachts.com info@factorydirectyachts.com 714-271-2628 P123-10**



**57' CHRIS CRAFT CONNIE 1965** Outstanding condition. Twin 8V71 Detroit Diesels. Excellent Live-A-Board, approx. 1,000 SF furnished, Living Space. Custom 27' Flybridge, wraparound teak steering station, hand rails, large solid teak serving table. Three staterooms, plus Queen Hide-a-Bed, Two Vacuflush Heads/Showers, Full Galley, Dinette. Varnished throughout. Lots of storage. Ready to Cruise, Live-A-Board or Charter. Seattle Live-A-Board Moorage Available. Exceptional Buy at only **\$145,000.** Photos/Equipment List. **(360)928-9724, (206)697-2005, schoboat-seattle@hotmail.com P308-2**



**40' TROJAN SUNDECK 1980** Fully enclosed; twin diesels; 10 kw geny; 3500 inverter charger; mechanically sound; all season cruiser or spacious live aboard. 2 staterooms (1 island queen) - 2 heads both with separate showers. **P356-12**



**73' CLASSIC WOODEN YACHT Argonaut II** is a well-maintained and updated yacht. Perfect Northwest cruiser, also a great liveaboard. Gardner 6L3 diesel, 2.5 gal. per hr. at full speed. Possible transferable liveaboard slip in Ballard, Seattle. Check <http://argoleeb.wix.com/argonaut-ii-for-sale> for more information. Call owner at **206-313-0223. P405-11**



**32' RAWSON CABIN CRUISER** Very low hours on 210 Cat diesel, 10 knot cruise. New wiring & panel, new inverter, new fridge, new stove. Nice head & shower. Very sharp and ready to go cruising! Located at Jarrell's Cove Marina, Harstine Island, Shelton, WA. **P372-2**



**27 ft. SEA RAY AMBER JACK & HEAVY DUTY TRAILER** Twin 170 hp. Super fishing boat. Two tops, full galley, enclosed head and shower. Sounder & GPS, 2 down riggers, Fresh water boat. Look, only **\$14,800.** Bob **360-229-0399.** Shelton. **P326-11**



**1984 SUNDOWNER 30 TUG** Excellent, well equipped, full electronics, webasto, refrigerator-freezer, huge storage, everything works perfectly, engine runs well, new oil change, filters, belts. clean & neat. Bellingham. **\$65,500.00. 360-720-4480 P409-11**



**32' BHM FLYBRIDGE TRAWLER, 1992 A** True "Downeast" Duffy style, Lobster yacht built by the Atlantic Boat Company in Brooklyn Maine. Excellent condition, 210 Cummins diesel with 2,995 hours. Well equipped and many upgrades. Recent zincs and service. A well built go anywhere vessel at 8 knots or 16 knots. Boathouse kept. Boathouse available in Olympia. **REDUCED! \$88,000.** Owner will consider small trade. **(360) 956-1992 P391-11**



**55 FOOT 1932 STEPHENS MOTOR YACHT** 1932 Stephens Motor Yacht Total restoration 2008 including new engines/genset/electronics/mechanical/electrical. Seattle area. See photos, history, complete details, and contact information at <http://www.MVSeaDog.com> **\$325,000 P406-11**



**IMPECCABLE 1999 RIVIERA 48 PLATINUM** Well known for their high quality and performance Australian Yachtbuilder Riviera produced the Platinum Convertible Flybridge from 1993 to 2002. The high quality construction, open layout, extended cruising capability and command flybridge made her popular with cruisers and sport fisherman alike. This is as fine and well appointed example as you will ever find and will not disappoint the discerning buyer. Exceptionally equipped luxury and performance, professionally maintained and attractively priced at **\$298,000. 206-708-3056 P337-12**



**2005 TUG BOAT 20'** Jay Benford Design and 3 Axel Custom Trailer Fiberglass hull, Yanmar diesel 50 HP (200hrs), 20' detachable mast/boom, VHF, GPS, Depth, Inverter, Charger, GoLight Searchlight, Muir Cheetah windlass, Yankee Skipper Head, macerator, much more, **\$16,700 BO. 206-406-7080 P426-12**



**1991 TOLLYCRAFT 44' CPMY** Beautiful condition : Detroit 6V53TI Diesels, Genset, Outback Inv, Bowthruster, Espar heat, Vacuflush heads, Watermaker, New Refrigerator, Icemaker, Gas stove, TracVision, Davit with 12'RIB and much more. **\$229,500.00 253- 856-7770 P370-8**



**34 PDQ POWER CATAMARAM 2006-** 100 hp Yanmar diesels, 2 private cabins, Webasto hydronic heating throughout. Great economical cruiser. 7 kts @ 1.5 gph or faster cruise 14 kts @ 5 gph. Very maneuverable, stable ride. Raymarine Electronics package at both helms, 10' RIB dinghy on stern davit w/2HP Honda. Great income opportunity in charter fleet. Let us show you how you can own this fine vessel and defray much of the costs thru charter service. **\$279,500 San Juan Yachting in Bellingham Wa. (800-677-7450) brokerage@sanjuansailing.com P438-8**



# CLASSIFIED



**1982 GB42 CLASSIC T120** Lehman, Excellent Condition, 8.5 Onan, Inverter, Watermaker, 3 Heaters, 2 Freezers, Power Davits, Extensive Refit, AutoPilot, 400' chain, New Windlass, New Varnish, Bottom paint, Mast, Davit, **604-328-8872 \$189,000 USD obo.** Info, photos, blog: [adagioiv.blogspot.ca](http://adagioiv.blogspot.ca) **P214-9**



**73' CLASSIC WOODEN YACHT** Argonaut II is a well-known northwest cruiser with a fascinating history. Her Gardner 6L3 diesel uses only 2.5 gph at full speed. Check out <http://argoleeb.wix.com/argonaut-ii-for-sale> for more information. **\$195,000.** Call **206-313-0223. P440-9**



**41' LUHRS SPORTFISHER** 41' Luhrs Sportsfisher, 14' beam, Built 1973, never been in saltwater, Twin 440 Chrysler engines, Chart plotters both helms, new canvas, Spacious cabin, clean, smooth-running boat. **\$45,000.00** Call **(541)620-2657 P446-9**



**28' CAVER MID CABIN EXPRESS** 28' Carver with Trailer and twin V6 Mercruiser outdrives. 221 hours, Boat and Trailer garaged and used only in Fresh Water. Like NEW condition. **\$35,000** **Brookehaven Yacht Sales, 360-951-5900 P454-10**



**CLASSIC 35' ROUGHWATER PILOTHOUSE TRAWLER** boathouse kept, John Deere 6068, Twin Disc transmission Olsson davit, CQR anchor, EGT indicator, isolation transformer, **\$44,500 P442-9**



**GREAT NW TRAWLER** 42' X 12' X 6.5' Heavy Built Northwest Trawler 1947/1990s conversion. Built Parks Shipyard BC. USA Doc. Excellent Gardner 120, 6L Diesel. Twin Disc. Hydraulic Windlass Spool. 500 fuel, Electric, Plumbing 1st rate. Systems & tanks replaced. Hydronic Heating. Register AC Heaters. Elec. Head, sewage system. Full Electronics Garmin Radar/Plotter HD. Walk-in Engine room. Full Galley, Salon, Pilothouse, Elec Head, Shower. Quality systems. Turn-key. Professionally built, maintained. Cedar/Oak. Stable, Stout, Responsive. Aft station helm jog & controls for fishing. Hinged mast, boom. Dinghy. Batteries new 12/32v. Inverter, Sleeps 5. LPG Stove **\$183,000.00.** Photos, Specs. Info: [charlottdeny@gmail.com](mailto:charlottdeny@gmail.com) **P460-12**



**1979 TOLLYCRAFT 30** Excellent condition. Lifetime under cover. Newer dripless shafts, holding and fuel tanks. Twin Merc 350's low, low hours, transom door, extras, shower. Fresh bottomkote and zincs. Full survey 2015. **\$32,000** Owner **(425) 241-6276 P368-12**



**42FT PROWLER SEDAN 1989**/13ft8in beam price slashed NOW \$82,800 CAN bring reasonable offer. twin 250hp GMC 8.2 dsl. 1500 hrs. 8kw onan gen. All chain anchor. Vacuflush head. Radar, 2 Vhf, 2 depth sounders. gps. sea wise davits. propane stove/oven. diesel furnace. Very stable boat and very economical. **604-431-9544 P504-1**



**PRICED TO SELL - \$195,000 US DOLLARS** 1982 65 ft x 20 ft beam **Skylounge** - set up for NW cruising. All fiberglass - Lamphere, built in Westport WA. 4 stateroom, 5 heads, upgraded interior and cockpit, 3100 hrs GM diesels; bowthruster, 2 radars, 2 GPS, 2 VHF, Large-screen sounder, inverter-charger, 2 low-hour gens. Electric galley & heat, 15 ft whaler with 30 HP on davit. Bottom paint Aug 2013. Located Madeira Park, BC in boathouse. **604-883-9718 P443-9**



**2013 WOOLDRIDGE 29FT PILOTHOUSE** Fishing boat extraordinaire. This boat has ever bell & whistle any fisherman could ever want. The list is way too long to even start but it includes twin 200 hp Evinrude E-tecs ho's, state of the art electronics, digital controls at both main station & rear helm station, plus so much more. **\$165,000.** Located in Port Townsend, WA. **601-613-8876 P447-9**



**50' GRAND BANKS** 50' Grand Banks always been in boathouse and professionally maintained. 64 mile radar. Good electronics. Excellent live a board. 1500 mile long-range cruiser. Stabilized. \$235,000 - serious offers welcomed. **503-260-6806 P448-10**



**2000 BAYLINER 4788** Beautifully maintained & serviced, updated electronics, gen. & inverter, Novurena dinghy 30 Honda, full enclosures, 45,000 BTU furnace, Sat/TV systems, 1130 hrs. Twin 370 HP Cummins diesels. **250-247-9199 \$225,000. P450-10**



**1989 29' BARHOPPER** Twin inboard Volvo 350's with 959 hours. Has head with shower, Wallas diesel heater stove, DF, GPS, sleeps 4 good condition. **360-414-9468 P451-10**



**2858 BAYLINER IN GREAT CONDITION!** Mercruiser 454, 7.4L I/O Bravo II drive 330HP - New batteries, charger and canvas - Sleeps Six - Norcold 110/12v refer - Marine head w/ shower - Updated electronics: VHF - GPS - Depth. 253-297-0510 **P456-10**



**380 SEARAY SUNDANCER 42'** loa '00 ORIGINAL OWNER w/Bow Thruster. Twin fresh 380 hp engines only 20 hrs. 7kw generator New Camper Canvas. Auto Pilot, Raymarine RL80 color open array, North Star 6000 Chart Plotter, Fish Finder etc. Sleeps 6, two cabins, Cherry interior, TV, Stereo A/C, fridge/freezer (2), cedar lined closets, etc. 10 1/2' ZODIAC rigid inflatable w/ 8 HP Mercury engine davit system Full Canvas. Boat Looks like NEW call **IRWIN YACHT SALES (206)632-2900 PRICE \$135,000.00 P452-10**



**380 SEARAY SUNDANCER 42'** loa '00 ORIGINAL OWNER w/Bow Thruster. Twin fresh 380 hp engines only 20 hrs. 7kw generator New Camper Canvas. Auto Pilot, Raymarine RL80 color open array, North Star 6000 Chart Plotter, Fish Finder etc. Sleeps 6, two cabins, Cherry interior, TV, Stereo A/C, fridge/freezer (2), cedar lined closets, etc. 10 1/2' ZODIAC rigid inflatable w/ 8 HP Mercury engine davit system Full Canvas. Boat Looks like NEW call **IRWIN YACHT SALES (206)632-2900 PRICE \$135,000.00 P452-10**



**CRUISERS INC. 3375-GORGEOUS** Cleanest 33' express cruiser in existence ~ BAR NONE! Professionally maintained, only used couple weeks year. Recent \$8,000. full enclosure helm/cockpit. One brand new reman engine with 2 year warranty, manifolds, risers, elbows replaced, Nuetra-Salt system added. RIB with Honda 4 stroke engine, SeaWise davit system. Interior is LIKE NEW! **360-201-9141 \$64,900. P458-10**



**1983 36FT ISLAND GYPSY EUROPA TRAWLER \$59,500** Twin Lehman 120's 2000 hrs, full canvas, bow thruster, watermaker, washer/dryer, two staterooms, Apex hard bottom dingy, 5hp Mercury, lots of spares, ready to sell. **360-786-1829 P455-10**



**2003-38FT. SEA SPIRIT SUNDECK FAST TRAWLER** 13' beam, 370 hp Yanmars, generator, heat and air conditioning, loaded, Flybridge and Sundeck Rainer enclosures. Asking **\$198,000. 714-271-2628 P463-10**



**36' CONVERTED FISHING VESSEL 1976** M/V Liz B. Cummins 6B-5.9M, with 2000 hours, 1.5 gal / hour @ 7.5 knots. E-mail: [ggwickman@gmail.com](mailto:ggwickman@gmail.com) for survey & photos. Friday Harbor WA **\$29,000- OBO 360-317-5475 P464-12**



**1967 44' GARDEN TRAWLER** Wood hull, twin Perkins, 8KW gen., 1040 gals. fuel, six berths in three cabins, enclosed flybridge, diesel heat. Health forces sale. **\$69,000** [www.mvgreenstreet.com](http://www.mvgreenstreet.com) **503-313-8818 P466-11**



**2008 C-DORY VENTURE 23'** Yamaha F115TLR T8 kicker; EZ-Loader dual axle trailer; Wallas stove/heater; frig; sink; water heater; Lowrance MFD w/ Broadband Radar; full camperback; Quilcene, WA; **\$52,000. 360-765-0762 P467-11**



**53' MERIDIAN 490 PILOTHOUSE-DREAMIN'** One owner. T/330 hp Cummins, 9kw. genset, 3kw. inverter, bow thruster, Raymarine electronics, 12' Caribe with 40hp 4stroke Honda. 3 staterooms. Fully furnished. **\$255,000** Details and photos **480-513-8944 morrisonhome@msn.com P468-11**



**1972 ALBIN 25 W/HARDTOP & TRAILER** Full electronics, 1/3 gal/hr., shower, diesel heat, ex. Albin 22 diesel, microwave, toaster oven, 2 door refer, propane stove, windlass, auto-pilot, Bellingham, **\$19,500. 360-720-4480 P473-11**



# CLASSIFIED



**40 PRESIDENT SUNDECK FULLY ENCLOSED 1993** Two staterooms with walk-around berth in master stateroom. Beautiful all ash interior with teak and holly cabin sole throughout. Twin Cummins 300s, 2 heat pumps, A/C, 2 heads, 2 frig, ice maker, 8kW gen., inverter. Fresh water boat on Coure D' Alene Lake, ID. **\$129,000. 509-993-1812. P459-10**



**42' NORDIC TUG FLYBRIDGE 2006** Pristine 2 stateroom/2 full-head layout, 530 HP Cummins electronic diesel, 10' Boston Whaler with electric downriggers/25 HP 4-stroke Merc, washer/dryer, full Raymarine electronics, ESPAR hydronic zoned heating, BOSE sound systems, ONAN genset, propane 3-burner stove/oven. Located in Victoria. Priced extremely well at **\$499,000 USD. Call Mark at 250-549-0357 or Brian at 415-999-3069. P469-11**



**55' CLASSIC CHRIS CRAFT CONSTELLATION 55'** Chris Craft Constellation with twin Detroit 671's, recent rebelled decks, W/D, micro, 3 burner propane stove, refer. 900 sq ft of living space. Great live-a-board or ocean cruiser. Photo's and spec's. **\$62,000 or OBO.** Berthed in Newport, Oregon. Illness forcing sale. **seaweedwilliams@aol.com P471-11**



**1984 18' RANGER TUG** 8hp Yanmar diesel exceptional fuel mileage newer engine & transmission, mast, boom, sail & canopy, small cabin with v-berth galvanized trailer recently serviced **\$6,800 -425-231-1431 P481-12**



**1967 CLASSICWOOD 37' POSTAFT CABIN** FWC Crusaders, FWC Onan, great cruiser/live-a-board, superb joinery, pristine, fully furnished, Livingston on davits, thousands in spares \$ extras, a must see, **\$35,900,** possible trade, **360 708-1952 P477-12**



**2008 RANGER 25 TUG, \$79,895** Amazing cruiser! economical, spacious to live, easy to maneuver and maintain. Only 1 built with white hull! comparable new \$159K. Lots more pics at [www.nuwworld.com/Ranger25](http://www.nuwworld.com/Ranger25) **888-332-7435 P478-12**



**SELENE 47** Selene yachts have a well-deserved reputation for quality and on-shore/offshore capability. This is the time to capture your cruising dream aboard a beautiful and capable boat. 330HP Cummins diesel with excellent fuel economy. Cherry & teak/holly interior. Built 2000. Fully maintained and outfitted. Fits in a 50' slip. For sale by owners to give you an exceptional deal. Located Seattle. **\$474K.** Email [selene47nw@gmail.com](mailto:selene47nw@gmail.com) for complete information. **P480-12**



**CLASSIC A** legend in local waters, **Peppi One** is a rare 45ft Grenfell Woody Sportsfisher. Built to impeccable standards in 1972 for a BC scion, later powered with twin 3208TA Cats she cruises at 16-22 knots. Well maintained and boathouse kept, with a generous salon, V berth forward and a double stateroom, Vacuflush, large shower and a spacious cockpit ideal for summer entertaining. **\$78,000** [gudmundseth@telus.net](mailto:gudmundseth@telus.net) **604-263-6396 P485-12**



**NORTH PACIFIC 38' SEDAN** - 2012 - Like New. Owner stepping up to NP49. Cummins QSB with approx 350 hours, bow & stern thrusters, inverter, hydronic heat, snap davit and dinghy, nice Raymarine electronics. [www.yachtworld.com/northpacific](http://www.yachtworld.com/northpacific) or 1-877-564-9989 **\$299,000 P486-9**



**NORTH PACIFIC 43' PILOTHOUSE** - 2012 - Boathouse kept in fresh water & many late model upgrades! Well equipped & in excellent condition. Cummins 230 w/ 500 hours, bow & stern thrusters, generator, inverter, diesel heat system, air-conditioning, washer/dryer, davit & RIB dinghy, nice electronics and more. [www.yachtworld.com/northpacific](http://www.yachtworld.com/northpacific) or 1-877-564-9989 **\$399,000 P487-9**



**NORTH PACIFIC 42' PILOTHOUSE** - 2006. Well equipped and set up with a comfortable salon layout. Cummins 380 w/ 900 hours, bow & stern thruster, diesel heater, air-conditioning, generator, inverter, davit & dinghy and nice electronics. [www.yachtworld.com/northpacific](http://www.yachtworld.com/northpacific) or 1-877-564-9989 **\$309,000 P488-9**



**1999 BAYLINER 5288 PILOTHOUSE** - Large salon/galley area & spacious pilothouse w/ great visibility. Generous mid-ship master stateroom w/ ensuite head, & 2 nice guest rooms. Well equipped: Twin 610 MAN engines. 1710 hrs, 15 kW main generator, 3 kW aux generate, Magnum inverter/charger, bow thruster, washer/dryer, Vacuflush toilets, hydronic heat, reverse cycle heat/air, central vac, davit and dinghy. Contact Trevor at 1-877-564-9989 or [www.yachtworld.com/northpacific](http://www.yachtworld.com/northpacific) A great value at **\$264,900 USD P489-9**



**2012 CUTWATER** - **\$114,432** - Best deal for a Cutwater 26 on the market - Nice dual axel aluminum trailer, Yanmar 180, bow thruster, stern thruster, trim tabs, Webasto diesel heat, windlass, inverter, new AGM batteries, solar panels, propane stove, Fusion stereo system, full cockpit enclosure, dinghy, nice Garmin electronics - well maintained - in great condition - recent survey - Call Trevor **1-877-564-9989 P490-9**



**1979 ALBIN TRAWLER 33'** 120hp Ford diesel, 2 gal/hr. Custom top, Alaska veteran, diesel heater, new batteries, sleeps 6, 2 heads, propane stove/oven, windlass, dinghy. **\$36,500 offer/trade.** Moorage in Anacortes. **360-392-2122 or 425-318-2122. P493-1**



**2005 MERIDIAN 490** Perfect condition everything works, 900 hrs., full electronics package, new floors, custom furniture, 12' Whaler, staples, new bottom paint. Survey and more photos available. Olympia **\$259,900** [Bketcham@scattercreek.com](mailto:Bketcham@scattercreek.com) **P495-1**



**50' CHERIBINI INDEPENDANCE TRAWLER \$599,000 CND** 2002 fully loaded in excellent condition, 450 Cummings single. 2 state room with 3 piece heads, Hydraulic system, bow stern thrusters. 11' inflatable with 25 hp Yamaha 4 stroke. must be seen. John **250-741-4408, johnlia@shaw.ca P496-1**



**33' BERTRAM SPORTFISH 315hp** Yanmars Garmin GPS, Autopilot, AIS/VHF, 2000W Inv/chgr, Eng syncs 7.6kw MASE Gen, AC/Heat, propane oven, ice maker, full bridge enclosure. New teak interior, carpet & soft goods, headliner & lighting. Exceptionally clean. **\$105,000** [Bertram4sale@gmail.com](mailto:Bertram4sale@gmail.com) **206-799-6355 P512-2**



**DEFEVER 49 1983** 6-71 Detroit Diesels 275 hp. New 8kw Westerbeke GenSet. New Bow thruster. 1000 gal fuel. 800 water. Completely re-fit over past 5 years. Recent survey! Asking **\$205,995.** [jacquiepz@aol.com](mailto:jacquiepz@aol.com) **503-307-9010 P499-1**



**HALCYON 40'** Bill Garden troller conversion 1948, **\$99,000;** known for craftsmanship, beauty of a yacht, solid construction of a workboat. more pix at [www.halcyon3.shutterfly.com](http://www.halcyon3.shutterfly.com), click photo tab. Sam Fry **360-378-5864 P500-1**



**2000 BAYLINER 2858** with Bow Thruster **\$39,000** Mercruiser 7.4L MPI, new Bravo III outdrive, Radar, fuel flow integrated with Garmin chart plotter, flybridge has heat & glass windshield, new risers, LED mood lights, engine fire suppression system. **253-335-8336 P501-1**



**Ranger Tug R29** - 2010 This may be the one you've been looking for, a very sharp 2010 R29. She's been professionally maintained with both required and preventative maintenance actions. Recent enhancements include a new VHF radio, an AIS transceiver, refreshed Nav database, recent bottom paint with a contrasting base color under the finish coat, a new outboard for the dinghy, a line cutter and dry cell gel batteries. She comes equipped with Yanmar 191HP, bow / stern thrusters, Princess stove / oven, Garmin GPS / Radar / Pilot, and a wine cooler. Ranger Tugs are popular in the Pacific NW, age well in the mild climate of the area and are loved by a loyal following of "TugNuts". Visit their website (Google search for Tugnuts) and you'll see why Ranger Tug owners are 'Nuts' about their boat. They are a full featured tug in a cute package. A recent engine oil sample shows normal and a recent survey result is available upon request. **\$163,500 San Juan Yachting 800-677-6245 Bellingham WA brokerage@sanjuanyachting.com P513-2**



# CLASSIFIED



**52' NORDIC RAISED PILOTHOUSE WITH FLYBRIDGE.** Original 1989 and upgraded interior and equipment in 2008 by manufacture and continuous upgrades since. Hauled and bottom painted and surveyed Jan 2015. Great layout with bright open galley in large salon plus the raised pilothouse has great viewing and U shaped seating for socializing while cruising. Also large aft cockpit for table/chairs, walk thru transom, side entry gate and large swim step. "Escape" is easily maintained with stainless rails and no teak decks. Pride of ownership shows through out. Twin 375 Caterpillar Diesels - 15 Knot Cruise - 20 Knots Max - Electronic Engine Controls - Bow Thruster - 8 KW Northern Light Generator - Hydronic Diesel Cabin Heat - Watermaker - Avon RIB W/2 hp Honda on Davit, Furuno/Standard Horizon electronics. Fully outfitted for Charter.



**41' CANOE COVE** 1981- 41' Canoe Cove, 13'2" Beam, 3'6" Draft, Fiberglass hull, fiberglass nonskid weather deck, below deck vinyl overhead, teak panels with trim, Corian counter, carpet sole. Detroit Diesel 6V 53, flybridge and fantail canvas (completely enclosed with windows, screens, etc.), battery charger: trace inverter/charger RC5 remote & solar panel charging. Surveyed 6/3/2013 Michael McGlenn. Market value **\$86,400**. Asking **\$55,000**. **360-332-4112 P431-1**



**42FT PROWLER SEDAN 1989/13ft8in beam** price slashed **NOW \$86,800** (Canadian \$) bring reasonable offer. twin 250hp GMC 8.2 diesels 8kw onan gen. All chain anchor. Vacuflush head. Radar, 2Vhf, 2 depth sounders. gps. sea wise davits. propane stove /oven. diesel furnace. Very stable boat and very economical. phone **604-431-9544. P504-2**



**50' OCEAN ALEXANDER FLUSH DECK** Built in 1982 Twin Turbo 555 Cummins, 4 stateroom, 4 heads, 1000 gal. fuel, 800 gal. water, 9 kw gen, stabilized, hydronic diesel heat, nautica rib w25hp mercury, covers for all bright work nice electronics, excellent Live-A-Board and NW cruiser. To many options to list and in excellent mechanical condition. **\$269,000** all resonable offers considered **503-314-0112. P505-2**



**43' 1965 TOLLYCRAFT ADVENTURER** Tri-cabin with African Mahogany, T/504 Cummins V8 engines, 2,000 hours, 7.7kw Westerbeke generator, 175 gallons fresh water storage, moored in fresh water **\$50,000 (425)891-2721 P506-9**



**30' TOLLYCRAFT SPORT CRUISER 1987** One of the most beautiful Tolly's you will ever see. Very meticulous owner has updated this vessel to exceptional standards. Vessel is moored under cover, ready to cruise today. **425-774-8878 P507-2**



**65' YACHT 1972 CLASSIC** 65' yacht 1972 Live-a-board, 4 staterooms, tri-cabin, fly bridge, 1200sq ft living space, 2 vacuflush baths + crew quarters, 3 heads + showers, 17' by 20' living room, 16' by 20' full galley, 8' oak table, twin v\V8-71 Detroit Diesels, twin onan 15 KW diesel generators, fireplace, icemaker, wine bar, lrg 56" TV with sati light tracking, recent bottom paint, fully furnished ready to move in and cruise. Moorage available, one of the last wooden yachts (mahogany/oak) built in USA. Based in PDX fresh water 10 yrs by present owner. brokers welcome, possible contract terms by qualified buyer. Coast Guard Registered Vessel. **Make offer, motivated seller. 503-803-5661 P508-2**



**FORMER BC FOREST SERVICE VESSEL MV Hecate Ranger** 1962 60' Cruise anywhere in comfort and style. More photos hecat-ranger.blogspot.com. Inquiries: **peter@marshallscovepaint.com 206-235-7495 P509-2**



**OWN THE BEST LOOKING BOAT IN THE HARBOR.** Designers own meticulously maintained custom 2005 43' Sterling Atlantic modern classic cruiser. Composite construction with yacht-quality mahogany interior. Efficient 220hp Cummins. 2.5gph@9kts! Many extras. **843-853-6154 www.siewertdesign.com/ilhabela (843)-853-6154 \$379,000. P510-2**

**BAYLINER 4588 SKYLounge** Loaded, custom skylounge, underhulls, thruster, inverter, heat, electronics package, electronic engine controls, ice maker, A/C, crane, well maintained, fancy stereo/ large TV, MUST SELL, **\$114,900. 360-201-9141 P503-2**



**38' PILOTHOUSE TRAWLER--GREAT LIVE-ABOARD!** 1973 North Sea 38' designed by Blaine Seeley. Just about everything replaced! Last hauled May 2015. Nothing left to do! Come see us at the Port Townsend Wooden Boat Festival! **360-670-1036 P511-9**

## Partnerships

**40' BRISTOL YAWL**, Spindrift, looking for an experienced sailor for summer partnership. Flexible terms: minimal maintenance and cost. Sails out of Elliott Bay. Call Scott (425) 269-9591 or (425) 828-6009. **PT-CM**



SISTERSHIP

**1999 NAVIGATOR 5300 CLASSIC PH 25% OWNER/PARTNERSHIP** Transferable LLC. All weather cruiser that cost thousands less than most other yachts her size. This boat has two spacious staterooms, full-beam salon, entertainment center, wet bar, large windows, L-shaped galley, raised pilothouse with wrap-around seating, sliding deck door, flybridge with large spacious seating. BRAND NEW: bridge enclosure, carpet, upholstery, shades, interior wood refinished, flat screen TV and stereo system! 13.5 kW generator, water maker, 3 TVs, bait tank, remote search light, transom door, galley n salon, low cost moorage at Newport Harbor Yacht Club, two heads w/showers, two GPS/chart plotters, autopilot, ice maker, three AC units, electric dinghy davit, custom transom rails, dinette in pilothouse, two radars, new bow thruster, satellite tracking dish, under water lights, cockpit controls, fish finder, 12' RIB dinghy w/40hp ob, custom rod holders, two VHF radios. Twin diesel Turbo 370hp Volvo Pentas. Rigged for fishing. Partners share expenses. **Monthly is only \$300.** By Appointment. **Factory Direct Yachts. 714-271-2628. P461-12**

## Dinghies & Small Boats

**DINGHY/LIFE BOAT** Portland Pudgy sailing life boat, inflatable cover, sail kit and numerous extras plus 4 HP Mercury. Like new condition. FOB Seattle. **\$4950. 907-617-0628 D1-9**



**14' WHITEHALL 48' BEAM SAILER ROWER** built by Spindrift custom rowboats oiled mahogany removable dagger spruce boom and mast sprit rig seven plank design fiberglass hull flotation chambers comes with custom-made boat cover **\$6500 can Nanaimo B.C. Canada 250-753-1991 D2-11**



**9' RANGER MINTO SAILING DINGHY** Lapstrake hull design with beautifully crafted teak thwarts, gunwales and O/B motor pad. Complete sail rig including mast, boom, sail, center board and rudder. Oars. Excellent condition: **\$1,600. 253-565-0320, 253-318-0505. S342-9**



**GLAS-PLY 8.5 FT. TRI-HULL** New condition. 6hp Mercury outboard, never used, new condition. Asking **\$3000 OBO** for boat/motor. Contact Jim **360-903-6209. P494-8**

## Boat Houses



**100' CUSTOM BOAT HOUSE 1980 \$249,000.** Contact **Emerald Pacific Yachts (888) 575-1566 or info@epayachts.com www.EmeraldPacificYachts.com** This is a custom 100' fully permitted boat house, located in freshwater in Seattle. The site was established in 2005 with new steel pilings and metered power. The door opening is 23' wide by 25' high and the well is 22' wide by 91' long. Help maintain your large yacht & keep it stored out of the elements. **HB1-CM**



**60 FT. COVERED, ENCLOSED-CONDO-BOAT-HOUSE** Closest proximity to San Juans, Gulf Islands, Inside Passage. 59' LOA x 17'-10" Beam x 19' Overhead clearance. Only one this large available in harbor. Un-metered water, lighted, 2 lockers, work bench, 4'x40' loft. Locked door, lighted patrolled dock, security gate. Shoreside-fuel dock, chandelries, restaurants, etc. 35 + 165 ton, full serve/owner allowed boatyard. For sale by owners **\$110,000**. Will consider lease. **360-738-0657 (boathouse.ph.) 360-201-1843 Gate 3, PFE02, Squalicum Harbor. Bellingham, WA BH36-1**



**75' BOAT HOUSE SALE, \$99,000 USD** RELOCATING TO MEXICO, Must Sell. 75' X 30' CCY boat house for sale in North Vancouver, BC. 50 amp power, lighting, mezzanine, power curtain, painted interior and more... Please call **604-609-0985** for details. **BH44-9**

The online version of the magazine is at [www.nwyachting.com](http://www.nwyachting.com)

The deadline for Classified Ads is the 5th each month.



# CLASSIFIED

**CANOE COVE BC 62' BOAT HOUSE FOR RENT-** C-Dock with beautiful island views out the roll up canvas door, a perfect launch location for the San Juans or the Gulf Islands. Boat yard, chandlery & restaurant 60' x 18' berth, 22' foot clearance, 30 amp & 50 amp power, inside hose bib **\$1,250 month** + utility USD. Jeff, **707-326-8754 BH45-9**



**54' DAY ISLAND YACHT HARBOR BOAT-HOUSE \$25,000** WestYachts 1019 Q Ave., Suite D, Anacortes, WA 98221 **360-299-2526 BH-MZ**

## Boat Storage

**WATERFRONT BOAT STORAGE AVAILABLE NOW** All trailerable boats can be accommodated immediately! Foss Landing Marina & Boat Storage (253) 627-4344 **BS-LBHC**

## Business Opportunities

**MARINE TRADES SPACE IN PORT TOWNSEND.** 2200 sqft shop space, with 75 ton travel lift access to the back door. 300 ton ship yard 1 block away. **\$1650.00 a month.** Contact **mdjochems@gmail.com** Or **360-301-1034 BO7-9**

**BUSINESS OPPORTUNITY FOR ALL MARINE** related fields at established marina in LaConner, Washington. We have shop space available for experienced specialty marine contractors looking for customers! Do you do Canvas? Woodworking? Are you a Diesel Mechanic? Stainless Steel Fabricator? Or? We guarantee your customer base – all you need are great skills and your tools. We also have on the water dock space available and offer on-site haul-outs. **Pioneer Point Marina (360) 466-1314** or email **pioneerpointmarina@verizon.net. BO-CM**

## Charters



**SE ALASKA/INSIDE PASSAGE.** *Grocery Boy* is a custom 52' pilothouse designed for fishing and cruising in SE Alaska. Doing charters for serious fisherman to the person who wants a little of everything, it is a custom charter to fit your needs. Best value in SE Alaska. Call Dave (206) 930-4952/ (253) 862-3388. **NORDIC YACHT CHARTERS. C16-CM**

**Northwest Yachting subscription - \$30**



**57' NAVIGATOR RIVAL.** Brand new and available for charter. San Juan Islands to Alaska available anytime! 3 berths 2 heads & showers. Beautiful yacht - 18 to 20 knots. To book or info call (503) **663-1994** or cell (503) **789-8824.**



**ALASKA CHARTER BUSINESS FOR SALE.** Turn-key. Established clientel. (907) 738-6430. [www.seabuggy.com/4sale.html](http://www.seabuggy.com/4sale.html). **C29-12**

## Charter Wanted

**BOAT WANTED** Experienced boater to rent your 40'+ boat, for Lake Union/Washington use, all or part of October 16-18 weekend. (future use possible too). Prefer bare-boat, but captained OK. **206-214-7179 B2-9**

## Employment

**YACHT BROKER WANTED:** Yacht brokerage on Lake Union is looking for an experienced Yacht Broker or someone with a strong marine/sales background. All inquiries are confidential. Please email your resume to **yachtguy@comcast.net. E10-CM**



**CAPTAIN/CARETAKER POSITIONS** 74' Ocean Racing Ketch, Cruising Interior. All New Systems. Full & Part-Time Positions Contact Lou at **LSHOFFER@msn.com (206) 919-1664 E20-9**



**YACHT MASTERS N.W.** is looking for an experienced marine equipment installation technician at our North Lake Union Facility. Please E-Mail your resume including references to **Info@ymnw.com. E9-6**

**TECHNICIAN WANTED** Yacht Masters N.W. is looking for an experienced marine equipment installation technician at our North Lake Union Facility. Please E-Mail your resume including references to **Info@ymnw.com. E-BH-6**

## Instruction

**PRIVATE SAILING INSTRUCTION: YACHT DELIVERY : CONSULTATION** 30 plus years Pacific NW, Master Coast Guard Licensed, Certified Sailing Instructor. Call or email Capt. Jordy Fassnacht **425-221-9933** Lv message **vanfassnacht@aol.com I-RK**

## Moorage

**ELLIOTT BAY MARINA.** Washington's leading marina has slips available for month to month moorage. Slip sizes 32', 36', 40', 46' & 52'. All slips provide full service electric, water, dock boxes and free cable TV. Absolutely beautiful setting on Elliott Bay with first class restaurants. Step up to the best. Call 206-285-4817 or visit us at **elliottbay-marina.net** today. **M104-NCLBH**

**DELIN DOCKS MARINA** - Tacoma's Finest! Slips available from 36' - 50'. Full Service marina equipped with water, 30 and 50 amp electric, pump outs and free cable slip side. Clean bathrooms and shower facilities. Community room with kitchen and coin-op laundry. Parking provided and 24/7 controlled access. Five Star Envirostar marina in protected waterway in the heart of downtown Tacoma. Call us at **253.572.2524** for more information. **M177-6**

**DOCK STREET MARINA** - Tacoma's leading guest moorage and permanent moorage facility. Beautiful grounds along the esplanade with restaurants and world class museums within walking distance. Full service Envirostar marina with 30 and 50 amp electric, water, pump outs and free cable slip side. Dock boxes and wide fairways. 30' - 60' Slips available now. Call **253.572.2524** or visit **www.dockstreetmarina.com M178-6**

**FREMONT BOAT** North Lake Union moorage since 1916. Quiet, protected floating piers. Gates, shower, pump-out cart. 20'-65' open. Call our friendly office at (206) 632-0152. **M-CM**

**MARINA MART - SOUTH LAKE UNION** Sheltered location convenient to Lake Washington and Puget Sound. Walk to vibrant South Lake Union restaurants and shops. Covered slips 18'-78'; Uncovered slips 24'-80'. Amenities include sprinklered docks, lock gates, lighted walkways, showers, free pump-out. Water and power at each slip. 1500 Westlake Ave N; **206-447-5575 www.marinamart.com M87-CM**

**ANACORTES MARINA.** Rental slips available now. 32' to 80' open and covered. Annual leases with security gates, full service boat yard, fuel dock, mini storage & pump out. Move to Anacortes and save time & fuel. **(360) 293-4543**, [www.anacortesmarina.com](http://www.anacortesmarina.com). **M80-CM**

**SEMI AHMOO MARINA** Gateway to the San Juan and Gulf Islands. Relocate your boat now to the Marina of Choice in the Pacific Northwest. A gated facility offering yearly, monthly and daily moorage at below competitive rates. Moorage up to 78'. We offer low priced fuel with additional member discounts, Chandlery providing groceries, marine supplies, café/coffee shop and gift store, free Wi-Fi and pumpout service. Enjoy waking up to Mt Baker in your back yard, watching our resident eagles soar above and strolling the paths along the beach. Visit us at **www.semiahmoomarina.com** or call us at **360-371-0440 M190-9**



**40' ANCHOR COVE SLIP (ANACORTES)** 16' wide with a 2' overhang. **\$60,000.** West Yachts 1019 Q Ave. Suite D, Anacortes, WA 98221 **360-299-2526 M194-MZ**

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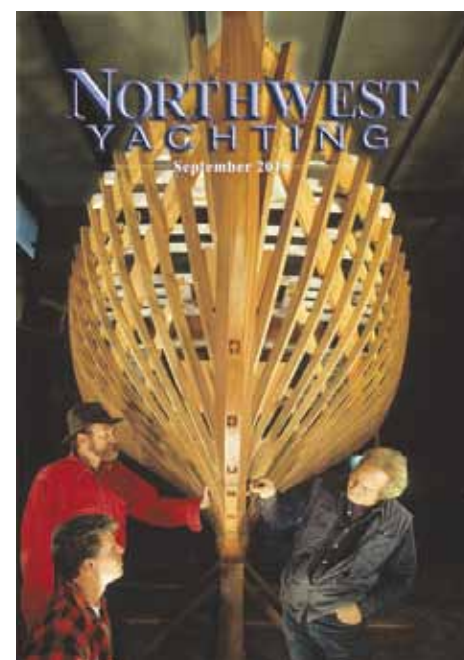
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