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June 2011



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OUR TRADES



64' Ocean Alexander / 2008
Ray Prokorym - 425.327.0994



51' Navigator / 2006
JR Wills - 949.678.5533



55' Hinckley Talaria / 2006
Niel Steenkamp - 206.850.2801



53' Carver / 2000
Niel Steenkamp - 206.850.2801

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2010 68' OA Pilothouse
Seattle - Stock #103



2010 68' OA Motor Yacht
California - Stock #804



2010 60' Ocean Alexander
Seattle - Stock #M03



2012 54' Ocean Alexander
Seattle - Stock #M04



2008 90' Ocean Alexander
Ray Prokorym 425.327.0994



2002 80' Grand Harbour
Ray Prokorym 425.327.0994



2009 74' Ocean Alexander
Niel Steenkamp 206.850.2801



1980 72' Kong-Halvorsen
Paul Groesbeck 425.829.3551



2008 70' Viking Sport Cruisers
Michael Vrbas 949.632.1414



2002 65' Alaskan
Ray Prokorym 425.327.0994



2003 64' Alaskan
Niel Steenkamp 206.850.2801



2007 64' Ocean Alexander
Ray Prokorym 425.327.0994



2006 64' Ocean Alexander
Paul Groesbeck 425.829.3551



2007 62' Alaskan
Ray Prokorym 425.327.0994



2003 61' Sunseeker
Rich Davis 949.872.1181



2006 58' Ocean Alexander
Ray Prokorym 425.327.0994



1986 56' Ocean Alexander
Michael Vrbas 949.632.1414



2005 55' Hampton
Michael Vrbas 949.632.1414



2004 53' Alaskan
Niel Steenkamp 206.850.2801



2000 53' Carver
Michael Vrbas 949.632.1414



1991 52' Ocean Alexander (2)
Kevin Piper 206.427.0014



2007 50' Silverton
Michael Vrbas 949.632.1414



1990 49' Defever
Paul Groesbeck 425.829.3551



1997 41' Tiara
Michael Vrbas 949.632.1414

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Florida/Seattle - Stock # 006/007



2012 85' E OA Motor Yacht
Seattle - Stock #E03



2011 85' OA Motor Yacht
Florida - Stock # 605



2011 85' E OA Motor Yacht
Florida - Stock #E02



2012 82' OA Motor Yacht
Florida - Stock # 001



2012 78' OA Motor Yacht
California - Stock # 017



2011 70' OA Pilothouse
Florida - Stock # 104



2012 65' OA Pilothouse
Florida/California - Stock # 104/105

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2008 33' BACK COVE EXP. Taken on trade, surveyed by Matt Harris - all deficiencies corrected. Wanted for our Charter Program! Valued at \$639,000. **\$283,000**



2011 30' BACK COVE. First one on the West Coast. OSB 4.2L 350 Cummins, bow/stern thrusters. Hull #09 sold and available for charter! **Reserve your production slot!**



2007 38' SABRE HT EXPRESS. T/280 OSB 2007 34' SABRE HT EXPRESS. Survey on file, OSB 4.2L 350 Cummins, bow/stern thrusters. Hull #09 sold including watermaker, Seawise davit sys. **\$395,000**



2007 34' SABRE HT EXPRESS. Survey on file, OSB 4.2L 350 Cummins, bow/stern thrusters. Hull #09 sold including watermaker, Seawise davit sys. **\$395,000** Bristol **\$339,000**



2000 55' COMPASS PH. immaculate, 3 strms bow/stern thrusters, best 55' PH avail. at **\$499,000**. Make offers!



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65' Wallace Foss Tug, 1897

PRICE REDUCED!



61' Tollycraft, 1985

60' Sea Ranger Flushdeck MY, 1984



FLUSH DECK MOTORYACHT!

55' Chris Craft Constellation, 1962



PRICE REDUCED!

45' Sea Ray Sundancer, 1998



NEW LISTING!

Sistership!

40' Tollycraft Convert, 1986



NEW LISTING!

Sistership!

36' Cobalt 360, 2005

60' Tempest, 1989



52' PT Yachtfisher, 1988



42' Ocean Alexander Sedan, 1995



58' Meridian 580 PHMY, 2004



47' Bayliner 4788PH, 1995



41' Riviera, 2009



AT OUR DOCKS!

40' Sabre FB Sedan, 2010



PRICE REDUCED!

36' Riviera Sport Yacht, 2007



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112' Westport RPHMY 2008
"VITA BELLA"
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106' Westport RPHMY 2003
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106' Westport RPHMY 2003/4
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82' Horizon 2005
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Northwest Yachting

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ON THE COVER

Jakatan: A Bob Perry 42, built by Jespersen Boat Yard in BC.

Photo by Neil Rabinowitz. www.neilrabinowitz.com

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OUR TRADE

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REDUCED

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sistership

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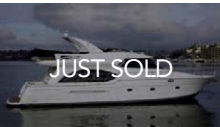
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Letters

No Rafting

Editor,
I am writing in regards to the article by Anne & Laurence Yeardon-Jones, published in the May issue of *Northwest Yachting*, entitled "Dream-speaker's 10 Hot Spots".

In the section featuring Sidney Spit on page 46 the authors, in reference to the parks mooring buoys write "rafting is discouraged". The fact is that rafting is **not permitted** at any time, in any weather and this is clearly stated on the mooring buoys. To my knowledge this is the same at all Provincial and Federal marine parks in B.C.

In the next paragraph the authors write "The lagoon at the south end of the park is intriguing to explore by kayak, canoe or dinghy at high water, especially in the migration months . . ." While it may be intriguing it is also **illegal** as this fragile and sensitive area is clearly marked as being off limits; boats (including kayaks, canoes and dinghys) are prohibited.

Please note I am not in any way affiliated with Parks Canada, Gulf Island Marine Park Reserve nor B.C. Parks. I am simply a concerned boater and user of our parks. It appears that the authors did not do their due diligence and I trust that you will do the right thing and print a retraction and educate your readers on the correct protocols while using our public parks.

Sincerely,
Mark Dodd
Vancouver, British Columbia

Hello Mark,

Many thanks for taking the time to alert us to the errors in the Sidney Spit copy (May issue of *Northwest Yachting*). I take full responsibility for the errors as I, in error, inserted the old copy from my file instead of the new, revised copy. In this month's edition of *Northwest Yachting* our article happens to include Sidney Spit, and this is where the errors will be rectified.

Best Regards,
Anne Yeardon-Jones

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When you license your boat look for the **Voluntary Historic Vessel Donation** check box.

A portion of your contribution supports the S.S. Virginia V, the last Puget Sound Mosquito Fleet steam ship.

Help keep her steaming for future generations.

The S.S. Virginia V is owned and operated by a non-profit historic foundation. She is fully restored, inspected, and US Coast Guard licensed to carry 50 passengers.

See www.VirginiaV.org because a member and for charter & public recreation information.





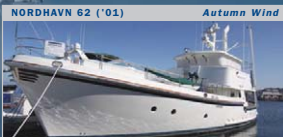
NORDHAVN 76 ('05) *Inside Passage III*

"Inside Passage III" is a rare opportunity to own a turn-key, loaded with gear, Nordhavn 76 for a fantastic price! Offered at \$3,495,000 - Seattle - (by appointment)



NORDHAVN 56MS ('09) *Kindred Spirits*

"Kindred Spirits" The incredible Motorsailer. Beautifully appointed. Excellent electronics package. Double Queen staterooms. Best of both worlds! Offered at \$1,995,000 - Seattle



NORDHAVN 62 ('01) *Autumn Wind*

4 stateroom/4 head including crew quarters. Walk-around model with large pilothouse. Extensive equipment list. Fixed to sell. Offered at \$1,495,000 - Anacortes - (by appointment)



NORDHAVN 64 ('08) *Tiger*

Hull #7 in the 64 series. Forward PH model. Detroit 450hp dry exhaust. Full complement of FURNO electronics wise/water-redundant systems. Cherry interior. Asymmetrical layout. Stabilized. Oct 2010 systems serviced. 3 strms + crew. **Sold** - Seattle



NORDHAVN 55 ('07) *Phoenix*

Beautiful twin engine version. Double queen staterooms with additional sleeping accommodations. Owners moving up to a larger Nordhavn. Offered at \$1,995,000 - California



NORDHAVN 47 ('08) *Garden Party*

"Garden Party" is the latest Nordhavn 47 on the current brokerage market. She was built with the popular three stateroom arrangement which can comfortably sleep a total of seven adults. **Sold** - Anacortes



NORDHAVN 47 ('03) *Lisa Marie*

"Lisa Marie" has been equipped appropriately for long passage-making. She has the standard Luger 668-T engine equipped with the Nordhavn dry stack exhaust and keel cooling system to create an extremely reliable engine system. **Sold** - Seattle



NORDHAVN 43 ('07) *Navigator*

This yacht is truly turn key - the systems have been exercised during the first year and she is ready to cruise. The owner has kept her in immaculate order. Offered at \$869,000 - Seattle



NORDHAVN 43 ('05) *Posada*

"Posada" is the perfect size for a couple plus guests. Fully appointed with electronics and amenities. Offered at \$799,000 - Sidney, BC



NORDHAVN 40 ('05) *Skeena*

"Skeena" is hull #51, well into the Nordhavn 40 II series and has the well-proven Nordhavn dry stack exhaust system and gravity feed fuel system (popular in the Luger 106ST). Offered at \$569,000 - Puget Sound



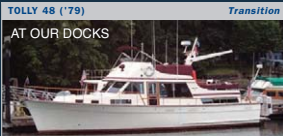
NORDHAVN 40 ('05) *Samba*

"Samba" has been tuned and refined over 15,000 miles and is ready to cruise anywhere in the World. **Sale pending** - Kodiak, AK



NORDHAVN 35 ('01) *Arctic Tern*

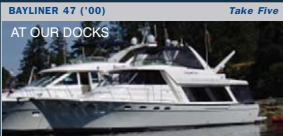
"Arctic Tern" is impeccably maintained by her owner and the perfect yacht for two and an occasional guest. Offered at \$329,000 - Seattle



TOLLY 48 ('79) *Transition*

AT OUR DOCKS

"Transition" is a classic Tolly 48 and a great buy. New epoxy bottom, professionally maintained! Offered at \$249,000 - Seattle



BAYLINER 47 ('00) *Take Five*

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TD/370hp Cummins, cruise 18-24kts. Webasto heat, 10' Rendova, enclosed FB and aft cockpit, generator and Trace inverter. Loaded! Offered at \$259,000 - Seattle



SEA RAY SUNDANCER 42 ('91) *Cost-A-Lotta*

"Artic Tern" is impeccably maintained by her owner and the perfect yacht for two and an occasional guest. Offered at \$329,000 - Seattle

The Nordhavn Fleet 40 43 47 52 55 56MS 60 62 63 64 68 72 75EYF 76 78 86 120



NORDHAVN 52

Features large cockpit, 1780 Gal fuel capacity, larger front tender dock and several interior layouts. 200 more gal. fuel, = longer range capability and spacious interior.



NORDHAVN 60

Lengthening the N55 hull gives the N60 its sleek design. A modern passagemaker with the same great interior features and hull form.



NORDHAVN 63

All wheelhouse version of the N60 with an entire new deck design. Increased interior volume and Cherry wood interior.



NORDHAVN 75

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68' Vitech Motoryacht 1999
\$765,000



65' West Bay SonShip 1996
\$995,000



62' Offshore PH 2003 \$1,050,000
Also: 1998 Model \$895,500



61' Ocean Alexander PH 1997
\$695,000



58' Ocean Alexander 2006
\$995,000



58' West Bay SonShip '99
\$599,000



56' Cooper Pilothouse 1996
\$333,000



55' Seahorse Diesel Duck 2006
\$695,000

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52' Ocean Alexander
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\$579,000



50' Cherubini Trawler 1999
\$569,000



50' Ocean Yacht Super Sport 2004
\$579,950



48.5' Formula Cruiser 2001
\$449,000



Sistership

48' Tolly 1985
\$215,000



47' Selene Pilothouse 2004
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45' West Bay Pilothouse 1987
\$299,000



44' Ocean Alexander CPMY 1990
\$174,950



38' Tiara 3800 2001
\$269,000



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42' Riviera Golden Flybridge 2007
\$567,500



41' Riviera Convertible 2008
\$549,950



37' Riviera Convertible 2007
\$379,500



34' Riviera Convertible 2001
\$179,000

Coming June - August Attractions

Boating Clubs

Shilshole Bay Yacht Club in Seattle celebrates its 50 years in 2011 with special events in June and September. New members are welcome, 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 boaters, and those who have no boats. All have an interest in boating and a love of the water. Success is measured not by the size

of the club boats, but by the enjoyment of our members. Club events include nine monthly dinner meetings, six organized cruises, and sailboat racing. The yacht club enjoys reciprocal privileges with many other clubs.

On June 4-5 they sail to Kingston Cove YC for the Annual Dinner Dance to celebrate 50 years. On September 15 their regular meeting will celebrate the official anniversary of meeting 50 years at Shilshole Bay in Seattle.

New members are welcome all year. See their website at [\[bayyc.org\]\(http://bayyc.org\) for information on racing, programs or how to join. Rubie Sanborn Johnson, Editor, Rudderpost Newsletter, Rudderpost@shilshole-bayyc.org. Home 425-478-7828. Shilshole Bay Yacht Club, 2442 NW Market St. Box 98, Seattle WA 98107 \[www.shilshole-bayyc.org\]\(http://www.shilshole-bayyc.org\).](http://www.shilshole-</p></div><div data-bbox=)

For more info, contact Editor, Commodore Kevin Bruce commodore@shilsholebayyc.org. Rear Commodore Chris Powell, rearcommodore@shilsholebayyc.org, 206-985-365.

Fidalgo Yacht Club. If the idea of joining a congenial and active cruising yacht club has appeal, but you're just not sure, the Fidalgo Yacht Club in Anacortes says give it a try. Commodore Mike Dyer says the club, which is based at Skyline Marina welcomes guests with an interesting membership at its monthly dinner meetings, Saturday social events and on one of its cruises. "We have a full schedule, with plenty of boating time and other club activities," he said. "Boaters are welcome to



come take a look at us." FYC, which has both power and sail members, schedules long-weekend club cruises from March into October. Many members cruise individually or in small groups as far north as Glacier Bay each summer. Some of the club's most popular meetings are in the spring when experienced Inside Passage cruisers share experiences and knowledge with newcomers. Because the international boundary is only a few miles away, the club has developed good friends in Canada. The Fidalgo Yacht Club and the Capital City Yacht Club of Victoria get together annually, just before the cruising season begins, for a long and festive weekend. The club's initiation fee is \$600, payable over three years. Dues are \$325 a year. FYC publishes a monthly online newsletter, Poseidon, and maintains a website www.fidalgoyachtclub.org. For more information call Commodore Mike Dyer at 360-201-7922 or message him at mikedyer@comcast.net.

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 waived its initiation fee. Totem enjoys reciprocal privileges with nearly one hundred 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. (The clubhouse is also available for event rentals.) Totem is a down-to-earth, family friendly club and enjoys members of all age groups. There are plenty of opportunities to participate in club leadership, or pitch in on cruises and social events or prepare some favorite recipe for a potluck meeting. Feel free to drop in to one of their meetings (first Tuesday, except July and August), join them for their annual crab feed or other fun events or tag along on one of their cruises. For more info, call Ray Sharpe at 253-759-1537 or visit their website, www.totemyachtclub.com, to pick up a membership application or see their newsletter, *Totem Line*.

Tollycraft Boating Club welcomes anyone with a love of classic Tollycraft yachts. A membership application can be downloaded at www.tollyclub.com. Contact the club secretary at secretary@tollycraft-boating-club.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 ongoing, fun group with 12 annual cruises to various destinations from Port Orchard to the San

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75' West Bay 1999
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60' Nassau Pilothouse 2004
2004 & 2005 to choose from



58' Hatteras Motoryacht 1979
DEAL PENDING



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52' Ocean Super Sport 2001
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50' Grand Banks Classic 1991
\$469,000



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500 Maritimo Convertible 2011
\$1,561,615



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NEW
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42' Tiara Open 2003
\$399,000



JUST
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42' Silverton Convertible 2001
\$199,999



OUR
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40' Cabo Express 2005
~~\$599,000~~ NOW \$499,000



SISTERSHIP

38' Tiara Open 2003
\$299,950



36' Lindell 2001
\$220,000

Coming June - August Attractions

Juan's, (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.

Edmonds Yacht Club is welcoming new members. They are an active cruising club for sailboats and powerboats. Their membership includes a wide spectrum of boaters, from families with young children to retired

grandparents. The club cruises destinations throughout the Puget Sound, the San Juan Islands and Canadian waters. Members enjoy reciprocal moorage rights with 50 plus participating yacht clubs. Their new clubhouse for club events that include monthly dinner meeting, TGIF Socials, and various fun activities such as wine tasting, dances and holiday celebrations. Harry at 425-281-8427 or check out their website at www.edmondsyacht-club.com.

The Northwest Rigger's Yacht Club meets at Ivar's Salmon House (410 NE Northlake

Way, Seattle) for Happy Hour on **Tuesdays** about 5-6:30 p.m. now in the first raised table area of the restaurant. It's a social hour for planning sails, getting members on boats or other activities. Once a month they have a business meeting and potluck at a member's home. Overnight cruises are normally once a month with more often during the summer. Day sails can be held during the week or weekend. Annual membership is \$25 a year. A newsletter goes out once a month. Website is: www.nwriggers.com. At this time they are encouraging membership for owners or people who are interested in boating/sailing. During the winter they sponsor Goose Bump Races on Lake Union. For membership contact Dale at 425-747-8106, for racing info call Jack at 206-719-4084.

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,

talented folks to help get you out cruising. PSCC meetings are held at North Seattle Community college, 7:30pm on the third Friday of the month in the Concert Hall LB1141 (large auditorium, on the ground floor). Your \$3 donation at the door helps cover the room rent. Membership is not a requirement and guests are always welcome. **June 17:** 7:30 North Seattle Community College an evening of sea stories and learn from mistakes of veteran sailors. **June 25-26:** Blakely Harbor Cruise—Annual salmon bake and potluck dinner on the beach. If you need more help, or have questions about the club please access their website at www.psccl.com or call the current commodores: Judy Nasmith and Paul Barnes 206-963-3560.

The 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.ssycc.com.

South Sound Sailing Society. Meets the second Tuesday of each month at 7 p.m. at the Olympia Yacht Club, 201 N. Simms. Each meeting features a guest speaker or presentation. www.ssss-club.com/ssss.

JULY 15-17: Islander Freeport Sailboat Rendezvous. Brownsville Marina just north of Bremerton. This will be a great opportunity to meet all the subjects discussed on the FOGERS site as they relate to your boat and problems. Contact the Brownsville marina at 360-692-5498 to confirm a slip. Also RSVP to: Dennis and Kathy Oelrich 425-822-4971 or 206-818-4971. oeirchde@yahoo.com.

AUGUST 26-28: Beneteau Rendezvous. All Beneteau owners are invited to Brownsville Marina, near Bremerton for a tropical "Down Island" weekend of fun, food, camaraderie and prizes. Dress your boat and yourselves in your "Island Attire" and arrive on Friday for potluck appetizers on the dock. Saturday will be filled with seminars, boat races (model and real), and surfing, followed by a big BBQ party. In Sunday enjoy the Signature Yachts Blueberry pancake Breakfast and a leisurely sail home. For more information contact allan@signature-yachts.com. 206-284-9004.

EVENTS

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 Nickley's Restaurant in Tumwater, WA. The Association's members are dedicated to interest in all types of wooden boats. The primary focus of the Association is to put on the Olympia Wooden Boat Fair, held on Mother's Day weekend every year. www.olywoodenboat.org.

Sand Man Tug. The public is invited to visit Olympia's vintage 100-year-old tugboat. *Sand Man* operated from 1910 until 1985. The 60-ft. boat was always locally owned and was always 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. There is no charge to visit. www.olympia@comcast.net.

First Saturday Art Walk. Every Saturday year round 1-5 p.m. at the galleries through out historic Gig Harbor. 888-553-5438. www.gigharbortour.com.

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Dolce Far Niente

55' Jones-Goodell Pilothouse

1990 - T-375 Cats

Almost \$200K in upgrades in the past few years! Great northwest cruiser. Must see to appreciate!

\$475,000



*Mystic Eagle **

52' Grand Banks Europa

2003 - T-450 Electronic John Deeres Stabilized, thruster and watermaker. Loaded and space available to charter in Alaska. Try before you buy!

\$925,000



*Le Petit Seau **

42' Grand Banks Motoryacht

1999 - T-300 John Deeres **PENDING**
1995 - T-210 Cummins **\$279,000**

Rare down galley, layout feels like a 46' inside!



*Fireworks **

47' Grand Banks Europa

2006 - T-503 C-9 Cats

Thoughtfully and extensively equipped. Elegant two stateroom, two head layout. Alaska veteran and immaculate!

\$799,000



Mist Approach

42' Grand Banks Classics

1989 - T-250 Cummins **\$229,000**

1987 & 1993 - Coming soon!
Boathouse kept for many years, Whaler on stern davits, computer navigation, canvas - as clean as you'll find of this vintage.



Tonda / Bon Temps

42' Grand Banks Europas

1998 - T-300 Cats

1997 - T-375 Cats stabilized!
Come see two beautiful GB 42' Europas!!

\$439,000



*Sonora II **

36' Grand Banks Classic

1993 - S-210 Cummins

Bow thruster, diesel furnace, Seawise w/ rib w/ 9.9 Honda. Ready to cruise north!

\$219,000



Jenny Wren

36' Grand Banks Classic

1985 - S-135 Lehman
Diesel furnace. Lightly used!

\$129,900



*Lady of Shalott **

42' Grand Banks Motoryacht

1996 - T-300 Cats

3 stateroom layout, stainless rails, Nobeletic, great charter boat, ask for details.

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When boating in the San Juan Islands,

YOU can help protect eelgrass for salmon and orca whales.

Eelgrass provides nursery grounds for crabs, herring & young salmon. Damage to eelgrass from anchors may take years to recover, hindering efforts to protect & restore salmon and orca.

Use this San Juan County map as a guide to avoid damaging eelgrass.

When in doubt, anchor out!

Please observe Washington State Parks eelgrass "No Anchor Area"



This map is not for navigational purposes

Anchors hold poorly in eelgrass and uproot plants



To protect eelgrass, anchor deeper than...

- 15 feet at low tide
- 20 feet at low tide
- 30 feet at low tide

Lines represent depths of the outer edge of eelgrass beds

The mission of FRIENDS of the San Juans is to protect the land, water, sea and livability of the San Juan Islands

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- Anchor out of eelgrass
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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.

Alki Lighthouse Tours. Come take a tour of 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. To get there 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 alongside the water, until the road turns into Alki and finally Beach Drive. Continue past the lighthouse and park at the front end of the walkway. 425-392-8261.

JUNE 3-5: 24th Edmonds Rotary Waterfront Festival. Friday 3-10 p.m., Saturday

June - August **Coming Attractions**

10 a.m. to 10 p.m. and Sunday 11 a.m. to 7 p.m. Port of Edmonds Marina, 358 Admiral Way, Edmonds, WA 98020. Admission \$3. Children 10 and under are free. www.edmondswaterfrontfestival.com.

JUNE 4-5: Bainbridge Island Wooden Boat Festival. Harbor Pub Marina, Bainbridge Island, WA. Saturday 10 a.m. to 5 p.m. and Sunday 10 a.m. to 2 p.m. Admission is free. Information: 206-842-7245.

JUNE 10: Northwest Seaport Chantey Sing with The Whatevery Brothers. 8-10:30

p.m. Immanuel Lutheran Church basement, 1215 Thomas Street, Seattle, Fre. 206-447-9800 or www.nwseaport.org.

JUNE 11: Murphy's Landing Marina Annual Dock Sale. 9 a.m. to 3 p.m. Gig Harbor, 3901 Harborview Drive. Do you have something you want to sell? Or looking for a bargain to buy? Nautical gear, boating items, household stuff...anything goes! Call Gail 253-777-4325 or Email gmlearned@msn.com.

JUNE 18-19: 15th Annual Fathers Day Weekend Boatshow. LaConner Marina's south

Third Friday Speaker Series. Sponsored by 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 (donations to cover costs are appreciated). CWB is located on Lake Union. 206-382-2628.

Thomas Burke Memorial Museum. The Burke Museum is located at the corner of NE 45th Street and 17th Avenue, NE, on the University of Washington campus. 206-543-5590 or visit 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.

Fridays at the Corinthian Yacht Club Shilshole. 5:30 p.m. to 9 p.m. 206-789-1919.

"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. They provide the life jackets; you come dressed for the weather. Sail free (donations cheerfully accepted). Groups please call ahead. 206-382-2628.

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.

Coast Guard Museum. Displaying various 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. 206-217-6995.

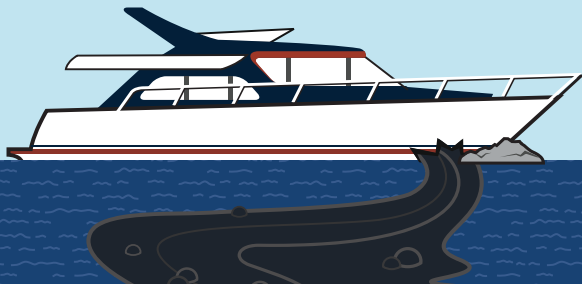
Center for Wooden Boats. Monthly meetings on third Friday of the month, 8 p.m., at the CWB Boat House with featured speakers. Other activities include Northwest Seaport 2001 Maritime Concert Series. Learn to Sail, all year, Saturdays and Sundays (weekday evenings in summer, too), 11 a.m. to 1 p.m. or 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).

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

Wooden Boat Foundation's Sea Scouts. Thursday 7 p.m. and Saturday, year-round. Young adults age 14-21. Sea Scouts learn

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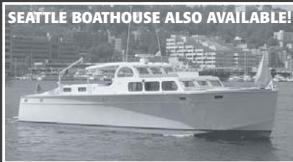
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moorage basin. Thirty previously enjoyed powerboats open for viewing on "F" dock. Saturday only - Big yard sale. For more information www.laconnerlyachtsales.com.



JULY 7-10: 20th Annual Pacific Northwest Mainship Owners Group Annual Rendezvous. Genoa Bay Marina in British Columbia, Canada. For Mainship owners and those interested contact Ian Walker 206-546-9145; ianandjean@frontier.com.

22nd Annual Chris-Craft Rendezvous. Port Orchard City Marina in Port Orchard, WA. Over 80 classic Chris Crafts are expected to attend. The event is free and features live music, dock parties, coffee and pastries each morning, a wine tasting, a farmers market, seminars and demonstrations, a BBQ dinner on the dock, a raffle with over 50 prizes, an award banquet and live auction, and a pancake breakfast on Sunday morning. www.chriscraftrendezvous.com.

Wednesdays of each month. www.go.usa.gov/3JZ.

San Juan Sailing & Yachting has over 28 years of experience in providing sailing and power education to sailors and yachtsmen alike. Here is a sampling of courses and options offered April through October:

American Sailing Association 101/103/104: Available as a week-long Learn-n-Cruise course (Saturday through Friday) or as 3 separate weekends (Saturday through Sunday). Both are popular ways to achieve your goal of becoming a Bareboat Charter Certified Skipper. All the courses take place in the best classroom possible, the beautiful San Juan Islands. You will get hands-on experience aboard a 30'-40' yacht along with 3-4 other students and highly skilled, patient, USCG licensed and ASA certified instructors. Tuition is \$1395 for the week-long (7 day, 6 night) Learn-n-

EDUCATION

KNOWING THE ROPES. The staff at the Chittenden Locks in Ballard is offering free "locking through" classes to explain the in's and out's of safe, efficient passage through the Locks. Classes are offered at the Locks Visitor Center at 7 p.m. Now through September on the 2nd and 4th



53' Selene Pilothouse 2002

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Cruise course, and includes all meals except for one meal ashore. Weekend prices vary—you have the choice to do all three, just a couple, or even just get your feet wet with the Basic Sailing course! The Weekend Package discount for all three weekend courses is \$950 (over a \$250 savings versus taking each course separately). For further details, call 1-800-677-7245 or visit: www.sanjuanailing.com

Advanced Training: If you already have your ASA 104 (or comparable experience), then now is the time for the next step! You can advance to ASA 106/Advanced Coastal Cruising (including an option for ASA 105/Coastal Navigation) in our week-long Learn-n-Cruise format. This offshore preparatory course is intense, challenging and rewarding and is offered locally, as well in Desolation Sound or en route to Alaska! If your dreams include catamarans, then the ASA 114/Catamaran Cruising course will give you the training to take on a twin screw catamaran. This course is available as a weekend course (\$495) or as a fully provisioned week-long Learn-n-Cruise course cruising and learning in the San Juan Islands (\$1,495), with an option for ASA 105/Coastal Navigation. Details: call 1-800-677-7245 or visit www.sanjuanailing.com.

"For Women Only" Courses: Both weekend and week-long classes are offered in an all women environment. Devel-

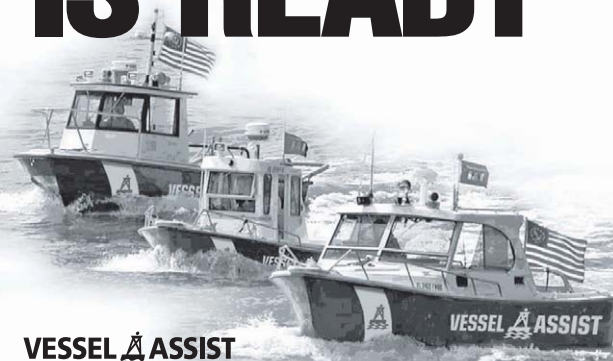
oped to give women the confidence needed to skipper a vessel, or become a more confident crew member. All Women Weekend is a weekend to get away, enjoy sailing and relax with a fully provisioned weekend (which includes a 5-course meal at a quaint Friday Harbor restaurant). This fantastic weekend away is \$425 and is led by ASA certified, female instructors. Join the flotilla of fun, practice your sailing (or try out for the first time) and even bring your friends along with you. A more focused, learning option is available in the All Women Learn-n-Cruise. This week-long course will give you hands-on experience aboard a 30-40' yacht with the opportunity to achieve your ASA Bareboat Charter Certification. The tuition for this course is \$1395 and is all inclusive, with the exception of one meal ashore and your ASA certification textbooks. For more info, call 1-800-677-7245 or www.sanjuanailing.com.

Power Seamanship Courses: With both twin and single engine options, this two day course will give you the confidence to maneuver a powerboat vessel up to 40'. The certification through RPBAA Recreational Power Boat Association is internationally recognized. All instructors are also USCG captains and their calm instruction will give you the ability to successfully take the helm! Call 1-800-677-7245 www.sanjuanailing.com.

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ing with your own crew, you have the option of hiring your own instructor (ASA-sail certified or RPBA - power certified, USCG Captain) and taking any courses while you charter the sailboat or yacht of your choosing. The extensive fleet includes over 31 sailboats and 16 power yachts and trawlers. The cost for private instruction, aboard your chartered yacht, is \$250/day. The company will provide you with a list of available instructors for your selection and will help match to best fit your boating needs. 1-800-677-7245 or www.sanjuanayachting.com.

Guided Flotillas: This season offers a wide array of flotilla options that are guided by USCG captains and ASA/RBPA certified instructors, providing a great opportunity to cruise alongside other boaters and explore locations both nearby and far away. Choose from the following - Alaska Inside Passage (multiple legs): April 30-July 29; Gulf Islands: June 18-24; San Juan Islands: June 25-July 1, Desolation Sound (multiple legs): September 17-October 7. For complete details, call 1-800-677-7245 or www.sanjuansailing.com.

The Bremerton Sail & Power Squadron will be offering an America's Boating Course to the general public on the weekend of **June 11-12 in Gig Harbor and July 23-24 in Port Orchard.** They are working on educating the public on boating safety

and the Washington State law requirements for boater education. 360-479-1085.

U.S. Maritime Academy's Captain's License Class is a Coast Guard approved training in lieu of Coast Guard examinations. They specialize in OUPV (six-pack) & Master Licenses to 100 tons, Sailing & Towing endorsements, renewals 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. Complete schedules and course information can be obtained by calling USMA at 360-385-4852 or visiting their web site: www.usmaritime.us.

The Everett Sail & Power Squadron will be conducting the USPS America's Basic Boating Course, Piloting, and Advanced Piloting during the Spring 2011 sessions. One of the best ways to have a fun boating experience is to know before you go. Listen to experienced classroom instructors and enjoy discussions with fellow boaters to add to your "local knowledge". The completion of the Basic Boating class will also satisfy the boater education requirement for the State of Washington. Plan ahead by signing up now and be prepared for a sum-



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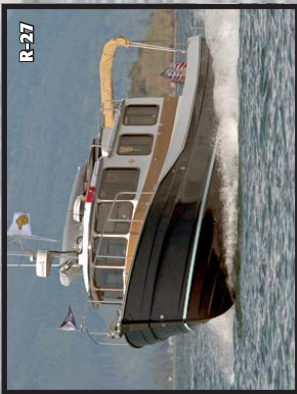
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mer of safe boating! For questions or to register and for information about other classes, please contact LuC Jim Groves, AP, SEO at 360-659-5398 or email at jgconsulting@earthlink.net.

Sea Scout Ship Corinthian: Meets most Tuesday evenings, Saturday afternoons and some Sunday afternoons at various locations in North Seattle. Sea Scouting is a Venturing Program of the Boy Scouts of America for young men and women ages 14 - 21. It offers opportunities to acquire seamanship and other maritime skills in

peer activities, and to learn and apply leadership skills. It is a national program of measuring accomplishments through learning and association with other young adults with similar interests. Activities include day sailing on Lake Union, overnight cruising on Puget Sound and a summer long cruise beyond Puget Sound. SSS Corinthian is sponsored by Corinthian Yacht Club of Seattle, and this association with CYC provides a solid basis for developing strong sailing skills. For specifics on times and locations, contact Winston Joyce-Clarke at 425-355-0450 or winston@-

allocksmarine or Pat Crockett at 206-354-9127 or pecrocket@aol.com.

The Sea Scout's Tacoma-Pierce County 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, or call Hank Hibbard at 253-761-8742, or cell 253-241-3950.

Olympia Sail and Power Squadron Public Boating Courses. Monthly event on Saturdays at space donated by the Lacey Fire District. These courses provide useful information for every type of boater: power or sail. Cost is \$35. The course includes boat handling and seamanship, survival equipment, rules of the road, line and knots, charts and aids to navigation, engine troubleshooting, boat trailering, and more. This course will cover Washington State legislation that boaters will have to know in order to keep operating in the Puget Sound. For more information

contact: Bill Walker at 360-754-0393, or Bobbie Scott at 360-491-5157.

The USPS Public Boating Course. This course provides essential information for every type of boater: inboard, outboard, sail, and personal watercraft; pleasure fishing or hunting. The course includes Boat Handling and Seamanship, Needed Equipment, Rules of the Road, Lines and Knots, Charts and Aids to Navigation, Engine Troubleshooting, Boat Trailering, and much, much more. The course exceeds educational requirements in all states. People who have taken this course will have met the requirements for USPS over 60,000 members in 450 squadrons nationwide, and is America's largest family boating organization dedicated to Boating Safety with Boating Education, Civic Service, and just plain fun. For information about classes in your area, call toll-free 1-888-367-8777, or visit our website at www.usps.org. 360-416-7909 or www.usps.org.

The Oarlock and Sail Wooden Boat Club of Vancouver BC. 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 p.m. 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.ca.

Weekly GPS Class. Presented by Bremerton Boater's World. Learn how the GPS system works, including how individual receivers function and what system is best for you. Or learn how to best use your unit. Free class held every second Saturday at 1300. Call ahead to confirm. The Bremerton Boater's World is located on Hwy 303 N.E., for additional details call 360-478-4089.

Anacortes Yacht Charters offers an extensive range of educational courses of interest to boaters including the following:

ASA 101 Basic Keelboat. Available as a 2-day course, beginning with terms and concepts; followed by "hands on" skill building aboard a 22' sailboat, while focusing on maneuvering, docking, practical navigation rules, safety and more. No prerequisite required. Cost \$250.00 per person, plus required material and certification.

ASA 103 Basic Coastal Cruising. Offered as a 2-day course, beginning with a brief review of ASA 101 and progresses to "hands on" training aboard a 30' - 36' sailboat. Your floating class room includes skill building with focus on safety, weather, skipper and crew duties, seamanship, man overboard, points of sail and more. Cost \$350 per person, plus required material and certification.

ASA 104 - Bareboat Chartering. This 2-day course begins with a brief review of ASA 101 & 103 and progresses to "hands on" training aboard a 32' - 40' sailboat. Your floating class room includes skill building with focus on planning, living aloft, weather, seamanship, maintenance along with advanced sailing skills. Cost \$350.00 per person, plus required material and certification.

ASA 101/103/104 Course. This popular 4-day/3-night combined course begins with a half day classroom of 101 and progresses to a 22' tiller sailboat on day one. Day two through four continue your training on your floating classroom for 103 & 104 instruction aboard a 30-40' sailboat with "hands on" skill building while focusing on weather, skipper duties of skipper & crew, seamanship, boat handling under power & sail, docking, anchoring, safety and more. Basic Keelboat certificate or equivalent is



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Introduction to Power Cruising. Twin Engine, Single Engine & Ladies Only. Our popular 3 day / 2 nights Power Cruising courses are offered on 32' - 36' twin or single engine power boats and provide "on the water" training. No previous experience required. Cost \$750/per person.

Cruise and Learn Course. This custom training program is designed for the sailor who wishes to develop a higher level of competency by taking an instructor along on part or all of his charter. When proficient boating skills are demonstrated the instructor may depart at our marina or one of the ferry landings on the islands with ferry service to Anacortes. The instruction fee is \$275. Private ASA Sailing Instruction is also available for a fee of \$375/per day.

Advanced Power Cruising. This course includes the same valuable training as our Introduction to Power Cruising while also introducing the student to basic operation of modern navigational aids and auxiliary power sources. Additional time is also spent on crew training and dock maneuvering. Training is offered on 45' to 47' power yachts. Cost \$995/per person. Anacortes Marina Office, 2415 "T" Ave, Suite 2, Anacortes, WA 98221. Reservations 800-233-3004 or 360-293-4555, fax: 360-293-6683, brokerage: 360-299-2590. www.ayvc.com or email info@ayvc.com.

Portland Sea Scouts. Meetings are held twice weekly: Tuesday evening from 7 - 9 p.m., and Saturdays 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.

MAY 21: South Sound Women's Boating Seminar for the second South Sound Women's Boating Seminar! A variety of topics appropriate for both power- and sailboaters will be presented by women, for women. South Sound Sailing Society and Olympia Yacht Club will host this year's seminar on Saturday, from 8:00am to 5:00pm at the Olympia Yacht Club clubhouse in Olympia, Washington. For more information, visit www.sssclub.com/wbs.htm.

RACING

American Lake Sailing Club Race Series. The American Lake Sailing Club is a non-profit, low-key organization that has perpetual once-a-month club meetings and sailing races on American Lake in South

Tacoma. The series of races runs on the last Saturday of each month out of Bill's Boathouse (Tillicum), skipper's meeting about 11 a.m. Once-a-month club meetings are held at 7:30 p.m. each second Thursday in Bill's Boathouse. Skippers, crewmembers, non-boat owners and learners are all welcome to join and sail. 253-926-5366, 253-984-7404, 360-455-9474.



JUNE 3-5: 28th Annual Wooden Boat Foundation's Classic Mariners Regatta in Port Townsend. Download an application at www.woodenboat.org. For more information contact Kathy at 360-301-4938 or 2010regattas@gmail.com.

JULY 2-3: Nainaimo Yacht Club's Cutty Sark SIN Regatta. Friday's festivities start with a hosted dock party and heat races in Optimists with lots of PHRF and one design racing Saturday and Sunday. A separate division of yachts rating under PHRF and over LOA of 35' will provide some close racing for longer distance courses. For more information: www.nainaimoyc.ca.

JULY 7 - AUGUST 11: South Sound Sailing Social. Des Moines Marina. A summer family/friends event with fun, food and prizes. No entry fee. Will be held on subsequent Thursday evenings. A low key race at 7 p., conducted by the Three Tree Point Yacht Club in cooperation with the Des Moines Marina. For more information 206-824-5700 or 206-243-5566.

JULY 30-31: Hobie Cat Regatta. Bloedel Donovan Park on Lake Whatcom in Bellingham WA. This event is open to all Hobie Cats and sailors with any level of experience. Presented by Fleet 95, Div. 4 under the Hobie Class Association. For more info: E-mail Scot Chaomai at hobie@earthlink.net or www.dlv4.hobie-class.com.

AUGUST 6: 41st Annual Shaw Island Classic Race. All eligible boats and crews are invited to participate. The race starts from Friday Harbor and permits circumnavigating Shaw Island in either direction, and back to Friday Harbor for a lasagna dinner and awards presentation. The race is open to registered PHRF boats, multihulls, unballasted centerboards, and cruising sailboats of all sizes and rigs. Trophies will be awarded for the first three finishers in each class based on corrected time, adjusted for time-on-time based on PHRF committee-assigned ratings. Entry forms can be downloaded at www.siyjc.com. Or obtained by contacting the SIYJC Race Committee at P.O. Box 67, Friday Harbor, WA 98250 or call 360-378-3434.

AUGUST 6-7: 2nd Annual Down the Sound. The Sloop Tavern Yacht Club will host this two day race to Gig Harbor and back featuring a party and dinner at the halfway point. Utilizing the same format as the popular Race to Straits, start times will be determined using PHRF handicaps with the slowest boats starting first. For more details go to www.styc.org.

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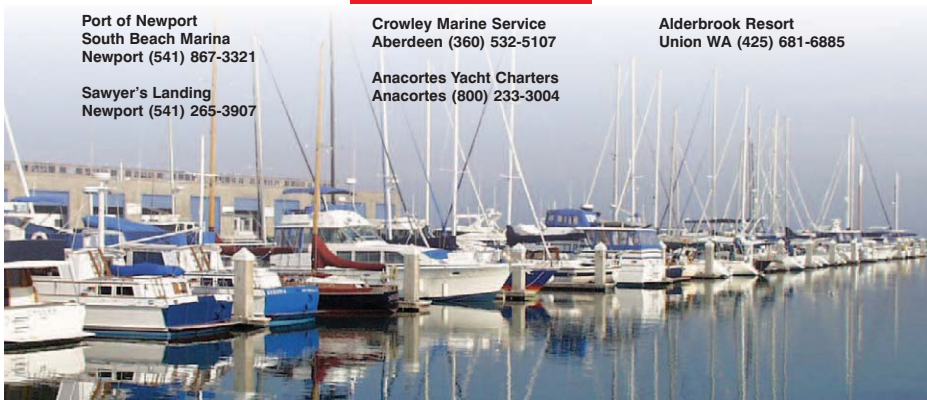
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New Products

Bayliner and Meridian Props

It used to be that the only place you could get props for your Bayliner or your Meridian was from Bayliner. As we all know now, that presents a bit of a problem. The really good news is that you can now get **Nakashima Propellers** from what is probably the best prop shop in the Western Hemisphere, if not the

world: Kruger and Sons Propeller, right here in Seattle.

Not only do they now carry a complete inventory of Nakashima Propellers, they are also the only Nakashima Factory Authorized Repair Facility in North America. Why is this important? The answer is that Kruger also has the best (and pat-

ented) prop repair machine you've ever seen, the Kruger Hydraulic Form Work Station. Not only does it save you time, it also saves you money because you don't have to spend extra time in the yard. When you take your props in to Kruger, and they don't care who makes them, you get a computerized printout of exactly what your prop looks like. They can then give you a quote of what it will take to make your props **PERFECT!** And by perfect, I mean measured, balanced and re-pitched to the original specifications with tolerances to near 60 thousandths of an inch. This has the overall effect of improving fuel efficiency and



who doesn't think that's important these days, as well as eliminating annoying vibration which can lead to damaging the outlass bearings as well as other components in the drive train, any of which can create a very expensive yard bill.

While Nakashima may be headquartered in Japan, they are located in Okayama City well away from the quake zone and the damage caused by the tsunami. They also have production facilities in Vietnam which means props will not be in short supply this summer. It would however be prudent to have your boat yard get your props over to Kruger sooner rather than later in case they need to be replaced.

For more information just give Kruger a call at 800-762-7767 or go online at www.KrugerPropeller.com.

Centek BilgeKleen Filter System

Specially designed to fit a wide range of vessels, the **BilgeKleen** filter system from **Centek Industries** automatically removes oil, gas, diesel fuel and other hydrocarbon pollutants from bilge water before it is discharged overboard.

The patented system uses a filtering medium that binds to hydrocarbons and allows water to pass through freely. As a result, over 99.9% of the hydrocarbon pollutants are captured with no increase

in pressure to the bilge pump. The BilgeKleen System installs easily to the bilge pump discharge line and includes an absorbent pad for the bilge sump area to capture harmful contaminants where they form.

A variety of BilgeKleen System sizes are available to fit almost any bilge space or application from runabouts to commercial vessels.

More information at: 229-228-7653. www.centekindustries.com.



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New Products

Wheel-Mounted Steering Control Arm

Forespar's new quick-release Steering Control Arm extends functional range when behind the wheel. Made specifically for use while motoring or easy sailing, the control arm allows the driver to move away from the helm station and still control the steering.

This extended range of move-

ment has two specific benefits. First, it enhances safety by allowing the helmsman to move outboard to the rail, increasing their forward sightline. This is especially helpful when trying to see around large headstalls. Second, it allows for a number of new sitting positions for additional comfort. On many boats

this means the driver can now safely relax on the stern rail seat.

The Forespar Steering Control Arm uses a twist-lock extension with a special quick-release attachment clamp mounted to the wheel. It installs in seconds and can be easily deployed or removed with the simple push of a button. Part #104018 - Suggested Retail \$139.95.



For more information: 949-858-8820 or www.Forespar.com.

Cobra Bluetooth Handset now Streams Music Wirelessly

Already featuring exclusive, patent-pending MicroBlue™ technology, Cobra Marine's MR F300 BT waterproof handset with Bluetooth® wireless technology has always transmitted phone calls loud and clear. But, now this innovative marine product enables users to wirelessly stream and control music from their Apple®, Blackberry®, Android™ and other Smartphone devices. The updated MR F300 BT connects directly into any existing stereo's aux input.

"This new functionality will be very important for our customers who have recently upgraded to one of the popular Smartphones. The Smartphone market has exploded in the past year. Our product helps boaters keep their new Smartphones safe and dry while still using them aboard their boats," said Ricky Johnson, national marine sales manager at Cobra Electronics.

The MR F300 BT features a noise-canceling microphone for crystal

clear, non-emergency conversations and is compatible with any Bluetooth-enabled cell phone. Meeting JIS7 standards, Cobra's MR F300 BT withstands full submersion in 3' of water for half an hour. A large illuminated display enables quick and easy caller identification. The call log lists up to 50 incoming, outgoing and missed calls, while a 50-number phone book keeps contact information handy.

This device connects directly to a boat's 12V DC power system through a waterproof plug that is easily installed in as little as 30 minutes. An optional 12V adapter is available for easy boat-to-boat or

boat-to-other vehicle portability. With a one-time configuration, it can be paired to up to eight cell phones, with one phone used at a time to communicate. The MR F300 BT doesn't require any charging or battery replacement.

Contact Cobra Electronics Corporation, 6500 West Cortland Street, Chicago, IL 60707. 773-889-8870. productinfo@cobra.com; www.cobra.com/marine.





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When lines rub against dock hardware, their service life is significantly reduced. Cost-effective **Secure Removable Chafe Guards** from Davis Instruments prevent chafing and the resulting damage.

The convenient guards prevent abrasion at cleats, cap rails and anchor rollers, or even where two lines cross. They also help protect a boat's finish if lines rub against the hull.

Flexible, these removable guards can be installed anywhere along 3/8" to 7/8" lines. Measuring 16" long, they're easy to reposition when dock lines stretch and protection is needed elsewhere.

Velcro

hook fasteners on the inside of the guards grip the line securely without additional strings or ties. The outside cover is made of marine-grade nylon for years of use.

Contact Davis Instruments, 3465 Diablo Ave., Hayward, CA 94545. 510-732-9229; Fax: 510-732-9188. info@davisnet.com; www.davisnet.com.



New Products

Shakespeare PA/Hailer Horn Speaker

The ability to hear VHF transmissions and other communication is important to any boat owner, especially in poor weather or emergencies. With up to 40 watts of power handling capacity, **Shakespeare's new HS-40 PA/Hailer Horn Speaker** has many uses to help ensure messages are heard.

This powerful 40-watt speaker is an ideal accessory for loudhailers and marine VHF radios that have built-in PA or loudhailer functions. As an external speaker for VHF radios, it provides extra volume that is especially helpful in noisy environments.

When used with true loudhailers, it fully supports the hail, fog horn and "listen back" functions. In "listen back" mode, it helps amplify person-to-person communication when a radio is not being used, particularly useful in emergency situations.

The versatile HS-40 comes with a tilt mount bracket for deck or bulkhead mounting, and also supports



flush mounting. Constructed with high-impact white plastic, the attractive HS-40 complements Shakespeare's complete range of hailer and external speakers.

This 8-ohm model has a frequency response of 250 Hz to 8 KHz and can operate in temperatures of -40 to 176° F. Shakespeare's HS-40 PA/Hailer Horn Speaker is 7" W x 13" D.

Contact: World Headquarters, Shakespeare Electronic Products Group, US Operations: 6111 Shakespeare Rd., Columbia, SC 29223 1-803-227-1590; Fax: 803-419-3099 www.shakespeare-marine.com.

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Beautiful and convenient, **Accon Marine's sleek Quick Release Drink Holders** easily snap into the company's quick release bases.

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button when not in use. When needed again, they simply snap back into place.

Contact Accon Marine, 13665 Automobile Blvd., Clearwater, FL 33762. 727-572-9202; Fax: 727-572-7621. www.acconmarine.com.

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The Q-Lok was conceived by Dave Shuster in his garden shed as a means of adjusting the cunningham on his dinghy. Dave took his prototype to Clamcleats Ltd who used their expertise to manufacture the design as an affordable and highly effective rope adjustment and gripping system. Extensive testing on the Q-Lok was carried out during development stages to such an extent that it was proved strong enough to support the entire weight of an average sized



dinghy! (but please don't try this at home).

Produced from high grade stainless steel for durability, the Q-Lok works best with 3-4mm ropes (1/8"), it is supplied in packs of two with one piece ready assembled onto a 1 Metre section of rope, this gives the user instant ability to as-

sess practicality of the Q-Lok straight from the pack. Instructions are included within the pack and also online.

For additional information on Q-Lok and a whole host of other rope holding devices, please visit www.q-lok.co.uk or contact jemery@clamcleat.com. Tel. 01707 330101

Larand Low-Emission Fuel Primer Bulb

A new primer bulb from Larand Products exceeds the EPA/CARB standard and also offers performance and reliability superior to other OEM and aftermarket bulbs.

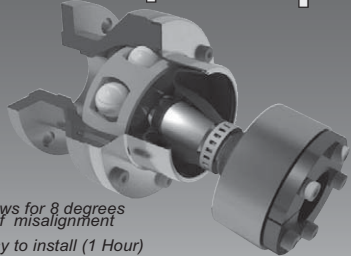
The new primer bulb allows emissions of less than six grams per square meter, per day, beating the standard by almost 70 percent. Made from a durable compound that stands up to harsh weather conditions and maintains excellent flexibility in low temperatures (in lab tests, the new bulb pumped 20 percent more fuel than



the leading OEM bulb). Unlike products that rely on mechanical pumps, this primer bulb has no seals that can leak fuel. Green color bulb available by special order.

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Summer Cruising 2011

A SIMPLE 7-DAY CRUISE IN THE SOUTHERN GULF ISLANDS

By Anne and Laurence Yeadon-Jones
Photographs and Charts by Laurence
Yeadon-Jones

The Gulf Islands of British Columbia envelop a beautifully diverse cruising ground - an alluring and accessible pocket of paradise. Boaters will be charmed by each island's distinctive character and lured by clean sandy beaches, sheltered bays, hideaway anchorages, spectacular sunsets and abundant wildlife. In addition, the area's marine parks are unique to British Columbia's coast and are often only accessible by water.

The popular cruising months usually fall between May and October, when more favorable weather conditions prevail. Fuel, water and fresh produce are available at most major provisioning stops, and many islands offer well maintained moorage facilities.

Finally, once on your cruise, the way to really appreciate the splendour and serenity of the Gulf Islands is to ease back the throttle, slow down your pace and fall into the easy rhythm

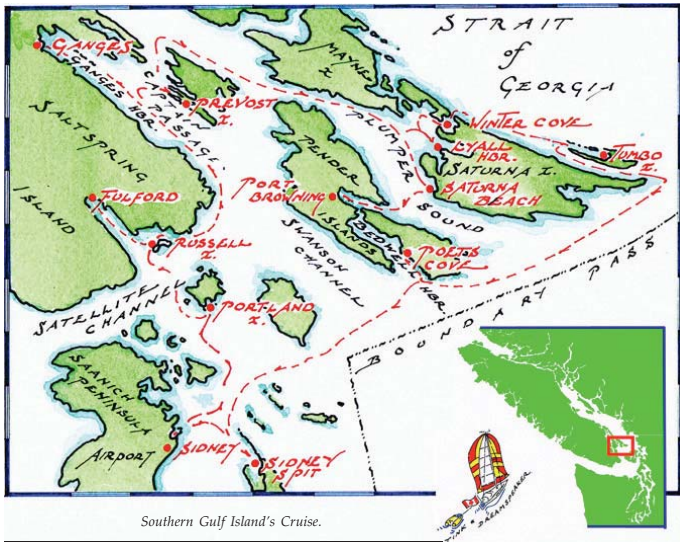
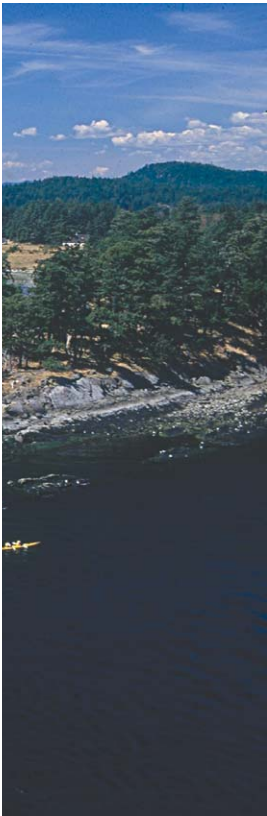
of leisurely island life.

For visiting boaters, the Town of Sidney provides a central area to charter a boat, meet up with family and friends and provision within walking distance of the marina. It is

Photo above - Boat passage into Winter Harbour. Photo below - Anchorage at Princess Bay, Portland Island.

close to Victoria International Airport and is the terminus for the Swartz Bay ferry and the Washington State ferry.





Southern Gulf Island's Cruise.

On Sunday afternoons in the summer months, live bands perform at the bandstand located next to the museum.

Day 1. With provisioning completed and the boat ship-shape, it's time to hop onboard for the start of your Gulf Islands cruise. The passage northeast is well marked and will keep you clear of the ferry traffic entering and exiting the Swartz Bay Terminal. The first stops will allow you to anchor, stretch your legs and



Photo right - All the luxuries at Poets Cove Resort. Photo below - Sidney Pier Hotel and Spa.

Sidney & Port Sidney Marina

Hanging baskets bursting with summer flowers and bustling dock attendants are waiting to welcome you to Port Sidney Marina which also offers a complimentary bus service to downtown Victoria and the spectacular Butchart Gardens.

At the Sidney Pier Hotel and Spa you can find relaxed waterfront dining, a heated outdoor terrace, a comfortable lounge, and a bustling café all under one roof. Spectacular food, warm, friendly service and seaside vistas—they do casual elegance well. A world class aquarium, the Shaw Ocean Discovery Centre, is located in the Sidney Pier building and is a delight for the whole family.

The busy main street of Beacon Avenue has a fine selection of shops, supermarkets, lively coffee bars and diverse bookstores, as well as a bakery, liquor store and post office. For a taste of local history, visit the Sidney Museum on Beacon Avenue.



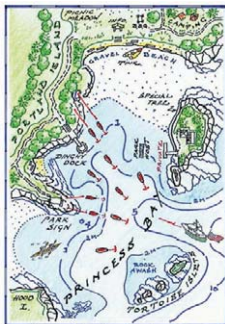


Chart above - Princess Bay,
Portland Island.

become acquainted with two of British Columbia's well-preserved parks - both also offer sheltered overnight anchorage.

Portland Island (Gulf Islands National Park Reserve)

Charming Portland Island with its intriguing Kanaka (Hawaiian) history is perfect for leisurely circumnavigation on foot. The two primary anchorages are Princess Bay in the south and Royal Cove in the

north. There are good, well-marked hiking trails that take you around the densely wooded island and through the grassy meadow and historic fruit orchards.

Russell Island (Gulf Islands National Park Reserve)

Just two miles from Fulford Harbour on Saltspring Island, pe-

tite Russell Island offers good protection from summer winds. Beach your dinghy on the brilliant, white shell isthmus that forms between the island and a rocky outcrop at its western end and take a leisurely stroll along the loop trail through shady old-growth forest and twisted arbutus to pocket shell beaches with crystal clear water and smooth bathing rocks.

A sturdy wooden boardwalk leads to the century-old, saltbox-style homestead with its rambling orchard and garden. Apples from the 120-year-old orchards are delicious and visitors are encouraged to taste the fruit and visit the home-

Photo below - Reef Harbour & Cabbage Island Marine Park.



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stead to learn more about the little-known history of the island's owner Maria (Ma-rye-ah) Mahot who lived on the Island from 1902 until her death in 1936. Here she created a refuge for her husband and 13 children and a center of community for neighboring families who were, as she was, of mixed Hawaiian and Aboriginal descent. If you wish to spend the night in a marina, pop over to Fulford Harbour.

Fulford Harbour & Village, Saltspring Island

Despite having the busiest ferry terminal on Saltspring Island, Fulford Harbour and Village is peacefully laid-back. Fulford Harbour Marina provides day and transient moorage and has well-ordered amenities, including a designated visitor dock, a lookout gazebo and onshore BBQ facilities.

The village has a colorful assortment of enterprises; the historic Fulford Inn and Pub serves traditional, hearty pub grub while the Rock Salt Restaurant offers tasty and imaginative dishes using local and organic produce. The Morningside Organic Bakery and Café produces excellent breads, pastries, toasted sandwiches, fair trade coffee and specialty teas.

Don't forget a visit to the tiny Saint Paul's Catholic Church built

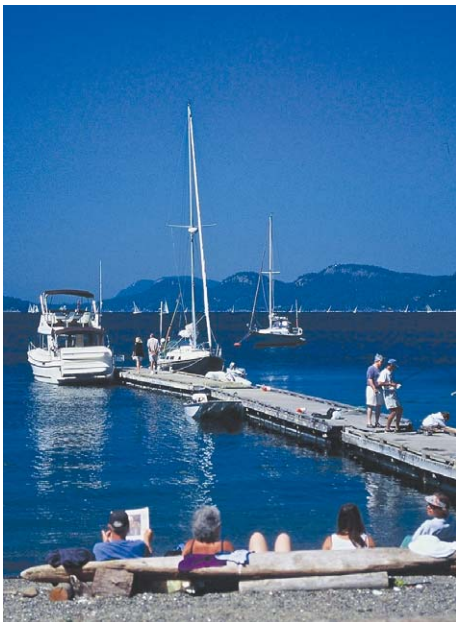
in 1885 using local, Cowichan Valley stone. The adjoining graveyard has an expansive view towards Isabella Point and the gravestones from the many Kanaka (Hawaiian) family members are decorated with freshly picked flowers and garlands of seashells.

Day 2. Following the southeast coastline you will pass Ruckle Provincial Park and Beaver Point before turning into Captain Passage and heading northwest into Ganges Harbour. In the busy summer months a steady stream of vessels and float planes file in and out of the harbor and the anchorage is filled with a colorful array of visiting and local boats. If a strong southerly springs up, an alternative, more protected anchorage is available in nearby Glenethorne Passage on southeast Prevost Island.

Ganges Harbour, Saltspring Island

Located in the heart of the Gulf Islands, downtown Ganges is a fun stop with ample moorage at the two marinas and public wharf. Although the village has become an urban center with full provisioning facilities

Photo right - Saturna Beach, overlooking Plumper Sound.



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ties, it presents itself to the visitor as a pedestrian seaside village. It has great shopping, galleries and a large selection of places to buy and eat good food.

Enjoy a promenade from Lower Ganges to kid-friendly Moby's Oyster Bar & Marine Grill at the head of Saltspring Marina—alternatively hop aboard the electric powered Queen of De Nile with its charming fringed canopy. Here you will find Harbour's End Marine and Equipment, car, scooter and electric-assisted bike rentals, and the delights of Hastings House's restaurant and gardens overlooking the harbor. The aroma of fresh baking will lead you to the Rendezvous, a very French patisserie, while a short walk up the road leads to the elegant tasting room of Mistaken Identity Vineyards.

Centennial Park hosts the popular Saturday Market, where local arts, crafts and organic produce, rustic breads and farm cheeses go hand in hand. This vibrant and busy event is a must for boat provisioning. Continue your shopping spree through the downtown core; pick up a Saltspring map which lists retail shops and island events. Don't miss Volume II Bookstore, Salt Spring Books and Black Sheep Books, which incorporates Nick Bantock's gallery "The Griffin Room."

Thrifty Foods will deliver to the



Photo left - The anchorage at Ganges Harbor feels quite tropical when the sun shines.

marinas and Mouat's Mall, the landmark green-and-white building, provides an eclectic purchasing experience. The Fishery, open seasonally, is owned and operated by commercial fishers and is a must for local Dungeness crab, smoked salmon and the catch of the day. Treat yourself to Harlans Chocolates, handmade on Saltspring.

Ganges has a wonderful selection of restaurants and cafés to

choose from including the Treehouse Café (live music), Oystercatcher Seafood Bar & Grill, Shipstones Tap Room & Lounge (harbor promenade), Auntie Pestos (on the waterfront), Market Place Café (excellent French cuisine), Bruce's Kitchen (farm to table) and Barb's Bakery & Bistro (fresh and friendly). The Local Liquor Store offers one-stop shopping with a good selection of wine and beer and

a sociable waterfront patio.

Day 3. From Ganges Harbour head northeast into the southern reaches of Trincomali Channel, between Saltspring and Prevost Island; enter Plumper Sound via Navy Passage (often great sailing), and anchor off Saturna Beach for a spot of wine tasting and lunch el fresco.

Saturna Beach, Saturna Island

Surprise Thomson Park is tucked in behind Saturna Beach. With its open meadow and leafy trees, it's the perfect day stop for walking, picnicking or just lazing on the grass. A couple of wooden benches provide the visitor with a pleasant view over Plumper Sound. Saturna Island Vineyards is a stone's throw from the park and their wine shop and bistro, serving excellent casual lunches, are housed in a beautiful post-and-beam barn with a patio overlooking the waters of Boundary Pass and the San Juan Islands beyond.

A short hop west will take you to the recently upgraded Port Browning Marina on North Pender Island, the perfect spot to tie up for the night and enjoy a meal and something cool on the pub patio.

Port Browning, North Pender Island

From the water the foreshore of Port Browning Harbour has a friendly, welcoming look. Port Browning Marina & Resort and the anchorage off Hamilton Beach are within easy walking distance of the Driftwood Centre, making this a perfect provisioning stop. The Pender Bakery and Café produces fresh bread daily, and the owners

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take pride in other imaginative and delicious baked goods. At Fish on Pender you can choose from fresh grilled or battered fish and chips, hearty burgers and tasty wraps. Other services include a bank, post office, grocery store, liquor store and Tallisman Books filled with local and international titles.

The renovated and upgraded marina & resort has been creatively landscaped and moorage includes use of the outdoor pool. Enjoy their kid-friendly café and patio or something cool on the pub sundeck where views out to Mount Norman across the quiet harbor create a tranquil setting, so typical of many Gulf Island havens.

Day 4. From Port Browning it's a short trip via narrow Boat Passage to Winter Cove. For those who would prefer to tie up for the night or are getting low on fuel, nearby Lyall Harbour public wharf also provides access to the BC Ferries terminal and the floatplane dock; take a stroll to the Lighthouse Pub and treat yourself to some good pub fare.

Winter Cove, Saturna Island (Gulf Islands National Park Reserve)

This popular anchorage has two possible entrances. Boat Passage, a very narrow entrance between Ralph Grey Point and Winter Point, can be safely navigated at slack water or on a rising tide, center channel, with the current. The second entrance is between Samuel and Saturna Islands. At high water take care to avoid Minx Reef, which extends beyond Digby Point.

Once you are inside, Winter Cove is a large and very pleasant anchorage although quite shallow in places. At low water it is fun to walk along the park beaches, where jagged reefs extend out into the anchorage, and then join the trail to Winter Point, which overlooks Boat Passage and the Strait of Georgia. This is an exciting spot to sit and watch the tide, and boats, rushing through the passage. Boardwalks take you over the outlets of two lagoons covered by bulrushes and a plentiful supply of fresh sea asparagus.

Day 5. For a treat on the edge leave Winter Cove and head southeast to anvil-shaped Tumbo Island and popular Cabbage Island.

Cabbage Island & Tumbo Island (Gulf Islands National Park Reserve)

When entering Reef Harbour from Tumbo Channel, be sure to give the point a wide berth. Once inside, pick up a mooring buoy (rafting prohibited) south of Cabbage Island. The main attractions for visiting boaters are the soft-sanding sandy beaches and prolific



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tidal pools in Reef Harbour, crammed with sea life. As low tide approaches, stretch your legs with a walk around the island. On the north shore you can enjoy expansive views across the Strait of Georgia while indulging in some fascinating beachcombing. Note: The island is an important nesting site for oystercatchers and bald eagles. Oystercatchers are particularly sensitive to disturbance by dogs and people.

It is now also possible to enjoy the natural beauty and solitude of Tumbo Island, east of Reef Harbour, which has a significant freshwater marsh and natural uplands. Its name is derived from "Tombolo," the sand, shingle and driftwood bar that now connects the north and south fingers, and formed a freshwater marsh. The anchorage has a view to magnificent Mount Baker and is protected from summer winds. The trails lead to three great look-out points where bald eagles can be



Photo above - Port Browning Marina and Resort has undergone a renaissance. Photo left - Poets Cove Resort and Marina.



seen atop the fir trees. The marsh is home to migratory birds, waterfowl, a pair of trumpeter swans and a family of otters. Note: Please respect the private residence and grounds.

Day 6. When leaving Reef Harbour via Tumbo Channel, stay well off shore of East Point, then head southwest, north of Boundary Pass to Bedwell Harbour and the delights of Poets Cove Marina and Resort and peaceful Beaumont Marine Park.

Poets Cove Resort & Marina & Beaumont Marine Park, South Fender Island

An extensive public wharf serves as an unmanned Canada Customs

port of entry, making the entrance to Bedwell Harbour exceedingly busy in the summer months.

Once the formalities of customs have been completed (for some), experience the delights of Poets Cove Resort and Marina: unwind at the spa with its hand-sculptured rock steam cave, relax in the outdoor hot tub and kid-friendly pool, sip on a latte at the waterfront café or enjoy a glass of something cool on the pub's outdoor patio. Alternatively, treat yourself to contemporary West Coast cuisine on the



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terrace of the Aurora restaurant which overlooks the steep cliffs of Beaumont Marine Park.

The park has a large, popular anchorage with numerous mooring buoys and room to anchor, but arrive early as both fill up fast. Access to the east end of the park is gained via relatively steep stairs. Then it's an easy 10-minute walk to the campground and you can picnic along the shoreline trail or on the shell beaches. To really stretch your legs, hike the trail from the marine park to the top of Mount Norman, which on average will take about an hour. The view is well worth the climb. If you have the time, treat yourself to an afternoon's wine tasting or small private party in the terraced vineyard or barrel cellar of nearby Morning Bay Winery.

Day 7. If this is your final day head southwest from Bedwell Harbour through a scattered group of islands to the inviting white beaches of Sidney Spit.

Sidney Spit, Sidney Island (Gulf Islands National Park Reserve)

Accessible by boat only, this delightful spot is one of the most popular anchorages on the coast. The Island's lagoon, tidal flats and salt marshes abound with marine life and



Ganges Saturday Market – Anne has a thing about hats.

shore birds, especially during spring and fall migrations. Originally used as a summer camp by the Coast Salish many years ago, it offers great summer warm-water swimming off its long stretch of sandy beaches; exposed at low tide, the sand heats up the incoming water to a very comfortable temperature. The spit is a wonderful place to stretch your legs, and a hike to the light at the end of the spit and back is truly invigorating.

The inner lagoon, hook spit and the vegetated center of the main spit are sensitive ecosystems and land access is limited to a narrow strip along the outer edge of the hook spit; visitors should keep to the sand edges of the main spit. Boats (including kayaks) are pro-

hibited from the lagoon.

Pick up one of the many mooring buoys (rafting prohibited) to avoid damage to the eelgrass beds, tie up at the public dock or anchor

off the hook spit, west of the lagoon. Although exposed to the north and west, Sidney Spit offers good protection for the prevailing southerly summer winds. **mwv**

Helpful Info

Port Sidney Marina (250-655-3711). The staff monitor VHF channel 66A. BBX wireless internet access is available

Ganges Marina and fuel dock (250-537-5242) and Saltspring Marina (250-537-5810) offer transient moorage and monitor VHF channel 66A. BBX internet access

is available throughout the harbor

Dedicated transient moorage is available at the **Ganges Kanaka Wharf** managed by the Harbour Authority. VHF Channel 09

Port Browning Marina (250-629-3493, VHF channel 66A)

Poets Cove Resort & Marina (1-866-888-2683) offers transient moorage, fuel and the use of resort facilities. They monitor VHF channel 66A



Regular contributors to Northwest Yachting Magazine, Anne and Laurence Yeardon-Jones are also the authors of the popular Dreamspeaker Cruising Guide Series - www.dreamspeakerguides.com Published by Fine Edge in the US and Harbour Publishing in Canada.



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Summer Cruising 2011

Cruising Legally in British Columbia

by Mark Bunzel

While preparing for summer cruising, it is always a good idea to update your understanding of the procedures for boating in Canada. While Canada makes it relatively easy for U.S. boats to travel throughout the beautiful waters of British Columbia, things change and some boats may find themselves in a bit of trouble if they don't have the proper paperwork and registrations if things start going the wrong way. Here is a reminder of the Canadian regulations that apply for visiting recreational boats.

It appears that enforcement is on the rise over the last several years since the Canadian Federal Government made an arrangement with British Columbia to be able to issue tickets for Federal boating (and other) offenses. Until then, there was no ticketing for Canada Shipping Act offenses, and if a police officer wanted to prosecute a boater (for instance for failing to carry certain safety equipment) they had to take the boater to court. Naturally, most police were unwilling to invest the time involved in a court appearance unless the offense was serious. But once ticketing of boating offenses became possible, police became much more willing to engage in marine enforcement.

First, it is important to point out that, unlike the U.S., the Canadian Coast Guard has very limited enforcement authority. It is not an enforcement agency. Most on-the-water enforcement is done by the Royal Canadian Mounted Police (RCMP) and in Victoria and Vancouver, the city police. Fishery Officers in BC are also designated to enforce boating laws, and are probably more interested when there is visible fishing gear or while checking for fishing licenses.

Upon entry into the country, you are reporting to the Canadian Border Services Agency (CBSA), the Canadian equivalent of our Customs & Border Patrol (CBP). For



If you don't want a run-in with one of these guys (the RCMP), be sure to be legal and play by the rules.

most, entry into Canada is straight forward. Most border reporting points have a telephone station at the dock with direct phone lines to a CBSA office. Please be prepared to present your:

1. Vessel license or registration number and boat name.
2. The full name, date of birth, citizenship (and CANPASS or Nexus number) for all persons on board. You may also be asked for passport and visa information for passengers and crew.
3. A declaration of all goods being imported, including liquor, tobacco, firearms and weapons. Firearms will require special registration paperwork.
4. A declaration of all currency and other monetary instruments of a value equal to or greater than CANS10,000.
5. For returning residents of Canada, a report of all repairs or modifications made to goods (including the boat) while outside Canada.

The officer on the phone may ask other questions about your trip. You may be asked how long you intend to stay in Canada, where you

intend to go and places you intend to visit, and even what you intend to do while in Canada.

Note that they may ask if both parents for a minor child are on board. If minors are traveling without their parents, the CBSA may request a copy of the birth certificate and a notarized letter from one or both parents authorizing a minor to be taken out of the country. This is especially the case where there is a shared custody agreement in the case of a marital separation or divorce.

The CBSA computer database appears to be a very good repository of information. I have had an agent ask me, by name, if one of my children was on board with me, when I did not declare that person. This information was apparently in their computer system from a prior years cruise and posed as a sort of test question.

You can follow a more streamlined procedure by applying for a Nexus or CanPass card months ahead of time. The process requires interviews by both U.S. and Canadian authorities to determine joint acceptance across their respective borders. Note that Canada does not permit an individual with a DUI offense to enter Canada without

special permission. Recently, a boater who frequently visited BC on his boat applied for a NEXUS card. He truthfully declared a DUI conviction over 40 years ago when he was 17. The CBSA agents at the NEXUS application center informed him that he would no longer be welcomed in Canada!

When you telephone your request for clearance, you may be cleared by phone or you may be asked to standby at the dock for CBSA officers to board and inspect your vessel. In most cases, it appears the CBSA officers are looking for firearms, liquor and tobacco as well as some restricted seeded or pitted fruit and vegetables such as apples, potatoes and even fresh corn. Restrictions on meat products can vary.

If you receive clearance by phone, post the clearance number prominently on a slip of paper in a window of your boat facing the dock. The RCMP do walk the docks in many destinations checking for clearance numbers on foreign flagged recreational vessels. As you will see later, not having your clearance number displayed could start the ball rolling for an inspection of other items required by Canadian law such as a Boaters Education Card.

Firearms, Liquor and Tobacco

Canada is very strict about firearms. Handguns are strictly forbidden. Some rifles and shotguns are permitted to be brought into Canada on a vessel with the proper paperwork and following the regulations for separate storage of the gun and the ammunition. Research the regulations carefully before entry or call the Canadian Firearms Centre at 800-731-4000. The cost to register is \$25 and the permit is good for 60 days, a consideration if you will be Southeast Alaska for two months or more.

For liquor, follow the quantities allowed at 1.14 liters for hard liquor, or 1.5 liters of wine (1.14 liters total if both), or not more than 24-

12 oz. bottles of beer for every adult, which by the way is 19 years and older in B.C.

Tobacco products are limited to a carton of cigarettes per adult, with other limits listed for other tobacco products.

We are hearing of a new twist in boating and alcohol enforcement. Lets say you stop in Bedwell Harbour to clear customs on your way north. After checking in by phone at the top of the dock you are asked to standby for an inspection in about 45 minutes. You go back to your boat to wait and decide to have lunch while waiting. You, or one of your crew, pop open a beer to enjoy with lunch. If the officers come on board for an inspection and view an open container of an alcoholic beverage on the table or in the galley, it is our understanding that there is a high likelihood your vessel will be automatically restricted to the dock for the next 12 hours.

Restrictions on alcohol consumption aboard a boat are more strict in British Columbia than the U.S. It is only legal to consume alcohol beverages on a vessel if the vessel has permanent sleeping facilities, the vessel has permanent cooking facilities, the vessel has a permanent toilet, and the vessel is anchored or secured alongside a dock. The Criminal Code of Canada imposes penalties if an operator has more than 80 milligrams of alcohol per 100 milliliters of blood. The penalties are a \$600 fine for 1st offense, at least 14 days incarceration for 2nd offense, and at least 90 days incarceration for a 3rd offense.

Boaters Registration Card (US) or Pleasure Craft Operator Card (CA)

Canada requires all resident boaters to carry a Pleasure Craft Operator Card (PCOC). Many visitors from the U.S. assume there are reciprocal laws between the U.S. and Canada. This is true in many cases, but if you plan to stay in Canada for more than 44 consecutive days you are required to have a PCOC or recognized equivalent. A Washington Boaters Education Card qualifies, as do many USCG certifications such as a Captain or Master's license. So while you may be grandfathered in the State of Washington from having to study and test for your Washington Boaters Education Card if you were born before 12/31/1954, you still will need a boaters card to boat longer than 44 consecutive days in British Columbia.

The word on enforcement is the boaters card laws are typically being enforced when there is some other infraction. In other words, the RCMP is not spot checking for boaters cards. But lets say they patrolled a harbor and could not find a clearance number posted on your boat. While checking with you for the number (hopefully you wrote it



Mark Bunzel is the Publisher at Fine Edge Nautical Publishing. He is also the new Editor and Publisher of next years *Waggoner Cruising Guide*.

down in your ship's log before the number in the window blew away), they could ask to see your Washington Boaters Education Card or a copy of some other acceptable USCG documentation.

VHF Radio Licenses

A VHF Station License is no longer required to operate a VHF in U.S. waters. But the FCC law states that a vessel must have a VHF Station License for travel to foreign ports. This can be obtained from the FCC. It appears this is not enforced though we have a report from one U.S. recreational boater who was boarded by the RCMP in Canada and was asked to see his FCC Ship Station License and Restricted Radio Telephone Permit which they claimed is now required. You can register for both licenses on the same Form 605 from the FCC or online.

One additional note, consider upgrading your VHF radio to include DSC capabilities. While you can easily register for an MMSI number on the BoatUS web site, this number is only good for use in domestic U.S. waters. For international travel, including Canada, you will want to register for an MMSI number for your vessel through the FCC system. This will allow your MMSI number to be listed in international maritime databases.

Other Items

By the way, have you added a Carbon Monoxide Sticker to the interior of your boat? They are available from your local WA Department of Licensing office and are required starting this year for all registered motor-driven vessels. This may include your dinghy if it is registered.

Want to learn more? Curt Epperson, a boater, maritime attorney and the author of the book "Keeping Your Boat Legal" has an excellent website with updated information on the ever changing maritime laws and policies at www.boativated.com.

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Summer Cruising 2011

Anacortes

This plucky town on Fidalgo Bay offers a host of attractions

by Marianne Scott

Anacortes is a town that values and preserves its heritage but also looks for ways to re-new itself. That's why we were struck by the delightful project just finished next to Cap Sante Boat Haven: a complete renewal of the Seafarer's Memorial Park. The area had been an existing park, but it needed a major makeover. According to Port of Anacortes Executive Director Bob Hyde, it took nearly two years and \$34 million to complete.

Today, waterfronts are often seen as prime areas for homes, condos, marinas and parks, but when towns around the Pacific Northwest and western Canada were founded, they usually established commercial enterprises on the shore. The proximity of water made transportation of people and products easy. The waters were also used as a place for dumping effluents and garbage. Soil wasn't a precious resource.

Nor did anyone think much about pollution in 1890 when a lumber mill began operating on Fidalgo Bay on the grounds forming the park today. The addition of a pulp mill in 1925 didn't help. Scott Paper operated the mills until they were sold in 1979.

Afterwards, the area was used variously as a log yard, for boat storage and a staging ground for oil equipment. Unfortunately, all these occupiers left their droppings, including such contaminants as petroleum residue, metals, arsenic, PCBs and a whole array of noxious multi-syllabic chemical compounds.

The plan to clean it up resembles the remediation taking place around a number of sites located on our waterways. The group involved started by digging up and removing a huge amount of contaminated soil—about 103,500 cubic yards—a quantity equal to removing soil one yard deep from 16 football fields. Clean soil took its place.

The intertidal zones were dredged to get rid of tainted sediments, while wood debris, bricks and pilings were

yanked out. The beach was relined with clean sand and gravel, as was the shoreline. Damaged eelgrass habitat, which fosters all kinds of marine life, was replanted.

Bob Hyde said he wondered if all that soil and sea bottom needed to be removed. "After we scraped it all up," he said, "a group of longshoremen sorted it, separating old wood, industrial parts and soil. Amazingly, they didn't find a single live creature. No clams, no worms, nothing. It was truly a dead zone. That fact really convinced me the cleanup was the right thing to do."

He added that the project ended giving the port more than anticipated. "We were able to replace the 53-year-old wooden pile wall at the harbor's entrance with a stone breakwater," he said. "It caps any underwater pollution still there and also protects the many boats and yachts in the marina from heavy weather.

"We're ecstatic about this renewal," Hyde continued. "We have a new park, a new breakwater. And it helped the economy during the recession. We're holding many events this summer in our clean



attractive park next to the marina." (See sidebar for details.)

The park reopened formally on May 20. Locals and visitors can now stroll the large pavers that line the

broad sidewalks, the shoreside and beach are ready for picnickers, flowers bloom and benches are ready for lounging. Several interpretive signs highlight the area's history.

Photo above - Sculpture of the Lady of the Sea by Deborah Copenhaver. Photo below - View of Cap Sante Boat Haven. Both photos by Photo Marianne Scott.





For boaters arriving at Cap Sante, it's a good place to gain your land legs back.

The Memorials

I appreciated the several sculptures and memorials located at the park as well. A life-size bronze statue of a woman and her child entitled "The Lady and the Sea" graces a granite boulder overlooking the harbor. While holding her son, she raises a lantern in hopes of bringing a seafarer home in safety. The plaque reveals that Deborah Copenhaver sculpted the magnificent piece, that the late Ray Separovich, a "mariner, father, public servant," commissioned it and that it is "Dedicated to Those Who Work and Play in the Sea, and to the Families and Friends Who Wait for Them." Nearby, a stone memorial crowned by a ship's wheel honors those who've lost their lives in the chilly waters and strong winds of the Salish Sea.

Next to the park another sculpture honors one of the European founders of the town. Carved into a tall black steel structure, a silhouette depicts a woman in 19th century dress: it's Annie Curtis, whose name was transformed into "Anacortes" by her husband Amos Bowman after they arrived here in 1876. Many have speculated that he chose to change her name to fit in with the nomenclature left by the Spanish captains exploring this region, such as Fidalgo, Padilla, Lopez, Sucia and San Juan.

Walking the town

After navigating through Guemes Channel and passing between the day beacons leading us

into Cap Sante, we moored *Beyond the Stars* safely and I walked up to the harbormaster's building to register our visit. Cap Sante's location allows for ample provisioning and sightseeing. A Safeway is nearby, as are a hardware store, banks and West Marine. I noted that a new Anthony's, part of a chain of seafood restaurants, had opened in January right next to the Boat Haven.

I then went walking north along Commercial Avenue, the long street—known as "the gut"—that forms the heart of historic Anacortes. Anthony's is far from the only restaurant in town. As I strolled I observed a variety of eateries—delis, pizza parlors, coffee bars, Thai food,

an alehouse, Mexican fare and a fish place. For those shopping for art, galleries abound with many types of artistic and decorative items.

Anacortes, like Port Townsend, had hoped to serve as the western terminal of the transcontinental railway in the 1880s. Speculators arrived in flocks and the price of land skyrocketed. In anticipation, some of the fine period buildings that still stand today were constructed. But Tacoma became the railway's major terminus and again, like Port Townsend, many citizens took off to find jobs elsewhere. That failed railroad terminus is our gain today. No one "developed" the town center and thus many charming build-



Photo left - *The Seafarer's Memorial Park* next to Cap Sante has been recently cleaned up and improved (photo by Steve Berentson). Photo below - "Automobile accident" by Bill Mitchell (photo by Marianne Scott).

ings have avoided the wrecker's ball.

The town did, however, become a center for fishing with an emphasis on salmon and codfish. By 1900, hundreds of people worked at fish-processing plants. It was such a big industry that Anacortes called itself "the salmon canning capital of the world." Today, three companies still process fish. And the town celebrates its fishing heritage in a unique way. Instead of standard boring waste cans, the refuse bins around town are painted to represent the vintage labels of canned



salmon. "Laurel Wreath Brand Red Sockeye Salmon," one reads. "Contents about one pound." "Pink Tulip Salmon," says another bin. "Salt added for flavor." It's a colorful, inventive way to celebrate an industrial heritage.

I stopped by the Anacortes Visitors Center at 9th Street and Commercial and found several useful guides. One helpful pamphlet offers a "Walking Tour of Historic Downtown Anacortes." The list includes not only historic homes, but many downtown buildings as well.

The Anacortes Murals

As I strolled down the wide sidewalks enjoying the sunshine, flowers in pots and art deco and beaux-arts architecture, I was struck by the façade of the Keystone Center for the Arts. The outside wall not only sports one of the town's numerous murals—representing Dr. Jack Papritz, founder of the Anacortes Arts Festival—but a glass insert depicts the schooner *Wanona* under full sail. But don't just look at it from the outside—the bold blue glass is hard to see. Pop into the Center, climb some stairs and view the piece from the inside—the outside light illuminates the indigo insert. Great fun.

And then there are all the other murals. Anacortes is unique in its



"Setrocana Ice Cream" by Bill Mitchell (photo by Marianne Scott).

more than 120—and counting—decorated walls. They are the brainchild of local artist and historian Bill Mitchell. His murals tell the story of Anacortes, some of its citizens, merchants, crooks and entertainers. To identify each one of them, you can peruse the list on the back of the city map available at the Visitors Center. It's a wonderful way of demonstrating a town's development without formal history lessons.

Bill Mitchell told me how it all came about. "In 1984," he said, "we

formed the Anacortes Renaissance and Revival Confederation. It didn't last long as a formal organization because we soon came up with the idea of murals." Mitchell is a voluble man with strong ideas who hasn't let the automobile accident that put him in wheelchair 40 years ago stop him from being one of Anacortes' main influences.

The way it works is that someone sponsors a mural and puts up the funds. Photos and stories about an ancestor or relative, or someone

who's made a contribution to the Anacortes region, provide the background for the new mural. "This is mostly grass roots," said Mitchell. "People come to me with someone well remembered. The murals show a beloved group of characters. And they also depict many vintage cars that set the scene historically."

As many of the town's buildings have lapstrake siding, the murals are rarely painted on the walls directly but are made of plywood. "The process is straightforward,"

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said Mitchell. "I have helpers. We use three-quarter inch MDO plywood, project an image onto it, outline it and then cut it out. I paint the resulting form with multiple layers to ensure it lasts. We finish the backs. When the mural is finished, the last thing we do is screw it up to a wall somewhere."

Mitchell said he was "kinda born to art." His grandmother had saved drawings by her father who'd graduated from a German drafting school in 1868—today, those drawings hang in Mitchell's home. Mitchell himself finished his drafting training at Boeing in 1968—exactly a century later. "I guess it's genetic," said the artist.

On the outside wall of the Marine Supply and Hardware, a huge image of the founder with his 1918 "Anacortes Junk Co" truck grace the wall. "That was one of the first," continued Mitchell. "The store is iconic and the mural brought visitors to the north end of the street."

I peeked around corners to get other views of more Anacortes characters. Ole Olsen is seen shoveling snow. Uncle Bob Petrish is known for his duck hunting. Bill Mitchell himself is portrayed in a 1954 Autoette electric car. At the old train station, conductor Walt Miller still holds his arm aloft, ready to signal an oncoming train. The railroad no longer runs but the Farmers' Market is held next to the station on summer Saturdays.

The Marine Supply & Hardware Company

Near the end of Commercial Avenue, on the corner of 2nd, just before the large block housing Puget Sound Rope, which manufactures high-quality synthetic ropes for the marine industry, I entered one of the most famous Anacortes emporiums: the Marine Supply & Hardware Company. It's a huge place with many hidden corners and bays. I felt like the proverbial kid in the candy store. One of the first things that caught my eye were shelves upon shelves loaded with fishermen's caps and berets—in leather, wool and cotton. Second-hand boating stuff had found its ways on the display tables—do you need an alcohol stove? A brass diving helmet? Models of ships and yachts? A peloris or sextant? This is prime property for the antique hunter.

Many more antique implements are dispersed throughout the store. A black cat slinked across my shins. Not everything is a collectible. Chinese-made plastic gizmos are displayed next to a selection of duck decoys. Several store sections display dozens of wooden shelves with a zillion boxes and a thousand cubbyholes filled with everything galvanized—lug bolts, nuts, nails, valves ... fasteners of every kind. Brass through-hulls and their fit-

tings, pipes, zincs, and PVC pipes are next to the lubricants—it's a handyman's paradise.

As I was busy taking photos of this yesteryear store with supplies made over the past 90 years, staff member Larry Norman told me "We charge for picture taking, you know." He chuckled and after I told him I would describe the store in a *Northwest Yachting* article, he gave me a guided tour.

Mike Demopoulos, who'd arrived here from Greece, founded the Marine Supply store. With characteristic immigrant grit, he started a business gathering other people's discards and sold them. After saving and scrimping, he bought a truck and cart—then moved on to a store. His success allowed him to get



Photo above - Larry Norman at the entrance to the first The Marine Supply and Hardware building (photo by Marianne Scott).



Marianne Scott is an award-winning writer who has covered the marine scene for well over a dozen years. She has been contributing to *Northwest Yachting* since 2001. After sailing to French Polynesia and exploring the Baltic Sea, she is now finding the nooks and crannies of the BC coast. She is the author of *Naturally Salty*, *Coastal Characters of the Pacific Northwest* and of *Ocean Alexander—the first 25 years*.



Photo left - The Marine Supply and Hardware's exterior with founding businessman mural (photo by Marianne Scott). Photo below - Town Crier Richard Riddell announces the latest news (photo by Steve Berentson).

a loan to start a marine supply store to serve the fishing industry that was taking off. His first store was in a small wooden shed that's still on the premises. It's a bit tired right now and its walls sag here and there. Surplus supplies are stored within.

The store is now the second oldest business in Skagit County and the oldest continuously operating marine supply on the West Coast. Steve Demopoulos, the founder's grandson, is today's owner/manager. The emporium's premises now take up most of a block. Larry led me up and down corridors, steps interrupting the old flooring—you have to watch where you're going.

Gear and goods were everywhere. A couple of trailer trucks as well as a mishmash of sheds in the backyard are loaded with hardware supplies, making me wonder how they find things in such a plethora of stuff. "We do locate everything eventually," said Norman. The store, despite its antique look, is fully computerized. Rick Sohm was busy ordering supplies online. The website displays a series of collectibles. That said, if you need something everyday for your boat, or something quite off-the-beaten track, you'll have to drop into the old premises. You'll enjoy the visit.



NEWS FROM SEAVIEW

Dear Valued Seaview Customer,

This spring brings a couple of major changes to Seaview Boatyard. This spring brings a couple of major changes to Seaview Yacht Service. We are very excited to announce a significant expansion at Seaview Yacht Service Fairhaven in Bellingham. We're adding a 30,000 square foot repair and storage building to our existing site. This will enable us to offer more enclosed work space as well as also to our existing site. This will enable us to offer more enclosed work space during the heated and secure storage space to customers looking for inside dry storage during the off season.

The multi-year expansion of Seaview West at Shilshole Bay Marina continues as well. Over the years we have added more stalls, constructed a state-of-the-art paint building and mechanics shop, built a new travelift pier, purchased a new 55 ton travelift, and increased the size of our yard store, installed a storm water treatment system and now we're making room to accommodate additional shop and office space.

Additionally, we are in the planning stages of an expansion of Seaview North at Squalicum Harbor Marina in Bellingham. To go along with our 165 ton travelift we are designing a paint and repair building modeled after the facility at Seaview West, it will be the only building of its type in the area that is capable of meeting the toughest environmental standards for air quality.

And finally, after 25 years of service to Puget Sound boaters, Seaview East will be closing on June 30th, 2011. We were not able to come to mutually agreeable terms with our landlord. As a result, we have decided to close the yard and will be transferring our personnel and equipment to our other Seattle and Bellingham facilities. It was a difficult decision but we believe that the expansion of services and staffing at our Shilshole location will enable us to continue to provide excellent service to our Seattle customers. We are looking forward to the upcoming boating season and hope that we can provide the help you need to make it enjoyable for you and your crew.

Sincerely,

Phil Risse
Phil Risse
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The Town Crier

Before newspapers, radio, television, the Internet, Facebook and Twitter, the town crier dispensed the news. From medieval times on, when most people were illiterate, he would stand at his assigned places and cry out "Oyez, oyez" — the old French for "Hear, hear." He would then recite the news, royal edicts, laws, when markets would be held and other bits of interest—a sort of news reporter and social networker rolled into one.

Anacortes has its own town crier, Richard Riddell, who's the best in North America. "I won the Town Crier Championship last year," he told me. "And I was the best dressed town crier in a previous year." Now an Anacortes high school teacher specializing in English, German and drama, Riddell may well owe his success to a previous career: he sang baritone roles at the Zurich Opera House. And you will have a chance to hear him all summer long.

When you hear the canon go off every Saturday night at 5:00 pm, Riddell will be located between Anthony's Restaurant and the Harbormaster's office, complete in traditional vestments, including his tri-cornered hat. And he'll cry out all the news that's fit to hear. **www**

Happenings in Anacortes this Summer

Cap Sante Boat Haven welcomes visiting boaters and offers the following: 150-200 berths for guest moorage; 20-, 30- and 50-ampere power; vessels to 120'. For slip assignment: VHF 66a, or 360-293-0694. After 5:00pm, VHF 66a or cell 360-661-5000. Visitors can use the exceptionally clean restrooms, showers and free wifi.

Anacortes Shipwreck Day - Saturday, July 16. Shipwreck Day is a giant garage sale occupying Commercial Avenue in Anacortes from first light to 4:00 pm Free.

Farmer's Market - Every Saturday from May-September, 9:00 - 2:00. It's located next to the city's historic train depot, just steps away from the Boat Haven.

Free Summer Concerts at the Seafarers' Memorial Park at Cap Sante Boat Haven - Friday, July 22, The Red Hot Blues Sisters, www.bigsismedia.com/RHBS.html. Friday, July 29, The Tallboys, www.thetallboys.com, & opening Ali Marcus,

www.alimarcus.com. Friday, August 5, Leroy Thomas and the Zydeco Road Runners, www.zydecoroadrunners.com. Friday, August 12, Cherry Cherry at Tribute to Neil Diamond, www.cherrycherryband.com. Friday, August 19, Bump Kitchen, www.bumpkitchen.com/.

Jesse Colin Young - Saturday August 6, 7:00 pm, group tickets—425-303-1848; single tickets—www.brownpapertickets.com/event/168986 or www.jessecolinyoung.com/

Central Pier Performances at Cap Sante Boat Haven - July and August, Saturdays and Sundays 12:00-2:00 pm, artists and performers will present at Cap Sante's Central Pier. www.portofanacortes.com/news.shtml/

Anacortes Arts Festival - August 5, 6 and 7 on Anacortes streets: juried artisans, art exhibitions, international foods, and creative youth activities. Free music. www.anacortesartsfestival.com/

Anacortes Workboat Races - August 27. In Guemes Channel. www.portofanacortes.com/news.shtml/

11th Annual Anacortes Antique Engine & Machinery Show - September 10, 9-4. Market & "T" Avenue, north & east of the WT Preston Snagboat. Free.

Oyster Fest Motorcycle Rally - September 25, downtown. Thousands of motorcycles. Info: 360-671-7575.

The North American Town Crier Championship, Seafarer's Memorial Park - October 1-2. Richard Riddell and the Port of Anacortes host the N. American Town Crier Championship, an event showcasing different approaches to crying and many historic costumes. Open to the public; boaters invited.

Oktoberfest/Beer on the Pier - October 8. Beer on the pier with 30 northwest breweries, local music and loads of fun.

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Summer Cruising 2011

Saving Fuel for 2011 Summer Cruising: Cruising South Puget Sound

Story and Photos by Mark Bunzel

The weather for the first five months of 2011 ranks as one of the most variable winter to spring season for the Pacific Northwest we have seen in a long time, and that is being kind. Snow, rain, wind, some sun - and sometimes all of the above in the same day! Cruisers in the Northwest are optimists though. They also know that whatever the weather, our cruising areas offer beautiful cruising

rain or shine, though we will take the Pacific Northwest sun anytime.

Attendees at the Seattle Boat Show last January were very optimistic about cruising this summer. The mood at the boat show was - lets go boating! They packed the cruising seminars, they bought new

Photo above - Well protected Mystery Bay Marine State Park is located on Marrowstone Island, south east of Port Townsend. Photo right - Welcome to Poulsbo! Photo below - Poulsbo shopping includes great bakeries.

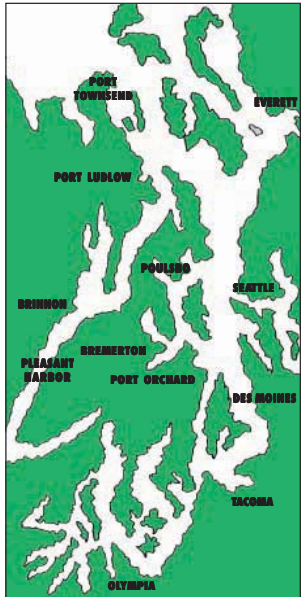




Photo left - The colorful shops at Poulsbo show their Norwegian heritage and are a very short walk from the marina. Photo below, left - The Olympia Seafood Company is located just up from Percival Landing. Photo below - The marina and resort at Port Hadlock with the Northwest School of Wooden Boatbuilding and the Ajax Cafe in the foreground, just a short dinghy ride away.



accessories and the repair yards were reporting that their schedules were filling up with many electing to address deferred maintenance from cutting back during the economic downturn. Leading up to January consumer confidence was on the rise and people were ready to spend money boating. The common refrain is; "We aren't getting any younger." Some were even buying new boats and the used boat brokerage business continued strong but the



"deals" were starting to thin out.

March brought us a new storm with political unrest breaking out



in Egypt, Libya and more ripples across the Middle East. The result was a rise in the price of crude oil driving up the cost of marine fuel at docks up and down the Inside Passage and at the gas station pumps we faced every day. Next, came the earthquake and tsunami in Japan. Prices edged up a bit more and the fuel speculators jumped in and according to most experts drove the price of crude up before it landed in our refineries. In the meantime, consumer confidence retreated after months of an upward climb. Consumer confidence seems to be the new gauge of economic recovery. Wall Street is doing great. Companies and sectors like retail and automotive have reached a level of recovery. Still with all of this it appears many boaters have started to question their original cruise plans, eyeing the increased fuel prices everyday.

So what should we do about this? We all could stay at the dock, sit tight and not burn fuel and enjoy our on the water second homes. Or, we could toughen up, change our marine consumer confidence and cruise on. Some say the current prices are the new reality and mentally plan for \$5 per gallon marine fuel as inevitable. Others say this is just a cycle spurred on by the spot market speculators driving the price of crude up. If so, the cycle may



Photo above - The town of Poulsbo is located on historic Liberty Bay and is a short walk from the marina. This is a very pleasant destination for any South Puget Sound cruise.

slowly drive prices back down as they have in the past. Experts say there are still plenty of crude supplies to feed the current market.

Libya impacts only 1% of the world's crude. As we go to press, crude prices have started their cycle down, but the damage is done. Demand

curves show that when auto fuel hits \$4 per gallon and more, consumers question the next drive to the store or take public transporta-

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tion to work.

What will the price of marine fuel be for the summer? Most likely it will stay on the high side in a range from around \$4 - to almost \$5 per gallon. Fuel in BC will continue to be higher still due to a higher tax rate. But are the higher fuel prices going to change your cruise plans for 2011? Lets take a look at the reality of fuel prices and their impact on your cruise plans.

Lets take Seattle as our common start point for this example and look at the impact on the cost of fuel for the various destinations. At the same time lets have some fun and look at why these destinations should be on our summer cruise planning schedule.

From Seattle, it is a short trip to circle South Puget Sound and even stop in Hood Canal. The trip outlined below could be a week or a more relaxing ten days to two weeks depending on where you might want to stop and enjoy the scenery. We will also look at the impact of higher priced fuel for trips to Desolation Sound and the Broughton Islands Group.

Consider for purposes of our calculations leaving from Shilshole, or going out the locks and turning south. You can stop at Des Moines to fuel up. Based on the Fine Edge Fuel Survey, Des Moines regularly has some of the least expensive fuel in Puget Sound. Today, its fuel can be \$1 or more LESS than other fuel docks. Tank UP! Lets look at the costs for diesel fuel as an example:

Des Moines Diesel Fuel Price	June 2010	Feb. 2011	May 2011
	\$2.79	\$3.28	\$3.98

From Des Moines you could plan a wonderful trip south and see the glass museum in Tacoma, or for less of an urban experience, cross over to Gig Harbor and have a pleasant time with your crew visiting the shops and restaurants in this historic harbor. From Tacoma or Gig Harbor you can continue down the Tacoma Narrows on a slack or a turn to flood and ride with the current for some free extra mileage thanks to the tidal currents. Stay in funky Boston Harbor or downtown Olympia at the new docks at Percival Landing. Moorage is very inexpensive at the new docks and it is a short walk to many shops and restaurants. Note: the new docks do not yet have power or water, so you will have to rough it in this urban setting. Tour the Capitol, museums and if you have just started your trip, provision your boat at the Olympia Farmers Market, open Thursday - Sunday 10-3. If you would like power and other amenities, nearby Swanton Marina has it all and is just a short walk away.

Time your departure from Olympia on the ebb and get an assisted ride back through the Narrows,

courtesy of a favorable ebb current, and take Colvos Passage north. At Bainbridge Island turn to port and stop in at the new marina in Bremerton. Or cross the bay and stay in quaint Port Orchard, where you can take a convenient water shuttle across to see the attractions at Bremerton such as the Navy Museum and the USS Turner Joy, located at the Bremerton Marina.

Next, you can head up to the Norwegian style town of Poulsbo and either stay at the docks or anchor out in protected Liberty Bay.

Photo right - Elevated Ice Cream on Water Street in Port Townsend is famous for its home made ice cream, sundays and home made candies.



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Now if you would like a more remote boating destination, that is not far but feels a world away, time your departure for the ebb at Agate Pass to the north, loop around the top of the Great Peninsula and if you time it right, ride the flood into Hood Canal. If you timing is off, you could visit Port Ludlow.

Once headed down Hood Canal, stay to the west and well clear of the Bangor Trident Submarine base restricted area, well marked with yellow buoys. At Hazel Point, turn to starboard and head straight to Pleasant Harbor. Pleasant Harbor still carries an old fashioned charm. Summer BBQs, a pool and hot tub, all in a harbor surrounded by trees. If you ask they will take you by van to one of several nearby hiking trails in the

forest, one with a waterfall. This marina is destined for development any year now, but today it is a special place with a lot of charm. The staff bends over backwards to make sure all have an enjoyable time.

When you are ready to tear yourself away from relaxing among the hospitality of Pleasant Harbor, head north on the ebb and take the Port Townsend Canal to Port Hadlock, or continue on to Port Townsend. Time it right and you can stop at the Inn at Port Hadlock or the colorful

Photo right - The new marina in Bremerton, along the revitalized Bremerton waterfront includes the USS Turner Joy, a destroyer from the Vietnam era that you can tour.



nearby Ajax Cafe for lunch. If you stop at the Ajax Cafe stroll over to the Northwest School of Wooden Boat Building where you can peek through the windows and see what projects are underway. With advance notice, you may be able to arrange a guided tour of the school and see the many interesting boat building or repair projects they have underway.

Off in the distance to the north is Port Townsend. In settled weather, you can anchor in front of the town. Point Hudson Marina, on the north side of town, is the most convenient location for the downtown, and during the summer months it is best to make a reservation. This small harbor is conveniently located at the end of Water Street, the main downtown street for this historic seaport town. Stop by to see the new Northwest Maritime Center just to the south of the marina entrance. There are many things to do in Port Townsend. See the local websites for a complete listing of the many attractions. Need to provision, fuel up, or if Point Hudson is full, cruise into the Port Townsend Boat Haven on the south end of town, but still a reasonable walk to the downtown area. Fuel is moderately priced and a supermarket, co-op, hardware store and a marine supply store are a very short walk away.

If you would like to get away to a unique anchorage, head across from Port Townsend to Kilisut Harbor, located between Indian Island and Marrowstone Island. Follow the marked channel down to Mystery Bay. You can moor at Fort Flagler Marine State Park or Mystery Bay State Park and visit the general store in the small town of Nordland. You will feel very remote in the this protected bay. From Marrowstone Island it is an easy day's cruise back to our starting point at the Ship Canal and Shilshole Marina.

Very close to home you have a number of fun choices of anchorages or docks. While more urban than heading north into BC, South Puget Sound offers a combination of anchorages and quaint seaport towns.



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How do the numbers look? When totaled this cruise is about 265 miles. Consider a cruise speed of about 7 knots and enjoy the scenery with 37 hours of time underway. At 4 gallons per hour, this would work out to 150 gallons of fuel. If you consider your fuel cost at today's prices of \$3.98 per gallon, your total fuel costs are just under \$600. Last summer your cost would have been about \$420, a \$180 difference. If you burn eight gallons per hour double the cost to \$360. Cruise in a slow boat to two gallons per hour, and the increase in fuel costs is \$60. While the new price of fuel is painful, is the increase enough to keep us from boating this season?

For Desolation Sound, again from Seattle, a two or three week trip would be best. This is about 500 miles round trip, allowing for cruising time once up in Desolation Sound. This trip would require some 300 gallons of fuel. This time the inexpensive fuel may be picked up in La Conner where diesel fuel was recently quoted at \$3.97 per gallon. A Desolation Sound trip would require some 300 gallons of fuel at a burn rate of 4 gallons per hour. Assuming you could carry 300+ gallons of the inexpensive La Conner diesel fuel, your cost would be \$1,200, just \$300 more than last year. If you do not have enough tankage and have to purchase more expensive fuel in British Columbia on your way back this could add up to \$1.30 per gallon to your fuel costs for 100 gallons or \$130. Granted every little bit counts but this difference in cost is not enough to cancel one's cruising plans and keep the boat in the slip for the summer.

Cruise economically and the rising cost of fuel may not be painful as it appears. Take advantage of an ebb or a flood current. While we all like to leave the dock in the morning, adjusting your navigation to take advantage of the tidal current pays \$\$\$ dividends. Canadian fuel is more expensive and good planning for your fuel stops can save money. Lastly, shop wisely for your fuel. Consult the Fine Edge Fuel Survey at www.FineEdge.com/fuelsurvey.html for a relative comparison of fuel prices in Washington, BC and SE Alaska. During the summer months this survey is con-

ducted on Thursdays before each weekend. Marine fuel prices change with each new delivery to a fuel dock location. There can be variances in the per gallon price of up to \$.50-.75

Photo left - Kayaks stand ready for escorted trips or rentals in quiet Boston Harbor, just outside of Olympia on Budd Inlet

per gallon between marinas that could within 3-5 miles of each other. The survey .pdf can be printed and taken with you. Phone numbers are conveniently located on the survey to allow you to call ahead and choose your fuel stop carefully.

Cruising Puget Sound, our islands, British Columbia and Southeast Alaska are a special opportunity that does not present itself often. While fuel prices are up, good management of your fuel purchase and cruising can minimize this incremental cost and allow you to



Mark Bunzel is the Publisher at Fine Edge Nautical Publishing. He is also the new Editor and Publisher of next year's *Waggoner Cruising Guide*.

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Kurt The Wave Writer Hoehne

Bye Bye Copper

"Beginning January 1, 2020, no antifouling paint that is intended for use on a recreational water vessel and that contains more than 0.5 percent copper may be offered for sale in this state.

Beginning January 1, 2020, no antifouling paint containing more than 0.5 percent copper may be applied to a recreational water vessel in this state." —SB 5436 (State of Washington)

How can those land lubber politicians do such a thing to us! WE NEED OUR COPPER BOTTOM PAINT.

Aaaah, no, we don't need our copper bottom paint. Really, we don't.

The Northwest Marine Trade Association, supposedly on the lookout for all things legislative that affect Washington boaters and the industry, pushed for it along

with the (aaack!) Puget Soundkeeper Alliance. Are they all out to get us?

No, they're not. They're just leading the procession of states that will soon ban copper antifouling paint. And while the paint industry isn't extremely happy about it, you're not going to hear too much griping. They're all too busy creating alternative solutions and getting you to buy them. And the boatyards? Well, this means the copper headache has an end-date, and in all likelihood they're going to be hauling boats just as often, if not more, than before.

Yes, this is another instance where life becomes a little more difficult for boat owners. And, yes, there will be a learning curve with the new paints and likely some more maintenance. Haulouts aren't exactly free.

But this move ensures a couple of things. First of all, we're setting an example for other polluters that

Kurt Hoehne was Assistant Editor for Sailing Magazine from 1984-1988, and Marketing Manager for Northern Lights from 1992-2001. A highly respected writer, Kurt's articles have appeared in both national and regional marine publications. He currently also runs Meadow Point Publishing, which specializes in newsletters, public relations, and advertising for, but not limited to, marine-based companies.

Kurt, and wife Abby live in Seattle with their son Ian and dogs Chula and Ali.



Present at the bill signing in Governor Chris Gregoire's office standing from left to right: James Curry from Carney, Badley, & Spellman, Bill Youngsman Chairman of the Board of the Northwest Marine Trade Association, Rob Duff Dept of Ecology, Bill Moore Dept of Ecology, Bruce Wishart People for Puget Sound, and Grant Nelson, Association of Washington Businesses. Governor Chris Gregoire is seated in the middle.

much pollution a law like this is truly preventing, the argument may be sound but putting that out there doesn't help our cause. The argument goes something like this (with made up numbers): We only contribute 7/10ths of one percent of the copper pollution, why don't they go after the other guys first, and leave us until last. Of course there are lots of reasons for this, starting with it's easier to target boat owners, because we boaters are fat cats polluting the waters

progress can happen, allowing us to hold our heads high even over a dinner table with those friends who refuse to ride in anything but a Prius. Secondly, but more to the point, it's better for the environment.

None of this has stopped the hand-wringing in private and finger pointing on the Internet. The objections are the usual fare, and some of it cannot be denied:

1. This applies only to recreational boats, not commercial – what's up with that?
2. Why does it only apply to boats under 65'? That's not fair.
3. Boaters account for such a tiny bit of the copper content, we shouldn't be burdened.
4. Without copper, mussels and creatures of shapes and sizes will likely consume our boats, and quickly.

It's very curious why bigger boats and commercial vessels are exempt from this requirement. The copper in their paint is no less toxic than the copper on smaller boats.

Regarding the question of how

everyone depends on.

Of course, we're not all fat cats and we do care about the environment. But we're never going to win that argument. Recreational boats aren't within a lot of people's means. The money we spend for maintenance and moorage alone exceed what many of our fellow citizens can afford.

It will be self-evident to politicians and environmental groups that recreational boaters simply should not be allowed to pollute. Even a little bit. You can try arguing with them, but I'll bet my last can of copper paint that you won't get anywhere with that argument.

This brings us to point number four, the "mussels will now devour my boat" position. Boaters in California, which appears to be the next state in line to pass legislation on this issue, are in an uproar on this point. They appeared convinced that without copper, all hope is lost. It could be because their fouling issues are worse than ours here in the Pacific Northwest, or it could be because the California boating community is not quite

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some cholesterol-lowering drug research. After all, it came from the labs at Janssen Pharmaceutical. However it came into being, it seems to keep invertebrates off your boat's bottom as well as copper. It's not perfect, however, as Econeal doesn't keep the veneer of slime from developing. And how do you get rid of the slime? With a zinc additive. Yep, another heavy metal, but one that lawmakers aren't as concerned about right now. Econeal seems to be only available in ablative paints.

Econeal appears to be the new standard biocide and is the active ingredient in paints from Pettit, Sea Hawk and Interlux.

The US Navy had a big hand (doling out the dollars) in the development of ePaint. EPaint chemist

Michael Goodwin explains that the energy of sunlight is utilized to link the H_2O molecules to the O_2 molecules, make H_2O_2 , commonly known as hydrogen peroxide. The result is a barrier that critters choose to bypass. EPaint has been around for many years, and was adopted early on by aluminum boat owners who couldn't have copper (dissimilar metal) on their boat.

While ePaints do a great job of keeping larvae off the boat, they're formulated with zinc to keep the algae and slime away.

It turns out zinc is a pretty good antifouling as well, either in combination with Econeal, in ePaint or by itself. But of course, it's a heavy metal that's not good for the environment. But it's largely under the

regulatory radar for now. Zinc comes in two basic forms, zinc pyrrhione and zinc oxide. They have different antifouling characteristics.

The idea behind ceramic paints is to make a surface that is just plain too slippery for critters to grab onto. This is my personal favorite, as the idea of a hard, mirror-like finish, all the time, has great appeal, even if it means fighting a war against slime. I'll figure out a way to "floss" the boat with a fuzzy cloth to wipe the slime off, and have a diver go down once in a while to make sure the slime is held in check in those "hard to reach" places.

Fellow racing sailor Scott Anderson of CSR Marine is going to put a ceramic coating on the bottom of his 32' Bayliner. He'd painted the

topsides with good results and is willing to try it under the waterline. Some of the boats he's seen come through his yard with ceramic paints have had bad results, which he largely attributes to inadequate maintenance.

Why Wait?

The antifouling solutions mentioned above exist now. With Washington's legislation and other states sure to follow, and parts of Europe much further on the path than we, the incentive is huge for paint companies to come up with the Next Great Product. Legislation combined with the free market might just do great things.

Don't forget that the shipping industry will ultimately be regulated in these matters, and keeping fuel-efficient bottoms is a matter of dollars, so some useful technology might come from that industry.

Personally, I see the Next Great Product to come from somewhere other than marine paint manufacturers. Remember the Sharklet material I wrote about a couple of months ago? That research is currently directed at the medical industry, but could be shifted toward antifouling at some point. That might not be "It," but maybe there's something else out there that will be "It."

Astrophysicist and scientific cheerleader Neil deGrasse Tyson points out that many revolutionary advances in science come from unrelated scientific endeavors, things like MRI and X-ray in medicine, for instance, were not discovered by someone trying to solve medical challenges. "The best solution will come from another place on the portfolio of scientific research," Tyson says. With the mighty dollar signs circling the world's boat and ship bottoms, better solutions will almost certainly come our way. Maybe the solution will be cheaper than copper paint whose price is determined largely by the price of copper, which seems headed for the upper atmosphere.

In the meantime, we may have to clean our boat bottoms more often.

Copper bottom paint should go the way of DDT and leaded paint. There are good alternatives, and better ones will come. We've got nearly a decade to figure out what would work best on each of our boats.

Following are some relevant links. There's a mountain of information on the Internet and your local paint expert will have plenty of info to share.

www.janssenpmp.com
www.portofsandiego.org
www.practical-sailor.com (independent testing of antifouling products. Subscription required)
<http://apps.leg.wa.gov/billinfo/summary.aspx?bill=5436>

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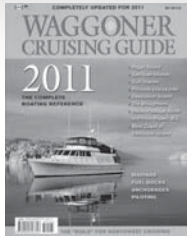


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Without a doubt, the sun is protective, healing, empowering, revitalizing,

and inspiring. Celebrating the renewal of the sun at the Midsummer Solstice includes high-spirited merriment and lighthearted bewitchment with Midsummer's Eve being one of the most enchanting and sensuous nights of the year. Falling halfway between the traditional start of Summer on May Day and its end

on Lammass in August, in some cultures it is thought to start or separate the seasons. Moments we once thought ordinary now seem infused with grace. Our smiles deepen, our laughter increases, our hearts open, our personal dreams are renewed. The shortest night and the longest day of the year—when nature comes to life and dreams can come true. As the extra daylight tiptoes into darkness, Midsummer's Eve is thought to draw us magically closer to the natural world.

Magic is a basic instinct. Magic is natural. It is a harmonious movement of energies to create needed change. However, to believe in magic as a viable way of enhancing our quality of life requires a leap of faith. We must see life in slightly romantic

terms. Imagination merges with belief; the magic of balance, of alignment, of everything coming together in just the right way.

This concept lends itself nicely to the galley. If there was ever a time to be original, exotic, and innovative with very little risk, I would think this would be it! Think informal, relaxed, and expressive—casual, yet special, ranging from simple to surprisingly sophisticated fare. No need for structure now. A pleasant assortment of little dishes will do nicely. Create a satisfying selection with a certain play between the substantial and the capricious, balancing taste, color, and texture to complement one another.

Linger in the twilight of a June day. Wink at the moon. Believe in Midsummer magic.

Stuffed Clam Shells

- ½ c. butter, melted
 - 1 c. bread crumbs
 - juice of 1 lemon
 - 2 tsp. minced garlic
 - 2 tsp. minced parsley
 - 2 tsp. minced onion
 - salt and pepper
 - 13 oz. minced clams
 - ½ tsp. oregano
 - ½ tsp. celery salt
 - 1 T. grated Parmesan
 - ½ tsp. Tabasco sauce
 - ¼ c. butter
 - dash Paprika
 - lg. butter clam shells, cleaned
- Mix all ingredients together except ¼ cup butter and Paprika; refrigerate to firm. Divide mixture among clam shells, dot with butter and sprinkle with Paprika. Bake at 450° for approximately 20 minutes. Serve with lemon wedges and Tabasco sauce.

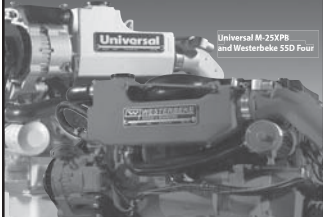
Peggy's Brie

- 1 sm. onion, cut into thin wedges
 - 2 tsp. Butter
 - 1/3 c. mango chutney
 - ½ tsp. snipped rosemary
 - 1/8 tsp. crushed red pepper
 - 8 oz. Brie rind
- Caramelize onions by cooking in hot butter about 15 minutes or until golden brown. Stir together chutney, rosemary, and red pepper. Remove rind from top of Brie and place on ungreased pie plate. Top with chutney mix, then onions. Bake uncovered for 10-12 minutes at 325°. Serve with crackers or French bread.

Lamb Kabobs

- 3 lbs. lamb cubes
 - ½ c. red wine vinegar
 - 1 tsp. rosemary
 - 1 tsp. thyme
 - 4 garlic cloves, minced
 - ½ c. olive oil
 - 2 T. soy sauce
 - 2 T. sherry
- small onions

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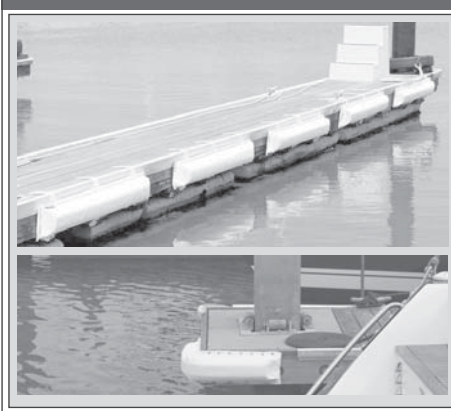
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green pepper wedges
cherry tomatoes

Combine vinegar, rosemary, thyme, garlic, oil, soy sauce, and sherry; marinate lamb in this mixture overnight, turning occasionally. Alternate lamb, onion, green pepper, and tomatoes on skewers and grill several minutes on each side to desired doneness.

Scooter's Grilled Shrimp

1 c. dry white wine
1 c. olive oil
¼ c. lemon juice
2 T. Dijon mustard
½ c. chopped basil
cracked peppercorns
24 jumbo shrimp, peeled and deveined
24 lg. basil leaves
12 thin prosciutto slices, halved and trimmed of fat

Combine wine, oil, lemon juice, mustard, chopped basil, and peppercorns; pour over shrimp and marinate at least 3 hours, turning occasionally. Remove from marinade and reserve marinade. Wrap the middle of each shrimp first with a basil leaf and then with half slice of prosciutto/thread onto skewers. Grill, basting with reserved marinade, for several minutes on each side.

Marinated Asparagus

2 lbs. asparagus, trimmed
1 c. canola oil
3 T. Asian sesame oil
½ c. rice wine vinegar
½ c. sugar
¼ c. soy sauce
1 ½ tsp. ground ginger
1 ½ tsp. dry mustard
1 tsp. pepper
2 T. toasted sesame seeds

Blanch asparagus; cool, drain, pat dry, and refrigerate in zip-loc. In small bowl, whisk together canola oil, sesame oil, vinegar, sugar, soy sauce, ginger, mustard, and pepper until blended. Pour ¾ cup of the dressing into zip-loc, seal and refrigerate to marinate for at least 1 hour. When ready to serve, arrange spears on serving platter and sprinkle with toasted sesame seeds. Serves six.

Wild Rice Salad

1 c. cooked wild rice
1 c. cooked orzo or tiny bow-tie pasta
½ oz. red pepper, cut into ½" pieces
½ c. ripe pitted olives, sliced
1/3 c. sun-dried tomatoes, drained and chopped
2 T. capers, drained
1/3 c. olive oil
1/3 c. balsamic vinegar
2 T. snipped basil
1 T. finely chopped shallots
2 garlic cloves, minced
½ tsp. pepper
½ c. toasted pine nuts

Toss together rice, orzo/pasta, peppers, olives, tomatoes, and capers; set aside. Combine oil, vinegar, basil, shallots, garlic, and pepper; pour over rice mixture and chill for 4 hours. Add pine nuts just prior to serving.

Rhubarb Bread

¾ c. brown sugar
¾ c. sugar
2 ¼ c. flour
1 tsp. baking soda
½ tsp. salt
1 egg
1 tsp. vanilla
1 c. sour milk
2/3 c. vegetable oil
2 c. diced rhubarb
1 c. chopped pecans

Preheat oven to 350° — grease and flour 2 loaf pans. Mix together sugars, flour, soda, and salt; set aside. In separate bowl, combine egg, vanilla, and milk. Gradually add dry ingredients and mix well. Add oil, then rhubarb and nuts; mix well. Pour into loaf pans and bake 45-50 minutes until tester comes out clean.

Chocolate Covered Strawberries

16 oz. milk chocolate chips
2 T. shortening
1 lb. strawberries with leaves

Insert toothpicks into the tops of the strawberries. Melt chocolate and shortening in top of double boiler, stirring occasionally until melted and smooth. Dip berries



Highly talented gourmet cook Kathryn Farron is the accomplished author of the Gimbale Gourmet Cookbook. Be sure to check out her website, www.gimbale-gourmet.com.

into chocolate mixture, then turn berries upside down, and insert toothpick into Styrofoam for chocolate to cool.

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The present owners' five-year circumnavigation aboard Jan Van Gent is proof that this formula is effective. Nearly all sailing was done with a crew of two and her owners report that she is an extremely comfortable, seakindly and stable platform. Her owners have not found her size, systems or maintenance overwhelming, but have found her to be a joy to sail and a pleasure to maintain.

Jan Van Gent is an uncommon vessel. She turns heads in every harbor she enters. Better yet, she enhances the sailing experience of anyone who sails aboard her. The spirit of tradition, imagination and exploration is alive in Jan Van Gent.



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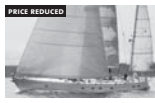
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Underestimating Blackney Passage

By Alan Wilson

I wouldn't say we were feeling exactly 'cocky' that day, but there was certainly a mood of relaxed confidence in the way we were handling things. Only six days into our long-planned three-month summer trip and we were already settling comfortably into the old routines that we've established over years of boating.

Just two days before we had perfectly timed our passage through the infamous Yucultas rapids, feeling rather proud of ourselves, breezing through both sets of narrows at slack. And early this morning at 0615 we had caught the ebb down Mayne Passage to Johnstone Strait and then, just as we'd planned, been propelled by the ebb up the Strait. At one point our GPS clocked us at 13 knots in the race at Current Passage! We generally cruise at around six to seven

knots in our single-engine Apollo 32, so this was fun.

Of course there is always the element of just plain luck when things go so well, but we were happy to overlook that factor as we motored along, the hours ticking pleasantly by. Such good conditions, combined with the long daylight of late June, meant that we wouldn't have to turn off at Havannah Channel as we had always done on trips past. Havannah is the first chance to leave the Strait for the back channels leading to the Broughton Archipelago, but with conditions like these we figured we could push on as far as Alert Bay for the night, and get Johnstone Strait behind us.

"Or there's always Farewell Harbour if Alert Bay seems too far," suggested Laurie. "We could pull off the Strait at Blackney Passage."

Farewell . . . an enchanting and fitting name: farewell to familiar

Photo above - The photo, of a Japanese whirlpool at Naruto, illustrates the power and turbulence that boaters can encounter in major current passages, such as Blackney Passage at the top end of Johnstone Strait. (Sean Chiochankitmun photo.) Photo below - The author and his boat.



waters as we would soon be heading beyond Vancouver Island to the Central and North Coast for the first time. Farewell Harbour sounded comfortable, inviting, and I was getting tired. It had been a long day. I yawned and stretched, shifting position at the wheel.

I did a little mental arithmetic, estimating the time from here to Blackney Passage. "How much current will there be in an hour?" I asked.

Laurie was a whiz with navigational calculations and I had grown used to her feeding me data-on-demand as we went. Coupled with our new plotter, we were starting to feel invincible.

"It's slack there about now, turning to flood", she said. "So in an hour... maybe a couple of knots?"

Not a big problem. Well within our range. So I put it out of my mind, relaxing into the gentle, surging forward progress of the boat. Laurie prepared and served a snack. She took some photographs of the passing scene. We chatted.

By then I'd been at the wheel for eight hours with only minor breaks. Not that I was complaining on such a fine day, although I noted with annoyance that the current had turned against us, making the last stretch rather longer than the projected hour. I thought idly about listening to Vessel Traffic Services on our VHF to see what shipping was in the vicinity, but the visibility was good and I couldn't see any big ships ahead or behind, so I didn't bother changing channels.

As we finally neared the long-fingered west end of Cracroft Island that marks the mouth of Blackney Passage, we noticed a line of several very large fishboats making for the passage. It's always reassuring when the commercial boys are making the same call as us. It was only when we got closer that we noted the US registry and realized these weren't locals at all, but a group of US seiners, probably pushing hard to get north to an opening in Alaska. They were riding high in the water, presumably with empty holds, and looked ungainly.

I did notice a bit of white-tinged turbulence in the opening to the pass, along the far shore of Hanson Island, but I thought little of it since I planned to keep to the Cracroft side. The chart showed some rips off Cracroft Point, but I figured we could power our way through them, and besides, the fishboats were choosing the same route, taking even more of an inside line.

Blackney Passage is a dogleg pass between Johnstone Strait and Blackfish Sound, leading to the much bigger Queen Charlotte Strait and northern waters. As I readied for a starboard turn into the Passage, my mind was on the bigger fish we would have to fry in the days ahead—the challenge of infamous

Cape Caution. As for current passes like Blackney, we were used to Gabriola Pass at home, which can rush up to eight knots. Blackney maxed at a mere 5 knots. And we had our Yucultas success fresh in our minds.

What first caught my eye as we turned into the flow were upwellings and whirligigs, and I realized we had missed slack by more than we had expected. "Looks more like three or four knots," I said, bracing as our bow was forced strongly to port by the first line of strong current. It was going to take a bit of hard steering to get through this.

I tightened my grip on the wheel, noting that even the big seine boats—50 to 60-footers—were lurching and heeling. The line of them stretched single file between us and the calmer waters of Baronet Passage—where I wanted to be—forcing us more and more into the center of the maelstrom.

As the current slewed us around savagely, I struggled with the wheel, leaning our boat into the flow—meeting upwellings, whirlpools and standing waves. Gone was the breezy confidence of earlier that day, replaced by a hollow feeling in my gut as I stared at the boiling water all around us, the rips pulling us in first one direction, then the other. Our speed dropped to barely 2 knots. Whirlpools formed, sucked at us and let go, as I swerved and veered among them. The current was bad enough, but with all this turbulence we were getting nowhere fast.

We needed to get out of this as

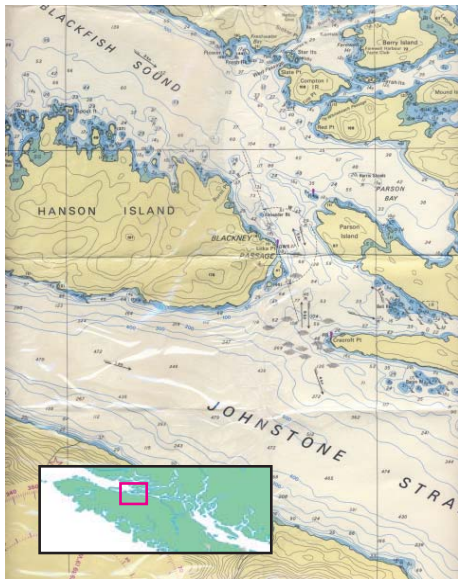


Chart above - The worst turbulence forms near Cracroft Point.

quickly as possible, so I hauled to starboard, putting us on a line across the path of the closest fishboat. I leaned hard on the throttle. To my annoyance, as our two boats closed upon one another, the other cap-

tain didn't slacken his pace or give the slightest indication he would try to avoid collision, but kept coming. We were just another 'yachtie', not a working boat. We had to keep out of his way.

Photo below - Large, ocean-going barges often transit Blackney Passage, presenting considerable hazard to small craft. Listen to Vessel Traffic Services on VHF to be forewarned. (Laurie MacBride photo).



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With both boats tossing and rolling in the turbulence, it felt risky to push this game of chicken too far. We didn't have enough power to cross ahead of him, and to be fair, he did have right of way. I reluctantly veered back to port, waiting for him to pass, thinking I could slip in behind. But the following boat was hard on his heels and I sensed the same hell-bent attitude.

"Maybe we should just tough it out till they pass," Lauries suggested. She was bracing against the motion of the boat, holding onto one of our stanchions and starting to look green around the gills. I noticed she had put her camera away.

A whirlpool formed right in front of us and I swung the wheel to avoid its gaping maw, heeling against the swirling flow. And then I saw a large drift log ahead, trapped in the outer orbit of another large

whirlpool, swinging its way right for us. I imagined the log impacting our bow and felt a gulp of panic. It could sink us.

I'd steered around lots of logs over the years, but never one moving like this, menacing and unpredictable.

I pulled hard on the wheel and leaned on the throttle again, just evading the log as it swept by, astern.

I noticed my mouth was dry, my fingers clenched hard on the wheel. And then I saw a silhouette on the horizon, growing as I watched, until I realized it was a large ocean-going tug, towing a gigantic barge piled high with shipping containers. It was heading south, coming our way, picking up speed with the current. It would be on us in no time.

A chill passed through me at the thought of the tow on the end of a

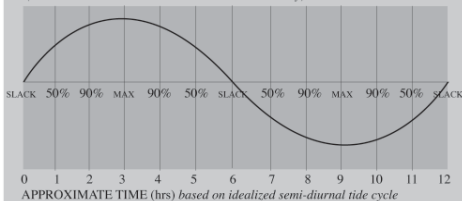
The 50-90 Rule was first published in *Fundamentals of Kayak Navigation* (1987) by David Burch, now in its 4th edition (Globe Piquot Press, 2008). The US Power Squadron uses this Rule as part of their standard teaching and have developed a form, downloadable at Form for 50-90 Current Rule.

Rules of Thumb for Tidal Passes

- Always carefully check the *Tide & Current Tables* yourself and have a crew member doublecheck your calculations, just in case. It's all too easy to make a mistake.
- Carry and regularly consult guidebooks, *Sailing Directions*, etc. so that you are thoroughly "briefed" before deciding when to transit a pass.
- Strive to arrive at slack water or as close as possible.
- Calculate your window of opportunity based on the "50-90 Rule": count the time from slack, through maximum, to the next slack (approximately six hours for those of us with semi-diurnal tide cycles). Divide into thirds. At the first third past slack, the current should be running about 50% of the maximum that day. At the next third, the current will be about 90% of maximum. So on an average period of six hours, the current will be 50% of maximum at about one hour after slack, and 90% of maximum at about two hours after slack. *
- Consider what's coming your way! Listen to Vessel Traffic Services on the VHF to take note of commercial vessels reporting their locations and ETAs for reaching any designated calling-in points nearby. Sometimes small craft can't pick up the transmissions by ships themselves but only the reply of Vessel Traffic Service due to its much stronger signal. Remember you can call VTS directly if you're in doubt

APPROXIMATION OF CURRENT USING THE '50-90 RULE'

(*% are calculated on the maximum current that day)



long steel cable, sweeping through this dogleg, and the limited control the tug would have in all this turbulence. We had to get out of there quickly.

Laurie pointed to the reef off Parson Island and the fact the chart showed some depth behind it. If we could just slip between the reef and the island, we'd be safe even if the tow swung our way. I held our course, bucking and rolling, until the last in the line of seiners finally surged past, then I pulled to starboard and cut across their wake, making towards the reef. I kept my hand hard on the throttle despite being tossed sickeningly in the turbulence from the big boats.

In Retrospect

In retrospect, we should have realized that Blackney Passage is no small Gulf Island gap. It's really the main route for the waters of Queen Charlotte Strait to flow into Johnstone Strait. Pushed by the force of the vast Pacific Ocean, these waters surge into the funnel of Blackfish Sound, then feed into the dogleg narrows of Blackney Passage. At spring tides, boaters straying from careful timing of slack water can get into trouble, as we found out. While Blackney Passage runs only up to 5 knots, significantly less than the maximum of most Gulf Island passes, it's larger and longer than most of the southern passes, and can generate vastly more turbulence.

When water flows through a constricted, shallow tidal passage, the greatest turbulence is always on the downstream side. The turbulence builds as water flows through the

And finally, powering at full throttle through the last whirlpool, dodging yet another enormous, spinning driftlog, we slipped in behind the reef. The huge tug and barge lumbered by.

I eased off on the throttle and we drifted into the sudden and bewilderingly calm waters of Parson Bay, our senses confused by the stillness. All the rush and commotion was behind us but the fear still rattled around inside.

Fingers unclenched, breath came back, shoulders shrugged off the tension.

"Let's never do that again," she said. Amen to that.

passage, until on the downstream side it is boiling with great upwellings and spinning vortices. In the case of the flood tide at Blackney Passage, it's worst on the southern end of the passage, where it meets Johnstone Strait off Cracroft Point. As the waters fall away into the much greater depths of Johnstone Strait—up to 500 meters deep—great whirlpools are formed.

Avoiding our mistakes

We had allowed ourselves to be lulled by a sense of over-confidence that day, leading to a dangerously casual attitude. We were tired and so intent on our destination that we overlooked the obstacles in our way... always a dangerous mindset for a boater. We didn't do our normal, rigorous calculation of the current, and instead worked only by approximation. ■■■



Alan Wilson was Editor of WaveLength Magazine for over 15 years and has written extensively about exploring the coast by boat and kayak.



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Sea Stories

Big changes at Seaview Boatyards

All sorts of new coming out of Seaview Boatyards, so let's get right to it, starting with some bitesweet news:

Seaview East to Close June 30th

After already losing one yard on Lake Union it was a real shock to find out that after almost 30 years on the Ship Canal one of the landmark boat yards in Seattle would be closing. **Phil Riise**, president and owner of the Seaview yards announced on May 19th that he was unable to come to an agreement with his landlord on the property that has been the home of Seaview East for so many years. A total business decision, it also serves to highlight how boat yards are being squeezed from all sides with the overall result that boaters are going to have fewer choices on where to take their vessels.

Phil will be transferring personnel and equipment to his three other yards and will continue with the expansion of the Shilshole location to ensure that Seattle customers will be able to continue to receive the outstanding service that Seaview customers have come to expect.

As always, Phil is looking forward and not dwelling on the past. While there is some sadness associated with the closing, Phil is using this as an opportunity to improve services in his other facilities as well

as support his employees (see next news item).

Seaview Expands Fairhaven Facility with 30,800 sq.ft. of Indoor Storage Space

The Northwest's largest boatyard and haul-out business just got bigger. Seaview Yacht Service Fairhaven recently received unanimous approval of a new five-year lease from the Port of Bellingham's Board of Commissioners.

Seaview already leases two port buildings at Bellingham's Fairhaven Marine Industrial Park for its boatyard haul-out, maintenance, repair and restoration work. Beginning May 1, it will expand into Building 6, with an additional 30,800 square foot area (photo above, right).

While much of the activity at the Fairhaven boatyard revolves around maintenance, repair and restoration work, Riise said they also see an opportunity to expand its dry-dock storage services. More often boat owners are looking for a place to store their boat, make sure regular maintenance is done to it and have it ready to go when the owners want to go on a trip.

Seaview has a reputation as one of the nation's most environmentally responsible boat repair facilities. A primary component of their focus on environmental stewardship is adherence to a full spectrum



of environmental policies, including Seaview's enhanced B.M.P. directives to all employees, boater owners and outside contractors. Seaview's policies require all parties who utilize the boatyard facilities to bear equal responsibility for protection of the local environment.

Seaview Fairhaven owner Phil Riise said "Many people think of Anacortes as the gateway to the islands, but it's as easy, if not easier, to get there from Bellingham. We are excited to be given the opportunity to take on additional space at Seaview Fairhaven and bring added value to the community in terms of increased business, additional jobs and expanded services for boaters from Bellingham and the surrounding areas. We have a successful dry storage and repair facility in operation at the current Fairhaven site; and with the addition of a 30,800 square foot heated repair and storage facility, as well as an expanded crew, this expansion will enable us to meet the continually increasing demand for services as inside heated dry-storage. We look forward to continuing to be a positive presence in the community, a destination point for area boaters and a steward for protection of the local environment."

Seaview Fairhaven is the newest member of the Seaview family of businesses in operation since 1974. Seaview owns and operates boat repair facilities throughout the Puget Sound Region from Seattle to Bellingham.

Seaview's initiative is recognized by leading environmental groups, trade organizations, and government departments. Seaview's owner and President, Phil Riise, said "We saw the handwriting on the wall when our Best Management Practices and our efforts at source control, while effective, were not enough to meet our National Pollution Discharge Elimination System (NPDES) permit requirements. Making the decision to install the systems was the right one for the environment and for our business."

AWB's Environmental Excel-



Photo: Seaview Boatyard President Phil Riise holds the Environmental Excellence Award the company received from the Association of Washington Business.

Seaview Boatyards Receives Environmental Award from Association of Washington Business

On May 10th the Association of Washington Business (AWB) honored Seaview Boatyards, the Northwest's largest boatyard and haul out business, with the association's Environmental Excellence Award for Leading Environmental Practices.

A contributing factor in Seaview winning the award was being the first boatyards in Washington State to install storm water treatment sys-

tem. Seaview's initiative is recognized by leading environmental groups, trade organizations, and government departments. Seaview's owner and President, Phil Riise, said "We saw the handwriting on the wall when our Best Management Practices and our efforts at source control, while effective, were not enough to meet our National Pollution Discharge Elimination System (NPDES) permit requirements. Making the decision to install the systems was the right one for the environment and for our business."

Photo below - Phil Riise standing in the middle of the Seaview East yard surrounded by the efforts of 26 years of being one of the best known big boat yards in the Pacific Northwest.



Grand Banks appoints Bruce Livingston as new Production Director

Grand Banks Yachts has announced the appointment of **Bruce Livingston** as the company's new Production Director. The appointment marks his return to Grand Banks, where he originally served as Director and Plant Manager at its main factory in Johor, Malaysia, from 1996 to 2005.

"We're very happy to see Bruce rejoin the team here at Grand Banks," said company president and CEO Rob Livingston (no rela-



tion). "He brings not only a great deal of experience with our models and our factory, but also a proven track record and great leadership skills across all areas of production."

Livingston comes to Grand Banks from Vicem Yachts, where he served as Production Director for the Turkish boatbuilder. His career includes a long list of accomplishments and accolades, starting with his early role as Project Manager for Coddington Yachts in Rhode Island. He then moved on to a 14-year run with Little Harbor in Asia, where he launched and managed several operations for that company in Taiwan and Singapore, as well as in the United States. During that time Livingston oversaw more than 200 people and produced over a hundred custom and semi-custom sailboats, helping to build the company's strong reputation for quality.

That eye for quality led him to a position in 1996 with Grand Banks Yachts, as Director and Plant Manager for the company's operations in Johor, Malaysia. For nearly a decade Livingston played a key role in establishing GB Malaysia as the primary production facility for the company, doubling production in his first three years and paving the way for the introduction of the larger, more sophisticated yachts Grand Banks builds today.

Learn more about the company and its Heritage, Eastbay, and Aleutian series yachts at grandbanks.com

Women's Sailing Clinic in Seattle on June 18th

The Seattle Thistle Fleet presents a Women's Sailing Clinic to be held at the Leschi waterfront (North End) on Saturday, June 18th, 2011. The focus will be on basic and intermediate sailing and racing skills that are useful

in any boat. If you or a female sailor you know would like a chance to try skipping or just learn how to be a better crew as well as the basic racing rules and strategies, this is a perfect opportunity to learn and have fun.

Participants will have the opportunity to sail on a variety of racing boats, including Lasers and Thistles. The clinic will offer both on-shore and on-the-water learning and drills.

Contact Haley Lhamon at haley.lhamon@gmail.com or Jen Wisemore at jen.wisemore.info to sign up for this clinic. The clinic price is \$30 which includes a t-shirt and refreshments.

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Sea Stories

What's in a boat name?

BoatUS releases annual list of Top Ten Boat Names

What's in boat name? It's hard to deny taking a guess at the meaning of a name painted across a boat's transom - it can reveal much about

the personality of a boat owner. But like the wave tops constantly in motion, the fluid nature of boat names is also often a sign of boater's

changing lives.

Have you started fishing? *Reel Crazy* may be for you. Recently divorced? *Alimony* says it all. Have kids in school? *Tuition* says it best.

Regardless of ever-changing lifestyles, marital status, careers or family, choosing a name can be difficult. To help boaters with this task, Boat Owners Association of The United States (BoatUS) has a list of over 8,500 boat names given by boaters across the country over the last 20 years. The list can be found at BoatUS.com/boatgraphics/names.

The national boat owners group has announced its Annual List of Top Ten Boat Names, which it has

tracked since 1991. The list is assembled each year by the BoatUS Boat Graphics service that allows boaters to easily custom design and preview boat names online - without having to pay up front.

The top ten names are:

1. *AquaHolic*
2. *Andiamo* (Let's go)
3. *The Black Pearl*
4. *La Belle Vita* (The Beautiful Life)
5. *Mojo*
6. *Island Time*
7. *Second Wind*
8. *No Worries*
9. *Serenity*
10. *Blue Moon*

WHAT'S UP, DOCK?

Friday Harbor Waterfront Views

By Cap'n Crabby

I'll tell you what's up . . . slip reservations at the Port of Friday Harbor marina. Lots of group reservations for yacht club cruises, rendezvous, and get-togethers, as well individual boats. The biggest group coming is the Latitudes and Attitudes Rum-A-Thon, coming to Friday Harbor in August 20, with over 100 boats registered. Be afraid.

Making sure everyone has a fun, safe time takes a lot of work by Port staff, and one of the critical functions is Port Security. In Friday Harbor, Port Security is embodied in a man - I won't say a hee-ro, 'cause what's a hee-ro? - but sometimes there's a man. And I'm talking about Steve Percer here- sometimes there's a man

who, waaa! . . . he's the man for his time'n place . . . he fits right in there- and that's Steve Percer . . . in Friday Harbor . . . right now. I was out on the docks last night, tossing some saltwater bullfrogs, and I ran into Steve, patrolling the docks and keeping things mellow. It was a beautiful night, and me and Steve set down and looked out over the harbor, and this paean just wrote itself.

The marina sleeps, the waters are still,
The summer moon stands over the hill.

A few boats party on G and H docks,
And silently, the watchman walks.

He hears the laughs, the shouts and

songs,
And listens for sounds of something gone wrong,
A voice raised in anger, in fear or in pain,
And he will go there to ascertain
If someone is drunk and stupid, or mean,
And bringing trouble to his peaceful scene.

He approaches the boat, and watches a bit,
And figures out who is being a twit,
He calls in for backup, but doesn't stand by,
But approaches the boat and calls to the guy.

"Excuse me," he says, in a school teacher voice,
"I'm giving you an honest choice.
You quiet down and start being nice,
And don't think I'm going to tell you twice,
Or me and the Sheriff will throw you in jail,

And maybe your friends here won't put up your bail."

He shakes his finger and walks down the dock,
Checks his watch, it's one o'clock.
The town has closed up, even the bars
And Popeye floats lazily,
watching the stars.

The marina sleeps, the waters are still,
The summer moon stands over the hill.
A few boats party on G and H docks,
And silently, the watchman walks.

Oh my, now that's pure sweetness. Yuk. ptoey. Don't even know where that comes from, probably from my inner wench. I think I'll submit that and win the one of them Puyallupitzer Prizes. I'll let you know.

Salty Dock Day set for June 11, in Tacoma

The Foss Harbor Marina in partnership with Foss Waterway Seaport is excited to announce "Salty Dock Day," a new, free open-to-the-public event on Saturday, June 11th at Foss Harbor Marina in downtown Tacoma. Held on National Marina Day, "Salty Dock Day" will celebrate the recreational opportunities marinas provide on the nation's waterways by offering: live music, food, boater education classes, a Salty Dog Contest for canine First Mates, speakers, games, safety demonstrations, a Saturday Night outdoor movie (weather permitting) and visiting historic vessels. A special feature will be Foss Waterway Seaport's opening of a new exhibit, an extensive collection of maritime artifacts from the leg-

endary, nostalgic steamboat era on Puget Sound.

Guest moorage can be reserved by contacting Foss Harbor Marina (253) 272-4404 located at 821 Dock Street, Tacoma, WA 98402, or the Foss Waterway Seaport (253) 272-2750, ext. 106 located at 705 Dock Street, Tacoma, WA 98402. Public parking will be available at the Republic Parking lot south of the Dock Building at 535 Dock Street or in the Republic Parking lot south of the 11th Street Bridge on Dock Street.

More event specific information will be announced as the date grows closer. Visit <http://www.fossharbor-marina.com/blog.html> for more details or <http://www.facebook.com/fossharbor>.



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On-the-Water Boat Towing Service Opens in Vancouver

As a former marine scientist in Nova Scotia, Capt. Paul Thomas understands how the natural world works, especially on the water. The marine industry veteran, vessel operator and sailing instructor who grew up in Toronto (but has called Vancouver home for the last 35 years) has now opened Vessel Assist Vancouver. The on-the-water towing service gives boaters, sailors and anglers a reliable way to call for assistance when their boats break down on the water, run out of fuel or run aground. To see the location on a map, go to www.BoatUS.com/vancouver.

"Most boaters have an uneventful day on the water, but unfortunately some experience engine troubles, hit submerged logs, or have dead batteries," said Capt. Thomas. "Calling a friend to come out and get you isn't so simple anymore. For one annual fee we'll give you the convenience and piece of mind knowing that I will come out and get you, day or night, and bring you safely back to the marina or launch ramp with no out-of-pocket costs."

Much like an auto club for boaters, Boat Owners Association of The United States (BoatUS) offers "Unlimited" on-the-water towing service plans for North Americans salt waters. They start at \$125 a year for the Vessel Assist Unlimited towing plan with a 30-mile service area or \$157 a year for a Vessel Assist Unlimited Gold towing plan with a 50-mile service area that also covers free tows from a home dock to a repair facility.

Both towing plans also require BoatUS or BoatUS Angler international membership at \$40 annually (25 if bought at West Marine). Without a towing plan, boaters face costs that average over \$600 per incident or about \$250/hour. If you don't have a towing plan, these costs will be paid out of your own pocket.

Located at Lynwood Marina in North Vancouver, Vessel Assist Vancouver covers an area that ranges from ten miles west of Point Atkinson eastward to include English Bay, Indian Arm and Burrard Inlet.

Recreational boaters, sailors and anglers can call Vessel Assist Vancouver

Sea Stories

24-hours a day at their primary number, 778-227-6101, or secondary number 604-569-0574. They may also be reached through the BoatUS toll-free Dispatch Service at 800-391-4869, or by hailing on VHF radio channels 16 or 83a.





Vessel Assist Vancouver is the third Vessel Assist towing location in British Columbia, which includes Vessel As-

ist South Gulf Island and Vessel Assist Georgia Strait. Vessel Assist Vancouver is also part of North America's largest towing program that has over 600 towboats, including ten locations just south of the border in Washington State.

For more information go to www.BoatUS.com/towing or call 800-888-4869.

Bristol Yachts

NORTHWEST

 32' 1973 Grand Banks \$45,000	 1995 Bayliner 478 \$225,000	 32' 1989 Sandowner Tug \$112,000
 30' 2004 Norstar \$162,500	 42' 1988 Canano Offshore \$175,000	 38' 1990 Bayliner \$85,000

Bristol Yachts Northwest / 520 E. Whidbey Ave., Suite 106 / Oak Harbor, WA 98277
curtis.adams@frontier.com 360-679-6779 www.yachtworld.com/bristol/

80' 1996 PTE Sailing Yacht	\$1,400,000
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57' 2004 Northern Marine	\$1,200,000
50' 2001 Beneteau	\$174,000
48' 1986 Brewer PH	\$84,000
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47' 2001 Bayliner 4788	\$280,000
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42' 1989 Catalina	\$99,900
42' 2007 Lagoon Cat	\$449,000
42' 1993 Ocean Alexander	\$275,000
40' 2010 Fusion Cat	\$499,000
37' 1978 Herreshoff	PENDING
36' 1973 Grand Banks	\$38,500
34' 1983 Sabre	\$50,000
32' 1973 Grand Banks	\$45,000
30' 1999 Bayliner	\$49,500
29' 1979 Eric Jr	\$19,500
28' 1977 Bayliner Bounty	\$7,500
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Sea Stories

35th Wooden Boat Festival Celebrates "Craftsmanship"

Three hundred wooden boats of all shapes and sizes are always the "stars" of the show in Port Townsend, but nearly 100 excellent presenters and another hundred maritime exhibitors (boatyards,

shipwrights, gear, rigging, services, art, food and books) keep the Festi-



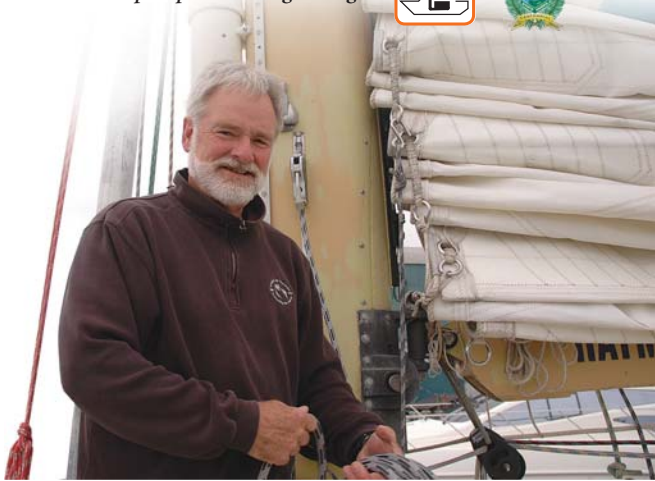
Photo above - The beautiful R Class boats, having been lovingly restored and outfitted with new sails will once again be racing at Port Townsend.

Pump, Don't Dump

This year, Mark Schrader completed a 28,000-mile "Around the Americas" voyage aboard the cutter *Ocean Watch*, navigating through the Northwest Passage and around Cape Horn before returning to his homeport of Seattle. Here's a message from Mark to his fellow boaters:

"The science is clear. Raw sewage degrades our waters and threatens our health. The law is clear, too. It's illegal to dump untreated sewage in Puget Sound or within three miles of shore. The State of Washington has a superb network of boat pumpout facilities, so it's easy — and almost always free — to do the right thing: pump, don't dump."

www.pumpoutwashington.org



Through the Clean Vessel Act Grant, the federal government, the Washington State Parks and Recreation Commission and public and private marinas share the cost of construction, renovation, operation and maintenance of pumpout stations.

val fun and packed with learning options for the whole family.

Dates, Times & Tickets

The 35th Wooden Boat Festival officially begins at 9:00am on Friday (September 9) and ends Sunday (11th) at 5:00. However, "locals" start early on Thursday evening as the festival boats and exhibitors are settling in. Music and beer are available that evening from 1700-2200. Day tickets are required for Friday, Saturday and Sunday. Cost is \$15/day and \$10 for seniors and students. Kids under 12 are free. Evening entertainment is free. 3-Day weekend passes are \$30 (\$20 for seniors). There are plenty of activities for kids, including Kids' Boatbuilding, Fish Printing with the PT Marine Science Center, the North Star Stage and a Pirate Treasure Hunt on Sunday. There are rowing and sailing races (26' and Under Sailing, Festival Rowing Race plus the NW Schooner Cup) and the spectacular Festival Sail-by on Sunday at 1530.

Lin & Larry Pardey will be on hand after a seven year hiatus from US events (with exception of their quick trip as keynotes for the Spring Boating Symposium in PT) with some of their most popular topics: The Compelling Power of Adventure and 16 Ways to Ensure Your Partner Shares Your Cruising Dream as well as two special evening events (tickets required) Storm Tactics and The Unstoppable Cruising Boats - from nuts and bolts to a real budget. Known and respected world-wide, the Pardey's will be on hand daily to talk to people, sign their books and answer questions. Tickets (\$20 non-members, \$18 for members) are available on woodenboat.org website June 1.

Nigel Calder returns to Wooden Boat Festival with daily talks at the NW Maritime Center including En-

suring a Troublefree Diesel Strengths and Weakness of Electronic Navigation and Anchoring without Anguish! Nigel will also present the Wooden Boat Festival Thursday Symposium: The Energy Efficient Boat: To what extent can new technologies dramatically improve efficiency?" on September 8 from 1:00-4:00. Tickets available June 1.

Premiere Screening of "CHARLOTTE", the new documentary film by Academy Award winning producer Jeffrey Kusama-Hinte (The Kids Are Alright) about the extraordinary boatyard, Gannon & Benjamin Marine Railway, on Martha's Vineyard. After more than 30 years of designing and producing boats for others, Nat embarks on building a 50-foot gaff rigged schooner for use

by his family and friends — her name is Charlotte. Through its careful portrayal of the everyday activities in and around the boatyard, the film emerges as a meditation on craftsmanship, tradition, family, community, and the love of the sea. Movie details available on the website.

Schooners (*Adventurers*, *Martha*, *Alcyone*, *Suva*), a historic fleet of Drift Boats, Multihulls (catamaran and tris), serious Work Boats, custom and kit Kayaks and an eclectic blend of antique and innovative "green" powerboat designs and systems are all available for your boarding and on most boats you'll find the owners or builders!

As always, there's great music, northwest foods, Port Townsend

Brews and Washington wines. Kids activities include Kidz Cove costume and crafts, Kids Boatbuilding, North Star Stage original theatre and Sunday's Pirate Treasure Hunt. Sail and rowing rides are available daily and at least one race per day happens on the bay.

If you can't make this year's Festival weekend, remember you can always find a little bit of Festival year-round by visiting us at the

Sea Stories

Northwest Maritime Center & Wooden Boat Foundation, the center of Port Townsend's historic waterfront and walking distance from marinas, boatyards and the art and food you'd expect in such an inspiring place.

For information and tickets, go online to www.woodenboat.org or email Kaci Cronkhite, festival@woodenboat.org.

Foss Harbor Marina adds ValvTect Unleaded

The Foss Harbor Marina will be adding ValvTect unleaded fuel this May to go with their current ValvTect marine diesel product. Boaters will be especially excited to hear that Foss Harbor will be carrying a non-ethanol based, unleaded fuel. ValvTect fuels are specially formulated for marine engines and have been documented to improve engine performance, extend engine life and improve fuel economy.

Foss Harbor Marina Fuel Dock opened in August of 2007 with all brand-new equipment and storage tanks. They have a total capacity of 9000 gallons of marine diesel fuel and 6000 gallons of unleaded fuel. ValvTect certifies all fuel tanks on an annual basis so boaters can be confident that they are getting a clean, high performance fuel at Foss Harbor Marina.

Foss Harbor Marina offers volume discounts and tenant discounts which start at 25 gallons. In addition, the marina is a member of the Boats US discount fuel program, which is an automatic \$.10/gallon discount to Boats US Members.

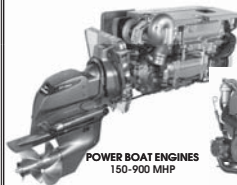
The Foss Harbor Fuel Dock is also a convenient stop for boaters who are in need of supplies. Their marina store carries ice, soda, beer, wine, chips, ice cream, bait, sandwiches, marine supplies and fishing tackle. Fuel Dock and Store summer hours are 8am - 7pm. They can be contacted at (253) 272-4404 or channel 71. Foss Harbor Marina is located at 821 Dock Street, Tacoma, WA 98402 or just off of Commencement Bay on the Thea Foss Waterway, first marina on the right as you enter the channel.

For more information about the Foss Harbor Marina, please visit <http://www.fossharbormarina.com> or <http://www.facebook.com/fossharbor>.

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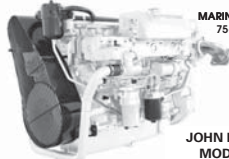
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New Boats

Back Cove 37

While it may have taken a while to get here, all of sudden when nice weather does finally arrive, all you want to do is figure out the fastest way to get out on the water. Certainly one answer is the new Back Cove 37. With plenty of interior volume, lots of fuel efficient horsepower, and a superbly laid out interior, you have all ingredients necessary for a quick escape from the humdrum world of wet and cold. Plus with the range you have at your fingertips, you can get to some really great places, fairly easily.

This is the largest Back Cove model to date, and it continues with the same practical features, usability and low maintenance, which have built the popularity of the Back Cove brand since its inception. With the increased size come a number of other significant improvements beside the obvious one associated with more interior volume. Back Cove has listened to their customers and done an excellent job of very efficiently using the extra volume that comes with the bigger boat.

In the master stateroom there is an island berth for ease of egress, and for storage of owner's gear, there are many lockers and drawers provided. To starboard aft of the master is a full guest cabin with double berth and plenty of storage capacity. Opposite and to port is a large head unit with separate stall shower.

Between the lower and salon sole levels, there is a mid-galley fully equipped with a two drawer refrigerator, a freezer, microwave and deep stainless steel sink as well as many drawers and lockers for galley storage. Large windows overhead give this galley ample visibility, and light.

In the salon are twin Stidd seats for helmsman and crew. Aft of the helm seat you'll find an L-shaped settee and to port a slightly shorter settee. A large inlaid table offers a comfortable and elegant space for dining with crew and guests. Large windows provide ample light and air while overhead a large sliding pilot hatch allows air to flow through this space. Opening to the cockpit are large swing doors which completely open up the salon to the cockpit. And at the transom fixed seating will provide the comfort you desire for socializing with guests.

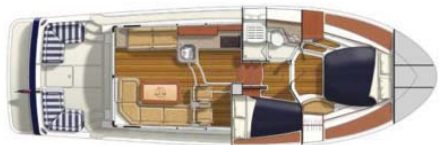
Engine access is extraordinary, as the helm deck raises to expose the yacht's mechanical systems. There are also three different engine packages allowing the owner to choose fuel efficiency or a top end speed of almost 29 knots plus one in the middle that allows for a nice balance of both.

All in all, another beautiful example of the fine craftsmanship we've come to expect from the builders at Back Cove. Best of all, Bellingham Yachts has one in stock. Just don't expect that to be the case for long.



Specifications: LOA (not including anchor roller or swim platform) - 38' ft (11.59m); Beam - 13.0 ft (3.968m); Draft - 3'3" ft (1.0m); Displacement (dry) - 22,000 lbs (9,97t); Fuel tank capacity - 300 Usg (1136l).

Northwest Dealer: Bellingham Yachts, 877-310-9446, or online at www.bellinghamyachts.com



MC-R 35

The relationship between McConaghy and Reichel/Pugh has produced some stylish and super fast racing yachts, the 100-ft Alfa Romeo & Wild Oats XI and the 62' Loki just name a few. In their latest collaboration they have persisted with performance, scaled down the size and cranked up the comfort. McConaghy's Managing Director Mark Evans explained;

"The design and engineering capabilities of the Reichel/Pugh design team combined with our latest developments in resin infusion and construction technology ensure we have developed a yacht ready to meet the demands of our most discerning customers.

The MC-R 35 is light, strong and fast, with style and comfort to match- featuring a three double-berth layout, a big cockpit for entertaining back at the dock, our legendary twin carbon steering wheels and a comfortable, roomy well finished teak trimmed interior, with a generous galley for extended cruising. We really like what we have come up with here - an extremely well engineered and exceptionally well built performance cruising yacht, easily handled by a small crew, great for IRC racing or weekend cruising with the family. The MC-R 35 is a Euro styled performance cruising yacht that is easily handled by a small crew."

The MC-R 35 is the latest cruiser racer to hit the sailing scene, and benefits from the extensive success Reichel & Pugh have had around the world designing IRC yachts that are not only fast but relatively easy to sail. The MC-R 35 is engineered to meet the latest ISAF scantling requirements and provide a

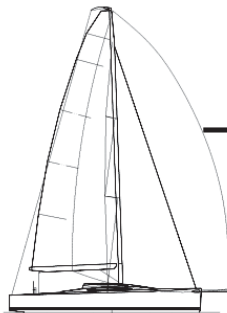
safe and comfortable arrangement for both racing and cruising.

The combination of superior design and craftsmanship contribute to setting this yacht apart from the range of cruiser racers currently on the market. The standard engine is the highly fuel efficient 21-hp Yanmar linked to a Yanmar saildrive spinning a two bladed folding propeller which should drive the MC-R 35 comfortably along at about 6.5 knots.

The sail plan is substantial and should power the boat along nicely in the predominantly light air of the Pacific Northwest whether you want to go racing or cruising with the family. The headsail is just shy of 100% of the foretriangle while the main follows the typical IRC formula of being large. Don't worry; the standard sail hardware package for the MC-R 35 gives you the ability to handle the large main quickly and easily.

Whether you are out on the ocean cruising or taking on the fleet around the Sound, you should have confidence that your MC-R 35 take you where you want to go, when you want go there, whether it's up to Alaska or to the top of your fleet.

New Boats



Specifications: LOA - 35.69' (10.88m); Beam - 11.94' (3.64m); Draft - 6.56' (2.0 m); Displ - 10,646 lbs (4,839 kg).

Builder: McConaghy Boats, 77 Bassett St, Mona Vale, NSW, Australia. www.mcconaghyweb.com



The Racing Sheet

Sloop Tavern Race to the Straits: 98 boats set a new record

Shilshole, Wash. - On May 7 and 8, the short-handed Race to the Straits was one for the record books with so many amazing transition stories, emotional tales and short handed sailing feats, I've got no idea where to start! The Sloop Tavern Yacht Club brought in Title Sponsor Ballard Sails along with Gold Sponsor Smart Plug and Silver Sponsor Quantum Sails to make this an event to remember with kegs of beer, food and music at the Legion Hall on Saturday night in Port Townsend.

With a forecast 15 to 25 knots of wind out of the south and a good outgoing tide the fleet headed off the line, each at their own starting time in this pursuit style race, looking forward to a quick run to Port Townsend and lunch at Sirens. Boats began rolling off the line at around 8am, with the normal tactical choices of going east for the longer route with the current, hit the middle of line with some good current or go west for the breeze, a better angle and a shorter run to the mark. Spread out across the Sound, the fleet of 98 boats quickly ate up the miles to Pt. No Pt. with many of the faster boats using their speed and water line advantage to close with



Photo above: The Olson 30 Lunchbox getting set up for the downwind start on Saturday went on to win Class Seven in the Double-handed Flying Sails Division for the weekend. Photo below: In Class Eight the weekend winner was the J-29 Here & Now skippered by Pat Denney (sail number 31834). On the left is the SC-33 Muffin (sail number 18660)

the early starters.

As the leaders approached Pt. No Pt., it became apparent that there

was no friggin' wind once you got around the Point! Things set up just like the previous week's Double

Bluff race and the leaders that looked so good on the west side punched through the Point into nothing and commenced drifting. Those that remembered the beating they took the weekend before as they drifted by Pt. No Pt. watching the boats on the eastern shore slip by, headed east and took the great circle route to the Double Bluff Buoy. The further you went east the better you did and the SC27 *Wild Rumpus* hit the edge of current and drifted around the beach to the mark to be the first boat around.

The sea state was in an amazing mix master with the left over waves of the 20 knot southerly combined with the outgoing ebb to creating a motion that would make any washing machine designer jealous. Emotions ran rampant with friendships, marriages and bonds tested to the edge on the double handed boats and I'm guessing there were probably some interesting conversations on the single handed boats as well. . . . Boats struggle to drift, slat, and



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pray that they lined themselves up correctly to drift pass the quite solid mark on the correct side and not get swept with the current out into the abyss that one unlucky Columbia 26 experienced to the point of hav-

ing to anchor north of the Bluff.

Way in at the beach the leader, *Wild Rumpus*, drifted a little too close and ended up bouncing aground at the point. Not a good place to be with the tide still going

out and the waves bouncing the boat hard on the bottom. Quickly Andy Schwenk stripped down to his tightie-whities, and jumped overboard (while accidentally tripping the spin halyard with his foot) and

pushed the boat off the bottom while his wife and sailing partner, Steph, collected the chute on the foredeck. With certain disaster averted, there

Continued on next page

Great turnout for a Tricky Poulsbo Invitational

Poulsbo, Wash. - Saturday, April 30, marked the 4th race in the West of Bainbridge series, the Poulsbo Invitational - ran by the Poulsbo Yacht Club. PYC puts on an interesting course using almost half of the inside waterways of Bainbridge Island. They come all the way out to Battle Point for the starting area and start the fleet towards the south - sending them past Brownsville to a mark off University Point before allowing them to turn towards Poulsbo and their waiting Lutefisk, Pickled Herring and Aquavit - But first they must deviate course towards Agate Pass and round the Pt. Bolin day marker before they are finally allowed to attempt the sail through the cut at Keyport and into Liberty Bay. A course of only 9.6 miles, but a time limit of 5 hours for this tricky run from Brownsville to Liberty Bay.

The forecast for the day was five to seven out of the SW with the winds switching to the NW later in the day. "There was also a chance of rain showers," say's Dan Wierman aboard *Great White*. "The forecast was accurate as the winds were five to nine knots at the start from the SW." Boats set up for the 11am start (a very civilized time I might add) and found the "start line skewed to the east," states Gerry Austin aboard *Falcon*, "giving the starboard tackers a narrow lane" to get across the line and off to the south towards the first mark in the course.

Falcon tried for the port start in Division 2 on the skewed line but *Swan*, *Aldebaran* and *Emerald Lady* made the starboard tack work and *Falcon* was soon found "Ducking the fleet" Austin say's with sigh. Quickly back into the race due to some good boat speed *Falcon* worked south, passing *Emerald Lady* on the beat to the mark.

While *Falcon* worked on their recovery, Division 1 lined up for



The Olson 30 Tally Ho drifts across the finish line in Poulsbo. Photo by Brian Massey

their attempt at the port tack line. *Great White* and *Dulcinea* lined up on starboard tack, middle of the line with *Reign Maker* attempting the port tack start. Once again the starboard tackers held on and "*Reign Maker* had to give way to *Dulcinea* - they had to tack away and circle back to the line," Wierman states. "After the start, *Dulcinea* and us [*Great White*] continued on starboard toward Bainbridge Island" looking for a geography push and lift from the winds under Battle Point. Seems like the starting line wasn't as skewed as the sailors first thought, tricking some into attempting the port start when they should have been on starboard.

The fleet worked their way towards the University Point mark with the Division 1 boats quickly working through the previously started Division 2 fleet. *Great White* worked towards the western shore followed by the *By the Boss* while *Dulcinea* and *Reign Maker* short tacked towards the East - a quick split in the class that paid off for the western boats as *Great White* tacked to starboard and

rounded the University Point buoy first in their class, set the spinnaker, and reached toward the Bainbridge shore. The Division 2 fleet was led around the mark by the Thunderbird 26 *Swan* "Followed by *Aldebaran* and then *Falcon*, who quickly hoisted the chute and pulled in 2nd," exclaims Austin.

Spinnakers were the order of the day, pulling the fleet downwind towards the Pt. Bolin Day marker into a slacking breeze. Some chose to play with the tactics and try for a geography benefit on the Bainbridge shore but in the end "those that sailed shortest course did best," say's Austin with a shake of his head. *Great White* held on to their lead - rounding the Pt. Bolin Day marker first, successfully avoiding the shallow water near the mark and certain disaster and reached off towards Keyport and the entrance to Liberty Bay.

The Pt. Bolin area is known for having a few boulders just under the surface at low tide so many of the boats took a wide line across the beach "however, *Falcon* and *Tally*

Ho elected for a shallower path, and advanced as the fleet entered Keyport," smiles Austin. Entering the cut into Liberty Bay the fleet slipped along with the incoming tide holding their spinnakers most of the way with only a short switch to the headsail as "the rain started coming down for a short time," states Wierman, "and when it quit, the wind started coming aft again." The fleet sailed into Liberty Bay towards the finish off the Poulsbo Yacht Club dock with *Great White* leading the racers around almost the entire course and finishing first "at least 10 minutes ahead of *The Boss* and much farther ahead of *Dulcinea*," smiles Wierman. Even tougher on their competition, Wierman points out that after they finished "the wind lightened and many boats were caught in the channel entering Liberty Bay. The Division II boat *Falcon* (Cal 9.2) managed to lead their class home by a big margin and won their division." Austin concurs that "at Liberty Bay, the wind was finicky, shifting from NE to SE to due West depending on the puff."

With their dominating performance Wierman skipper of *Great White* understandably feels that "It was a great day to be on the water. The light variable winds made it challenging to maintain good boat speed, but our crew of Jim, Kathleen and Michael did a great job and stayed focused to the task." The J-35 *Great White* is turning out to be the "Boat to Beat" in the West Sound Sailing association series. The word is that Wierman had better watch out because there's gonna be a good group gunning for you in the final three races!

Up next in the Series is the Port Orchard Invitational May 21st - learn more about the races at the West Sound Sailing Association Website (<http://www.wssc.net/WSSA/>). - Ben Braden

The Racing Sheet

Race to the Straits

(cont.)

was no lack of emotional scarring for the rest of the fleet that observed the totally frightening experience of a near naked Andy Schwenk. That is until they looked up and saw the Columbia 26 Tuesday running south back to the mark under spinnaker. Good thing Andy tripped the chute because they were ready to hoist the jib and get out of there into the building northerly.

The new northerly quickly built into the #3 range for many of the boats and short handed sail changes commenced to keep their under crewed boats upright and moving forward. With their mainsails flogging, Mark Brink aboard *Lady Bug* turned on his VHF and listened for the wind report for Pt. Wilson, "they said 3 knots out of the North, I told my son to flog the main and hold the number one, it's going to lighten up soon." The choice made, they quickly pulled away from the boats making sail changes and soon the wind lessened to the point that all those 3's had to get changed back to 1's - not an easy experience when short handed.

The wind shifted more northerly than west on the way out and the fleet got lifted up Admiralty Inlet - many to the point that they sailed out of the strongest parts of the ebb current that was running up the Marrowstone Island shore. Dan Wierman single handed the J-35 *Great White* opted to foot off a little and get back into the current. It seemed to pay off as he passed a lot of boats. The rest of the beat was an exercise in trying to keep in favorable current and good breeze.

As the fleet got closer to Marrowstone Point they began tacking to the east which was away from the finish and shortest course. Why were they doing that? There must not be any wind in Port Townsend Bay! Sure enough another transition zone for the fleet with some boats choosing the great circle route east, then north, then west, out under Pt. Wilson in order to stay in the current while most of the fleet chose the shorter direct route drifting from puff to puff across the bay. In the end some of the boats made the short route work and some of the boats made the great circle route work, all in all, a total crap shoot.

As boats finished, with some under spinnaker and some going to weather, it was the multihull *Dan-*

ger Zone that took the gun for the day finishing in just over 3 hours, not bad considering the two restarts with the crazy winds the day had put forth.

Boats rolled in over the next two hours and Pt Hudson marina filled up to the brim. The scrambling port representative did his best to organize the surly fleet into the empty spots with a smile on his face throughout the experience. Dinner and results weren't scheduled 'til 7pm so the racers did their darndest to enjoy the pouring down rain while helping the late arrivals tie up and put their boats away - this group will do anything for a free beer out of someone's bilge.

Saturday's awards were for First to Finish that went to the F-27 *Danger Zone*, the Jack and Jill Trophy won by the Sovereign 33 *Pegasus* over 31 other Jack and Jills. Great work on a tough day. The Double Bluff predicted log trophy was won by the Moore 24 *Sputnik*, who somehow predicted their finish time within two minutes and 18 seconds, A-mazing!

Sunday dawned with a light breeze, but at least it wasn't raining and after a quick breakfast at the Café, the early starters headed out to get rolling south towards the finish at Shilshole. With a light northerly and strong ebb current the racers needed to decide how to get across the line with the current running strong from the pin to the RC boat. Many lined up north of the RC boat with the hope of hoisting the chute, building up some speed and then while fighting the current, hopefully slip across the line. Some chose to approach the pin from upstream under mainsail only, jibe around the mark, hoist and take off downwind. This latter approach seemed to work best as boats spent less time fighting the current and got closer to Marrowstone Island and the current relief in the back eddy.

While the early boats were starting, the Ranger 26 *Runner* had some difficulty before the start, and broke their boom. So they decided to hang it up for the day and head back into the marina to re-supply for the long cruise back to Seattle - little did they know the benefit of this move.

The early starters had to decide when to cross the building ebb current in the light northerly breeze. The Columbia 26 *Tuesday* headed east all the way to the shore from the Marrowstone Lighthouse, while some chose the immediate gains up the Marrowstone shore before mak-

ing their jaunt across the Inlet at a narrower crossing point. Many just headed across the middle, sailing the rhumb line and in the end, because of the building breeze behind and the dead air space in front, the fleet all ended up at Bush Point at about the same time. It must have been quite a show for the gremmies on the beach as the compressed fleet worked around the Point as close as they could for current relief. It was a real good time to have a depth sounder, to run around then would leave a lot of time before the tide came back in and you could be floated free to rejoin the race.

While the leaders struggled south against the ebb in the light northerly, the late starters enjoyed a stronger breeze that had built to the point that when *Runner* came back out of the marina after their resupply trip they decided to start the race anyway and just run under spinnaker alone. Well over an hour late for their start they headed south in the consistent northerly breeze. Better late than never!

While the faster rated boats headed south in the consistent northerly, the fleet leaders had run the shallows through Mutiny Bay to Double Bluff and found the ebb running strong with little to no wind ahead. Three SC 27's, a Moore 24 and *Lady Bug* kept in the back eddy and headed east down the Whidbey shore playing puffs, laughing with each other and trying to figure out what the heck to do! "I've never done this before" laughs Brink, "usually we head on over to Pt. No Pt. and work up that beach."

Confusion abounded with the leaders and finally *Lady Bug*, *Cookie Monster* and *LBDB* broke right towards the middle of the Sound. *More Uff Da* reached up and headed right for the beach at Pt. No Pt. while the *Wild Rumpus* pointed their bow towards the buoy at Scatchet Head. Behind them, the well sailed *Norn* worked the beach through Useless Bay, taking the great circle route east to get south. Six well sailed boats that had no clue which way to go to get through into Puget



Sound and the finish off of Shilshole.

As *Norn* consistently worked their way around the Whidbey shore, *Wild Rumpus* sat in the middle looking stalled as the boats that had worked right to the western shore made gains down the course. However as they neared Pt. No Pt. the wind lightened and wouldn't you know it, there was absolutely no back eddy under the Point! *More Uff Da* found themselves drifting backwards towards Hansville as the late starters brought the new stronger northerly south and began working through the fleet to the Point.

Eye played the beach a bit to close near Hansville and briefly ran around. They weren't alone as the fleet finally worked their way around Pt. No Pt. in the building northerly they found the Sierra 26 *LINO* sailed by Brad Butler and Eric Hauge hard around just south of the Point in that shallow spot... you know the one. "We gave Andy a hard time for his unorthodox tactics, jumping in the Sound to push his boat off the beach at Double Bluff..." laughs Hauge "... little did we know we would have to do the same on Sunday. Except both Brad and I had to jump in to get the boat off the beach while 80 boats sailed by and no, we were not in our tightie-whities..."

While the fleet worked it's way around Pt. No Pt., those two SC-27's that had gone east absolutely smoked the fleet and were miles ahead with *Icon* and *Banshee* chasing them down while bringing along the light northerly breeze. The ebb was still running strong at this point,

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so many worked the shallows along the western shore, avoiding the sand bars and strong ebb current.

As the now large group ran the beach south towards Apple Cove Pt. it became apparent that *Norn*, *Wild Rumpus*, *Icon* and *Banshee* were waiting patiently for the fleet, as they had run out of the breeze and were now chasing puffs and working into a slightly building easterly that had come across the Sound from Pt. Wells. Many racers jumped aboard this train and followed the leaders across but Jennifer Braden aboard *More Uff Da* turned on the VHF for a wind speed report and found a sultry five knots out of the SW at Alki. "Where do we want to be if a Southwesterly comes in?" She asked Ben, Jeff Head was the reply and they spun *More Uff Da* around and reached back into Appletree Cove where they had been 10 minutes before.

Quickly onto their jib with a puffy easterly, the wind veered more and more to the north - no southwesterly

appeared however Kingston was the place to be and as the boats on the western beach did the huge end around, the previous leaders watched helplessly from Pt. Wells as the northerly filled in along the western shore. Now remember, all this time the *Ranger 26 Runner* had been merrily sailing along under spinnaker only in this nice smooth northerly and with everyone stopping periodically to wait for them they are almost back in the race and have been able to avoid every wrong tactic by having people in front of them show them where not to go.

The conditions of the day definitely benefited the later starters and as the fleet converged en-mass on the finish line the big blue sled *Icon* got the bullet by mere seconds in front of the Melges 32 *Banshee*.

Over the next hour the fleet rolled in with most finishing in a 20 minute window immediately behind the leaders - tough work for the RC keeping track of it all, thanks guys and gals!

Remember *Runner* - well, they finished about 24 minutes behind the leaders which gave them a 4th in their class for the day and a 2nd in their class for the weekend. There are clearly two morals to this story; 1) Never give up on a race like this and 2) Don't get in front too early, always wait until the last transition to make your move.

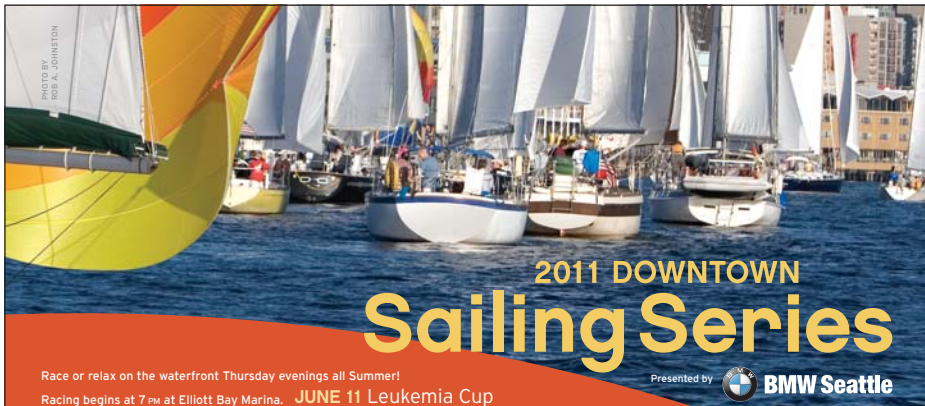
Graeme Esarey, owner of the Far 1220 *Kotuku* wants to give "Big thanks to the organizers and the committee boats—thanks for putting on what is hands down my wife's favorite race. Some fine singing by Andy and his band and the early afternoon finish made for a memorable evening on Saturday night. I love the fact that this race can still pull about a hundred boats of all sizes and shapes. I also like the pursuit style up and back. I felt like it advantaged the little boats on Saturday, and the big boats on Sunday."

There were some very tired crews at the docks after the race, both

physically and emotionally but as Garry Greth puts it he's "still grinning from an amazingly fun, challenging, and nail biter of a race! Thanks to R.C., all participants, Port Hudson - for taking care of an onslaught of boats in speedy manner, AND especially the Pacific Northwest convergence zone.. What would we do without it?"

You can find the complete results at STYC.org but I want to give extra special props to all the Single Handed sailors (all with flying sails!) that made the trip to Port Townsend and back - your enthusiasm and perseverance keeps us all going! And also, special thanks to all of you that made the trip from out of the Seattle area for the race - your efforts in delivery and entry help make this event the success it is! - **Ben Braden**

All RTTS photos by Jan Anderson and she has a bunch more on her website.



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The Racing Sheet

Inaugural STYC/PMYC Three Buoy Fiasco a WINNER!

Shilshole, Wash. - Wow, the Three Buoy Fiasco. It's over, it's done, it's in the books and man was it a good time! The Sloop Tavern Yacht Club's and Port Madison Yacht Club's inaugural Three Buoy Fiasco race on May 14th garnered 39 boats on the entry list, well over doubling the best entry numbers achieved with the old format of the Spring race, rounding Blake Island.

For the Fiasco, boats started off of Shilshole and had to round three marks, West Point, Jeff's Head, and Halvorsen's Tug boat buoy near Hidden Cove. Any mark, at any time, in any order, and in any direction, wow!

Saturday dawned with no wind, I mean nothing, nada. The Windex's at the mastheads where sitting at odd angles to each other while the sailors met for the skippers meeting in front of the main building at Shilshole Bay Marina. While listening to the two shots announcing the postponement from the SYC race committee that was attempting to start the Vashon Island Race, we decided we better go over the postponement procedures for this pursuit style race, just in case.

In the end it didn't matter, as the first starters crossed the line just after 10am into a building northerly, many of us tried to figure out how the race committee would know if we were over early. Since you can start in either direction it was a bit confusing to think about. We swung by the graciously volunteered race committee boat, *Lilly Pad*, and asked Kevin how he'll know - "I'll put up this over early flag, that's how I'll know." "But

what if we're going the other way?" I asked. "Well, you'll turn around and cross the line and the flag will come down, then I'll know you're not over early." Seemed obvious.

Conversations continued from the morning meeting - "which way are you going?" Great questions to hear yelled between boats out at the starting area. With most of the boats crossing the line to the north and heading for the counter clockwise course, Nate Creitz, aboard the Olson 25 *Three Ring Circus*, yelled over "It's not much of a Fiasco if we all go the same way!"

No it wouldn't be, but I knew something he didn't. PMYC Commodore Pat Mitchell, aboard his six meter *Sockeye*, shares that "Matt Hebard, my guest bowman, casually mentioned West Point first, but in true loser fashion, I ignored him for the lemming like instinct was too strong..." and they chose to join the now 90% of the fleet that crossed the line to the north with the intention of rounding Jeff Head first.

Our plan, aboard the Moore 24 *More Uff Da*, was to reach straight across the Sound to Halvorsen's Buoy first, then reach up to Jeff Head followed by the long run downwind run coinciding with the max flood current to whisk us down to West Point and then seek current relief to the finish along the Shilshole breakwater. Minimize the upwind sailing, maximize the boat speed by sailing off the wind and utilize the max flood current to help make up for the 1nm longer course we would be sailing and scout us into the lead!

Great plan... I thought. One boat reaching across the sound by

itself in the now 15-knot northerly looked awfully lonely compared to the large fleet working North to Jeff Head but, un-noticed by many, four boats had quietly started to the south with the intentions of rounding West Point first, in order to take the course in a clockwise direction. A course choice that many of us had thrown out immediately due to the flooding current and having to cross the usual wind hole south of Pt Monroe. These boats rounded West Point quickly and sailed one tack across the Sound to Pt. Monroe and then smoothly cracked off their sails for the reach into Port Madison.

At this point, the majority of the fleet has rounded Jeff Head, seen the lonely Moore 24, *More Uff Da*, sailing through them to weather and began preparing to round the 2nd mark in their course. The Islander 36, *Whistling Swan*, lead the no flying sails fleet towards Hidden Cove while *Three Ring Circus* under spinnaker sailed the great circle route south then west into Port Madison to avoid the holes and fickle winds just south of the bluff at Jeff Head. A tactic that worked well for the Olson and the Santa Cruz 27, *Wild Rumpus*, but as they traveled around the two large barges attached to the mark they where met head on by the Farr 30 *Nefarious* rounding the mark the other way! "What were they doing rounding to starboard," laughed Andy Schwenk.

Back at Jeff Head, *More Uff Da* has worked their way through the holes, dragged their now overpowered boat to weather around the mark and set their chute for the long run to West Point, their final mark at 12pm with a max flood at 12:18pm - damn near perfect timing... Looking behind them they found *Carmannah*, *Nefarious*, *Anakana* and *Graying* working their way up to Jeff Head. "They weren't the only ones that went this way!" or so they thought! Feeling good about themselves, *More Uff Da* watched the fleet round the Barges and work east around Pt. Monroe. With the SC-27 *Wild Rumpus* leading the way and really ripping' it on the tight reach across to West Point, the crew on *More Uff Da* had hoped it would be a slower jib spinaker them and not the flying reacher that was happening.

On this fun reach Commodore Pat Mitchell thought "*Sockeye* could

have hit a near all time high surfing off the bigger waves reaching with our full size 3/4 oz.kite. Six meters don't spin out but we came close. Other times we would hit the back of a wave and drive the bow three feet into it, sending water back to the cockpit."

With hope dwindling on their course choice, *More Uff Da* watched the *Wild Rumpus* slip in front of them and round West Point 30 seconds ahead with *Three Ring Circus*, *Whistling Swan* and *More Cowbell* right on their tail. It wasn't the stellar lead they had hoped for but at least they where in the mix at the last mark. Looking north at the four boats they thought where following them on their long Fiasco course, the crew on *More Uff Da* became confused on how far into Shilshole Bay they each were sailing.

Next thing they knew *Carmannah* dropped their chute near the finish line and Ben Braden, the skipper of *More Uff Da*, thought to himself "don't they know they have to round West Point as well? Hmm... OH CRAP! They went to West Point first!" With this realization they watched helplessly as first *Carmannah*, then *Graying* and then *Nefarious* crossed the finish line as the majority of the fleet was still minutes from the finish - a true Fiasco of a race!

With much laughing and shaking of heads, the crews dismantled their boats and made their way down the road to Ballard Sails for jokes and friendly ribbing about course choices while enjoying the free burgers, dogs and beer supplied for the after race potluck. With one keg down and another on the way, it was time for the results not only in class but the new, highly coveted East/West Team Trophy - a large jar of 4 bean salad. With the best average elapsed time the nine boats racing for the West Team won the beans and the Fiasco bragging rights.

Kirk Fraser, the hard working organizer of this fun race summed up the day as follows: "40 boats registered prior to the start from 8 different clubs. Following the race many were already declaring this as the up and coming race event for the Sound and it's sure to be on their calendar next year." - **Ben Braden**

Full results can be found at STY.C.org

Take Your Time Fridays Begins June 3

Shilshole, Wash. - Sloop Tavern Yacht Club and Corinthian Yacht Club have joined forces to bring an informal Friday night sailing series this summer featuring a Golf Handicap rating system - Take Your Time Fridays. Utilizing the same format as last year, TYT Fridays will feature a short course around fixed marks in Shilshole Bay. Handicaps will be adjusted weekly, if you win your handicap goes down, if you lose your handicap goes up. Starting on GPS time, competitors will record their own finish times and submit these

times to the STYC website, races will be scored the following Monday.

The concept of this Friday night series is to encourage casual friendly competition for cruiser/live-aboard type boats as well as the usual race participants who frequent the racing scene. This year CYC's clubhouse will be open immediately after sailing with a no host bar and BBQ for competitors. Registration is free and all inclusive, if your boat is in need of a rating, the RC will happily provide one for you. Go to www.styc.org for more info.

The Racing Sheet

Local sailors hope to win big by raising sails and funds for a cure

17th Annual Leukemia Cup Regatta Takes Place June 11th on Elliott Bay

Seattle, Wash. - On Saturday, June 11, local sailors Michael L. Johnson (on deck in photo right) and Joy Okazaki (no photo avail.) will be participating in the 17th Annual Leukemia Cup Regatta for the fifteenth time. Last year they placed first in Seattle's NOOD Regatta on their *J/24 Hot Pursuit*. However, by participating in the Leukemia Cup Regatta this year, they hope to win in a different kind of way - not by taking line honors but by raising as much money as possible for blood cancer research and awareness. They will be sailing in the Regatta aboard *Eye Candy*, the Seattle Yacht Club's Boat of the Year, owned by Jim and Barbara Marta.

This year the event is even more personal than ever for the Edmonds couple. They have dedicated their fundraising efforts to their friend and avid sailor Brian Miller (on dock in photo above). Mike and Joy have sailed together with Brian for more than a decade on a variety of boats in numerous regattas around the region. Brian is fighting multiple myeloma, an incurable blood cancer. He was diagnosed in January 2009 on his 61st birthday. Brian retired from Pemco Insurance in 2003, and most recently did a stint as the manager of the Corinthian Yacht Club of Seattle.

Last November, Mike and Joy invited Brian and his wife Susan to sail with them at the 2010 Caribbean NOOD Championship. Not only did they have the thrill of placing third overall, but it was a very special sailing trip for Brian who had spent the better part of the past two years getting monthly six to seven hour blood transfusions to fight his disease. The disease has now progressed enough that transfusions alone are no longer sufficient, requiring chemotherapy to begin this month.



Through this all, Brian remains strong and as optimistic as ever, saying "In the past, a multiple myeloma diagnosis meant less than three years to live; the prognosis now is often over ten years. I'll get chemotherapy via a pill instead of hours of infusion; this wasn't available in the past and is the direct result of research. I know the sailing community has had a big hand in this, raising tens of millions of dollars over the years through Leukemia Cup Regattas across the country and I am very grateful to be part of such a generous community."

To donate, you can visit Mike and Joy's fundraising site at <http://wa.lcr.lsevent.org/teamhotpursuit> Or register your own boat at: www.leukemiacup.org/wa

Multiple myeloma is a type of blood cancer in which certain cells, called plasma cells, in the bone marrow grow out of control. These cells can damage the bone, causing bone pain. Myeloma can also cause infection, anemia, problems with bruising and bleeding, and damage to some body organs (particularly the kidneys). Multiple myeloma is considered to be incurable, but it is treatable. More treatments are cur-

rently available than ever before to help individuals with the disease live longer, healthier lives.

Leukemia Cup Regatta: Sail For A Cure

Now in its 17th year, the Regatta is the first race in the Downtown Sailing Series which runs throughout the summer. Skippers register their boats and recruit their friends and colleagues to help crew and to raise funds. The \$150 registration fee includes two tickets to the luau that evening, an event t-shirt and a skipper swag bag.

The course starts in front of the Elliott Bay Marina Breakwater to a mark at the Grain Elevators Pier 86, then to a mark off the Seattle Aquarium at Pier 59, then to a mark off the west end of the Elliott Bay Marina. There is a Racing Start and a Cruising Start.

Free Moorage and Fundraising Incentives

For those participants bringing their boats from other marinas and yacht clubs, Elliott Bay Marina is offering free moorage for the night.

The event boasts a drawing for prizes for participants and great incentives for fundraising. Fundraisers can earn clothing and gear, Oakley sunglasses, a Gill Regatta Master watch, or a 16GB iPad.

Sail With Gary Jobson in New York, NY

Fantasy Sail is an annual weekend of sailing that is attended by all nation-wide Leukemia Cup participants who raise \$8,500 or more. The weekend is truly a once-in-a-lifetime opportunity to sail with and against Hall-of-Famer and ESPN sailing commentator Gary Jobson. This year's Fantasy Sail takes place in New York Harbor in October. Prize includes:

- * Airfare for one
- * Two nights accommodations

* Meals and participation in the Leukemia Cup Challenge

* Dinner and special awards reception including a thrilling presentation from Gary Jobson

About The Leukemia Cup Regatta

In 2010, more than 8,400 sailors participated in Leukemia Cup Regatta events across the country, combining a passion for sailing with an equal passion to fight cancer. Participants raised \$3.2 million in 2010 to help The Leukemia & Lymphoma Society (LLS) advance its mission. Since inception of the Regatta in 1993, more than \$34 million has been raised. The 2010 Seattle Leukemia Cup raised more than \$138,000.

About the Leukemia & Lymphoma Society

The mission of LLS is to cure leukemia, lymphoma, Hodgkin's disease and myeloma and improve the quality of life of patients and their families. Every four minutes, someone new is diagnosed; every 10 minutes, someone dies from a blood cancer. Since the first funding in 1954, LLS has invested more than \$680 million in research, \$72 million in fiscal year 2010 alone. The Society currently funds \$3,250,000 million for research performed right here in Seattle—a level far above the national average, with 11 local researchers at the Fred Hutchinson Cancer Research Center and the University of Washington.

The Seattle Leukemia Cup Regatta is presented by Elliott Bay Marina, Downtown Sailing Series, Emerald Harbor Marine and YachtCare. National sponsors: Jobson Sailing, North Sails, Sailing World, Mount Gay Rum, Ken Gardiner Model Maker, John Mccray Limited Editions, Offshore Sailing School, Vineyard Vines and West Marine.

For more info: www.leukemiacup.org/wa or call (206) 957-4577.

The Racing Sheet

43rd Annual Southern Straits of Georgia Race: A bit on the slow and cold side

Vancouver, B.C. - Easter weekend is observed up in British Columbia much the same as it is observed in your local city, town or island. Families get organized on Friday to participate in their local community or Yacht Club Easter event on Saturday afternoon followed by family events and, for some, a visit to church on Sunday. Saturday brings the inevitable introductions of a new wife to the Kennedys, your fellow yacht club member, and a new step-child to the Rockefeller's that you have been racing with for years. Over gin and tonics you watch the young children scavenge through the manicured grounds for hidden booty while the older kids chase balloons around the bay in their EL Toro's and Opti's.

Easter in British Columbia also includes the organization of a surly group of sailors for the start of the long distance Southern Straits race on Friday before the weekend. Now - you can understand the thinking here - get the rowdy, obnoxious, beer swilling, stumbling, Aquavit skohling sailboat racers out of town for the weekend chasing stationary marks around the Straits of Georgia while the "real" members of the yacht club enjoy the quiet organized Easter weekend they so rightly deserve. Usually this works out



For the first couple of hours it was hard to get much separation from the fleet in the drifting conditions that prevailed over the race course.

perfect, but in 2010 the intense forecast kept many of the racers at the yacht club for the weekend while forcing the less prudent sailors into starting and abandoning just in time to return to the yacht club and spoil

the Easter Saturday rituals.

That's just not going to happen more than once and the Yacht Club ordered up just enough wind for this year's race to keep the sailors out on the course until the time limit ran out and the old moneyed members had their day on the deck at the yacht club.

There are three course options for Southern Straits, each one tailored to your boat's speed potential. The long course is 121nm, the medium course 95nm and the short course is 66nm. Boats are allowed to enter one or more of the course lengths dependent upon their PHRF rating - The NOR states that Boats rated 24 and lower must sail the Long Course. Boats rated 25 to 110 may sail the Long or the Medium Course. Boats rated 111 to 150 may sail the Medium or Short Course. Boats rated 151 and higher must sail the Short Course. So you can see there is definitely an attempt to keep the sailors out racing for the longest amount of time - no matter how fast your boat is.

This year tested the amount of

Ritalin in the stores, but also the watch plans and patience of the crews aboard the 53 boats that started the race. Ian Sloan aboard the big blue Perry designed sled, *Icon*, described the start as a "river flowing out under the Lions Gate" bridge. Once across the entrance to Howe Sound, boats had to make the choice of working up the eastern shore, hitting it hard for Vancouver Island, or simply playing the edge of the infield and continuing up the middle. *Icon* did just that "We split between the two, and made gains on *Strum*, but lost the *Car*," that had worked up the eastern shore. Rogue, aboard the slippery little 44' sled *Wasabi*, points out that "The further right you went up the course, the better off you were . . . Bucking current on the outside with less breeze just got really old."

Eight hours of drifting, chasing puffs, guessing on where the wind will fill in, eating all the Spam spread and losing one special little yellow ULDB to the peeler bars on the mainland, brought the leaders in



The crew of the overall winner Icon, tired but happy. All pictures by Joy Sloan. Story by Ben Braden.

The Racing Sheet

the fleet to the first mark, Ballenas Island. *Neptune's Car*, the monster SC-70 that had worked up the eastern shore rounded 23 minutes in front of their competition *Icon* that was rounding next to the 40'ers *Kotuku* and *Amazing Grace*. "Kudos to the small boats who worked the east side," smirks Ian. A tough, cold challenging night of sailing followed the rounding with winds still in the A0/A1 range and tons of changes on the big boats as they approached Entrance Island. "A0 up, no, leave the A1 we can make it, maybe J1, have them all ready boys! Well, we made it with the A1..." chuckles Ian.

"Amazing how warm that sun was after that cold night," shivers

Rogue, but with the sun up "we all woke up and started sailing the boat better again." Back around Ballenas again and remembering the shifts from earlier, they worked their way around the course waiting for that final run to the finish at Pt. Atkinson. With building enthusiasm from Rogue - "On the approach to the finish there was much better pressure outside and on the right, and it filled as we came in, *Strum* got it first, was able to ease, and just powered away the last few miles. We peeled to our A2 and presto, with the fill we're suddenly doing 9 knots!" With praise in his heart Rogue feels he has to "hand it to *Raven*, the CM1200, they stuck it out all the way and actually still

finished at 23:33, just shy of the time limit!"

Division One was won by the Custom Perry designed machine *Icon*, owned by Kevin Welch, correcting almost an hour in front of their closest competition, Paul LaMarche's Santa Cruz 70, *Neptune's Car*.

In the three-boat Division 2, sadly, no one finished within the time limit, but hats off to those three die hard boats for making the effort on the long course and doing their best in the ADHD testing conditions.

The Farr 30 *M Power*' owned by James Duess, took Division 3 followed by the J109 *Divia* owned by Jim Prentice winning first in Divi-

sion 4. Division 5 was sailed away with by Jason Fanjoy's Peterson *Windyfeat* followed by Sean Hulscher and his C&C 35 *Meltemi* correcting into first in Division 6.

Finally, the growing 200+ rater class was won after correction by Edward Estabrook's Ericson 27 *Salus* that finished just 15 seconds behind Edward Karadontis' Peterson 25 *Dusty Mauch* on elapsed time after all that time on the course - A-mazing. - Ben Braden

*** Names changed to protect the guilty (it's a joke, eh?)

Photo's courtesy of Joy Sloan, see more of her work at <http://www.flickr.com/photos/50958417@N03/sets/> Flickr.

The (un)predictability of it all

Chuck Silvernail wins Easy Pickins' in West Sound Navigation Contest

Port Orchard, Wash. - On Saturday, April 23, Bremerton Yacht Club and Port Orchard Yacht Club jointly hosted the Easy Pickins' in West Sound Navigation Contest. April weather couldn't have been better for the afternoon challenge that took 20 contestants and crews from the Port Orchard waterfront to Point White on Bainbridge Island, up to Battle Point, back south to downtown Bremerton and, finally, up the Port Washington Narrows to the finish at the entrance to Phinney Bay, the home of BYC. The weather was sunny, waters calm and the current unchanging; all the proper conditions for a contest expected to have excellent scores. So much for predictability.

Contestants arrived at POYC on Friday afternoon for a social evening in the POYC clubhouse, which included the ritual of presenting some preliminary excuses for expected poor performances. On Saturday morning, the contestants submitted their contest logs to the contest committee, enjoyed a continental breakfast and met their assigned observers. Following those introductions, contestants, with their



Overall Winner Chuck Silvernail of Bremerton YC receiving his award from Contest Co-Chairs Mike Henry of BYC (left) and Fred Cole of Port Orchard YC (right).

crews and observers, got underway to the contest course start line off the Port Orchard Marina.

With all three contest classes being run through the same tidal current conditions, it was expected that the playing field for all contestants would be reasonably level, with fi-

nal scores being tightly grouped; the final scores disproved that expectation. The scores ranged from only two scores under 1.00% to a fairly even spacing of results up to 4.00%. Winning First Place Overall was BYC's Chuck Silvernail on *Solmar* with an error of only

0.7339%. Dick Timmerman of Queen City YC aboard his *VAGA-BOND* took Second Place Overall with 0.9105% and was followed by Jim Korzetz of Poulsbo YC on board *Freedom* for a Third Place Overall finish with his score of 1.048%. The Novice Trophy was won by Richard Kay of QCYC on *Matana* with 1.1451%. The Team Trophy was awarded to the club having the highest average three-boat score and was won by Bremerton Yacht Club team members Chuck Silvernail, Mike Henry and Gene Paxton.

The sport of navigation contests is conducted under International Power Boat Association guidelines and is open to boaters, both power and sail (while under power). It provides an opportunity for weekend boating throughout most of the year starting in January, as well as the opportunity to join with other boaters from around Puget Sound in the enjoyment of a sport that promotes enhancement of boating skills as part of a social event. For further details, please contact Mike Henry at mahenry2@live.com - Mike Henry, IPBA

The Racing Sheet

Tricky wind shifts and adverse currents challenge racers on Protection Island Race

Puget Sound, Wash. - This small island originally named Isla De Carrasco and later, in the way only the British can do, renamed Protection Island. These days it is the center of attention for a fun loving group of Pacific Northwest sailors for the start of Seattle Yacht Club's Tri-Island Series. Home to breeding colonies of tufted puffins, rhinoceros auklets, pigeon guillemots and seagulls the 379 acre National Wildlife Refuge is also home to one Marty Bluewater, the islands only inhabitant (other than the volunteer caretakers from the US Fish and Wildlife Service), who I'm sure enjoys watching the racers round his Island from his porch every other year with cocktail in hand and the sun setting on the edge of the Olympic Mountains while listening to the waves sweeping over the shallow rocky spit at the west end of the island.

Forty-six boats made it out for the start of the series (held April 30); 18 chose the scenic long course of 79nm with no boat rating slower than 117. Eighteen chose the short course of 35nm from Shilshole up around the always challenging Double Bluff buoy while 10 boats chose to enter the 23nm Cruising course up to the south end of Whidbey Island and back. For all the day was filled with restarts, wind shifts and adverse currents no

matter what course they chose.

The SYC race crew got everyone off in a timely manner by starting each course together in the light five to eight knot southerly that had materialized for the early morning racers. The long course boats lined up first with most choosing the western pin end to engage in the normal tactic of reach in on starboard, gybe to port, hoist your spinnaker in traffic and then reach, reach, reach to hold your lane of clear air. "Most of the big boats fought hard for the pin," said Ian Sloan aboard *Icon*, "... We approached on starboard intending to gybe onto port and set the kite at the pin. With *Wasabi* overlapped directly to weather, and *Neptune's Car* and some others above them... We gybed right at the pin, with *Wasabi* about two feet off the transom, and *Tachyon* about six feet from our bow. With everyone onto port and kites up, we began to sail deep to get away from the bad air of all the boats going higher to protect their lanes."

The trick on these up the Sound runs is do you choose the shorter western lane or take the longer eastern lane up the Sound hoping for the diminishing ebb to continue up the Whidbey shore to Double Bluff as the flood pours down into Pt. No Pt? The short course start lined up in much the same set up as the long course. Most boats chose the clus-



The sea lions clearly didn't get the memo about it being illegal to hangout on the VTS buoys. The I-33 Corvo gives that smelly mark a wide berth.

ter at the pin end with a few running out mid line and that one little *Sierra* following *Dark Star* down the east lane and the current push to the mark. As it usually does the west looked good, with quick gains as boats reached west until they hit the brakes in the wind shadow of the Olympics and the back eddies north of Jeff Head. Those that ran down the middle made ground on the western boats with many of the short course boats catching up to the earlier starters.

As the fleet reached Pt. No Pt,

the gamble came due - with a forecasted switch to a northerly many boats kept hard west even creeping tight around the Point and continuing west up the beach hoping for the northerly fill that should have a westerly component in it up by the mouth of Hood Canal. But wouldn't you know it - it came in northeasterly along Whidbey. "*Flash* and *Strider* looked like they were just killing us, playing the shore south of Point No Point," sighed Sloan aboard *Icon*, "and we figured we would lose them and be behind. But, every squirrel finds a nut now and then, and before we knew it we were sailing right into the northerly breeze that was filling south of Double Bluff, with the boats on the west side fighting a building flood and not much breeze."

Aboard *Wasabi* pushing through the current at Pt. No Pt. Rogue chuckles that "by Point No Point [we] found ourselves being passed by *Dos* and *Lunch Box*. Ugh! The first hint of a jib on *Icon* confirmed our suspicion that the northerly would fill on the east side, and *Icon* and *Dark Star* were doing really well, along with a bunch of short course boats."

Racers could still bail out, cross the current from Pt. No Pt. and end up doing well but many chose to stick it out on the western shore and hope for the breeze that never came. Short course boats mixed with the



The combined Class One and Class Two Start heading north with overall winner *Icon* the fourth boat from the left.

long course boats with the Santa Cruz 70 *Neptune's Car* leading the way up the beach and into a hole - showing everyone where not to go. As Paul LaMarche puts it, there are "sea monsters on that side of the bay. They don't call it Skunk Bay for nothing." This resulted in the entire short course fleet rounding Double Bluff before the wind hole released it's grasp on the *Car*. LaMarche laughed that "*Neptune's Car* went around Vashon first so it took us a while to catch up. HA." The beautiful day kept everyone's spirits up after each time they went from hero to zero.

Having to over-stand the Double Bluff mark by an incredible amount to safely round against a roaring flood tide clearly benefitted the short course boats who headed south with the current. Many of the leaders headed east while those in the back of the pack worked the more direct westerly route in the hopes of making some sort of lucky gain to get back into the fray.

Meanwhile the long course boats were working their way up to Port Townsend and trying to slip around Pt. Wilson against the current in the slackening breeze. *Icon* led the fleet out into the Straits rounding Pt. Wilson as the second place boat, *Dark Star*, rounded the Marrowstone Island light. Yet the day continued as it had earlier with *Icon* graciously waiting for the fleet by parking in a hole just outside of Pt. Wilson.

Wasabi had worked up the eastern shore from Double Bluff and "made very large gains on the east side," said Rogue. They re-established with *Dark Star* and *Flash* at the north end of Marrowstone and then match raced *Dark Star* boat for boat to Point Wilson, rounding with them, only to find *Icon* parked in the Straits. They sailed along at around 1.5 - 3 knots for a while, reeling in *Icon*, and it was here that *Dark Star* ultimately called it quits as *Flash* coasted in along the beach. Commence drifting. Soon the westerly filled in for restart number whatever and off they went, each with their own turn in the breeze.

Tipping their hats to Marty Bluewater, the long course fleet rounded the island, and set their chutes in a solid 15 knots of breeze. As they settled into the downwind run and reminiscent of the Bad News Bears, *Wasabi* looked back to see the monster *Car* sailing down at them. Rogue said "It was like this

oncoming freight train you knew was coming, you could hear it and then you could SEE what was coming." The crew of *Neptune's Car* just didn't give in and hoped that one of these restarts would get them back into the game.

As the Long course boats ripped back into Admiralty inlet in a now 18 knot northerly, the short course boats slowly, painfully worked their way downhill to the finish off Shilshole. In two knots, three knots, and maybe even four knots at times, the leaders gybed their way down the eastern beach looking for current relief and shore breeze pressure to get them to finish. Many worked into the eastern beach and Pt Wells, but two boats - *Kotolon* and *White Squall* - stayed out in the middle, somehow staying in positive current the entire way and stuck with it to the finish where many of the leaders patiently waited for them in a nice hole off of Meadow Point.

After 35m of sailing most of the short course fleet finished within a five minute window, along with a few of the cruising class boats and with only about an hour left on the time limit. The *Sierra 26 Dos* won the short course handily in the light flukey race crossing the line 45 minutes in front of the next boat, the *Olson 30 Lunch Box*. These two boats had worked the eastern side from the start to the finish and parlayed that dominating tactic into a resounding victory.

As the sun set on Puget Sound the long course boats where working their way south against the building ebb with *Icon* leading the way followed by *Flash*, *Wasabi* and *Neptune's Car*. Fortunately for the fleet the evening northerly built stronger than what the short course fleet had sailed in and with 8 to 12 knots of breeze the fleet sailed south in a dark, clear night. Aaron Bronson aboard the *Andrews 53 Artemis* smiles that the evening was "a clear, cool, but not cold, night filled with shooting stars, good breeze, and bio-luminescence in the water. Love sailing at night."

Icon continued their dominating performance finishing almost 45 minutes in front of the next boat in their fleet - wouldn't you know it - the comeback kids aboard *Neptune's Car*! Not enough of a comeback to correct well after the ratings where applied but an admirable performance after their sea monster attack in Skunk Bay. - Story and photos by Ben Braden

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SZ	YR	FR	PRICE	BROKER	PG	SZ	YR	FR	PRICE	BROKER	PG	SZ	YR	FR	PRICE	BROKER	PG	SZ	YR	FR	PRICE	BROKER	PG			
POWER																										
14	Stabcraft	10	08	29,500	FridayHarborYS98	22	Sea Sport	97	06	23,500	FridayHarborYS98	26	Bertram	83	TG	49,950	Irwin	57	27	Sea Sport	89	TG	49,500	FridayHarborYS98		
16	Duffy Elect	10	N	27,094	Admiralty	24	Seaswift T	07	03	51,000	AAAfachts	123	26	Boothouse	90	N	5,995	VanIsleMarina	49	27	Skagit Orca	00	0	65,000	NHarborYS	
18	ChrisCraft	52	G	31,500	Irwin	57	24	Bayliner	09	08	27,500	LaComerYS	97	26	Cobalt	01	G	49,900	NWYachtNet	102	28	Aspen Pwr Cat	09	D	85,000	AspenCats
18	Duffy Elect	10	N	32,788	Admiralty	81	24	Edgewater	08	G	79,000	OceanAlex	2.5	26	DevlinTrul	87	D	46,500	LaComerYS	97	28	Aspen Pwr Cat	10	D	175,000	AspenCats
18	Trophy	05	08	23,000	NWYachtNet	102	24	SeaRay	00	G	43,500	Tradewind	99	26	Four Winns	05	G	49,900	Admiralty	81	28	Bayliner	77	TG	7,500	Bristol
20	Bayliner	99	G	5,500	RangerTugs	31	24	SeaRay	00	G	43,500	Tradewind	99	26	Glacier Bay	05	TG	104,000	AspenCats	67	28	Bayliner	93	G	26,000	NWYachtNet
20	Bayliner	04	G	13,000	Bristol	81	24	Searay	07	G	47,900	NWYachtNet	102	26	Glacier Bay	07	TG	112,350	AspenCats	67	28	Bayliner	99	TG	39,900	NWYachtNet
20	Boston Whaler	07	08	34,875	Irwin	57	24	SeaSport	05	08	89,500	LaComerYS	97	26	Nordic Tug	83	D	94,500	MannsSectrc	68	28	Bayliner 2802	02	D	67,500	Tradewind
20	Stabcraft	05	08	39,500	ElmsBay	71	24	Zodiac Heane	99	08	50,000	Admiralty	81	26	Tollycraft	73	D	25,000	ElmsBay	71	28	Bayliner955	98	G	27,900	LaComerYS
20	Trophy	05	08	36,900	NWYachtNet	102	25	BAMF	10	0	88,500	NHarborYS	103	26	Tollycraft	74	G	26,250	NHarborYS	103	28	BaylinerSB	94	G	23,500	LaComerYS
21	Duffy Elec	07	N	24,900	FridayHarborYS98	29	25	Bayliner 2560	88	G	16,900	LaComerYS	97	26	Tollycraft	77	G	19,900	WestYachts	101	28	Camano	91	D	114,500	Tradewind
21	Duffy Elect	07	N	32,000	Admiralty	81	25	Bertram	03	TG	15,500	Bristol	81	27	Raja	95	G	25,900	NWYachtNet	102	28	Carver Voy	89	TG	18,900	LaComerYS
21	Duffy Elect	09	N	38,900	Admiralty	81	25	C-Dory	07	TG	89,000	WestYachts	101	27	Bayliner 275	05	G	49,900	VanIsleMarina	49	28	Chris Craft	05	TG	78,800	AdvanceMm
21	Ranger Tugs	01	D	24,937	RangerTugs	31	25	ChrisCraft	04	G	68,800	AdvanceMm	121	27	Cobalt 272	06	G	69,000	WaterLine	79	28	Chris Craft	84	G	23,500	Admiralty
21	Sea Ray 205	07	G	30,995	WaterLine	79	25	Cobalt 253	00	G	19,900	WaterLine	79	27	Cobalt 272	07	G	81,000	WaterLine	79	28	ChrisCraft	07	TG	108,800	AdvanceMm
21	Teknecraft 21	01	TG	69,500	WaterLine	79	25	CustomSwain	99	G	19,000	Tradewind	99	27	Paramount Lan	07	D	29,950	Irwin	57	28	Protector	04	TG	149,000	ElmsBay
21	Trophy	03	09	25,000	AYC	103	25	Ranger Tug	07	D	125,000	MannsSectrc	69	27	Regal	07	G	63,250	WaterLine	79	28	Regal	08	TG	119,000	NWYachtNet
22	Duffy Elect	09	N	37,990	Admiralty	81	25	Ranger Tugs	09	D	130,937	RangerTugs	31	27	Sea Ray	01	TG	60,900	Irwin	57	28	Regal	08	G	119,000	NWYachtNet
22	Glacier Bay	08	08	74,500	FridayHarborYS98	29	25	Regal	07	G	65,000	NHarborYS	103	27	Sea Ray	97	G	27,800	Irwin	57	28	San Juan Mr	66	D	8,500	LaComerYS
22	Sea Sport	89	G	24,500	FridayHarborYS98	29	25	Bayliner	99	G	19,000	Tradewind	99	27	Sea Ray	97	G	27,800	Irwin	57	28	Unitite	74	TG	24,500	Tradewind

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33' BAYLINER, '00, T/270hp Cummins, 500hrs, bow & stern thrusters, 10' inflatable.\$169,500



38' OCEAN ALEXANDER, '87, T165 Volvo's, 2500hrs, 10' Avon, complete electronics. **\$67,500**



36' UNIVERSAL, '76, S/120 Lehman, updated decks & house, 12'8" beam, Webasto. **\$58,950**



34' SEA RAY, '86, T/74L direct drives, GPS, 2000W inverter, beautifully maintained. **\$32,500**



34' CALIFORNIAN, '84, T/Crusader IBS, 12'4" beam, all glass, gen, GPS, radar, 2 strms.\$52,500



34' CALIFORNIAN, '79, T/Perkins 185hp, NavNet sys., AP, 9' tender, dual stations, FRP.\$48,000



34' SKOOKUM, '74, S/CAT220hp, bow/thruster, trolling valve, inverter, full electronics. **\$59,900**



34' CHB, '78, 120 Lehman, radar, (2)GPS, AP w/remote, 10' inflatable, Esper.\$52,000



34' CHB, '76, 120 Lehman, GPS, AP, radar (10'), Arctic diesel, 9' tender, OB, 3gph at cruise.\$54,900



32' WELLCRAFT, '88, T/Crusader V-Drives, radar, eng syncs, 10' Achilles, 18hp OB. **\$27,000**



32' GRAND BANKS, '72, 120 Lehman, radar, GPS, custom HT, Avon, classic woody.\$59,000



32' ISLAND GYPSY, '81, S/120 Lehman, 1500hrs, 9' Whaler, OB, radar, GPS.\$70,000



32' BAYLINER, '89, T150 Hino, new trans & heat exchangers, PSS seals, GPS, radar. **\$49,900**



30' TOLLYCRAFT, '85, T/350 Crusader V-Drives, inverter, GPS, radar, CAT hot Box heat **\$45,000**



30' TOLLYCRAFT, '87, T/350 Crusader V-Drives, PSS seals, 3rd steer station, GPS, radar. **\$52,500**



28' BAYLINER, '94, 74L Merc I/O, 5hrs, GPS, 10' Zodiac, 4hp OB, enclosure canvas. **\$23,500**



28' BAYLINER, '91, S454 Merc w/Bravo II OD, s/s risers, GPS, custom canvas, cool!\$19,900



27' SEA SPORT, '92, S/454Volvo*10'long block, GPS, radar, Webasto heat, dsl furnace. **\$59,900**



24' BAYLINER, '03, 5.7L Merc w/Duoprop, 140hrs, 23kts, GPS, AC/DC refer, head.\$27,500



26' DEVLIN, '87, 44hp Yanmar diesel, factory built, inverter, NavNet system. **\$59,950**

15th Annual FATHER'S DAY WEEKEND Hosted by La Conner Yacht Sales

BOAT SHOW & SWAP MEET

~ In the La Conner Marina ~

June 18 & 19

BRING DAD TO LA CONNER ~ fun for the entire family

SATURDAY & SUNDAY: **BOAT SHOW:** Peruse our powerboat listings, all located on "F" dock in the La Conner Marina. Great way to casually check out all the different styles and models we have available! **FREE ADMISSION!**

RAFFLE DRAWING: We will have an huge selection of prizes available for our raffle drawing, all proceeds to benefit Skagit Bay Search and Rescue. Drawing will be Sunday, June 19 at 3:00pm, no need to be present to win.

REFRESHMENTS: Enjoy complimentary hot dogs, chips, soda's and bottled water all weekend. A nominal donation is appreciated to benefit Skagit Bay Search and Rescue!

SATURDAY ONLY:

SWAP MEET: Where the locals gather to swap their treasures, marine related OR knot! If you would like to sell your wares, call for a reservation and information!

To preview our power boat listings, visit www.laconneryachtsales.com

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We're in the LaConner Marina, between the North and South Moorage Basins. • URL: www.laconneryachtsales.com • E-MAIL: yachts@cnw.com • Closed Wednesdays

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
28	Woodsport	75	D	29,500	WaterLine	79	31	Celebrity	94	TG	25,500	Admiralty	81	33	Classic	11	D	299,000	WaterLine	79	35	Carver	96	TG	85,000	Irwin	57
29	Back Cove HT	05	D	155,000	Bellingham	6	31	Explicraft	01	D	150,000	WestYachts	101	33	Cruisers	3360	D	41,000	WaterLine	79	35	Crane	96	TG	96,000	Trailwind	59
29	Baja 292 Isla	04	G	39,995	WaterLine	79	31	Larson	07	TG	99,950	NWYachtNet	102	33	Linsden	99	D	148,900	Discovery	65	35	CHB	83	D	74,500	Trailwind	59
29	Bayliner 2902	07	TG	89,975	WaterLine	79	31	Sea Ray	92	TG	38,950	Irwin	57	33	Maxum	3300	D	70,000	Admiralty	81	35	Cooper	87	D	59,500	FridlyHarbor/S98	68
29	Campan	04	D	65,000	NWYachtNet	102	32	Bayliner	84	TG	24,000	NWYachtNet	102	34	AAVAachts	104	D	140,000	Cooper	87	35	Cooper	83	D	65,000	Trailwind	59
29	Devlin	95	D	119,000	ChuckHovey	24	32	Bayliner	00	TG	69,950	WestportYS	9	33	Regal	3360	D	119,999	WaterLine	79	35	CHB	83	D	58,800	Santia's Yachts	67
29	Hinkley	07	TG	29,800	AdvancemM	121	32	Bayliner	84	TG	34,500	NHBaronYS	103	33	Riviera	06	TG	239,500	EmeraldPac	16	35	Magnum	70	D	29,800	WaterLine	79
29	Pro Line	94	TG	47,500	LaComerYS	97	32	Bayliner	89	TG	69,000	NHBaronYS	103	33	Sea Ray	94	TG	39,000	NHBaronYS	103	35	Mainship	87	TG	42,500	ChuckHovey	24
29	Sea Swirl	08	TG	175,000	Irwin	57	32	Bayliner	89	TG	49,900	NWYachtNet	102	33	Sea Ray	96	TG	59,500	ElliotBay	71	35	Northwest	82	D	340,000	Northwind	15
29	Sea Swirl	08	TG	147,500	Irwin	57	32	Bayliner	89	TG	65,000	ElliotBay	71	33	Silverton	02	TG	149,500	NWYachtNet	102	35	Northwind	04	D	459,000	Northwind	15
29	SeaRay	97	F	38,800	LaComerYS	97	32	Bayliner 3218	87	TG	43,800	LaComerYS	97	33	Tara	88	TG	60,000	ElliotBay	71	35	Ocean Yachts	89	D	79,900	NWYachtNet	102
29	SeaRay 290	98	TG	33,000	Santia's Yachts	45	32	Bayliner 3250	80	TG	24,500	WaterLine	79	34	Amer Top 34	03	D	267,500	MarineSrvctr	69	35	Pondarosa	86	D	105,000	NordicNW	122
29	SeaRay 290	98	TG	59,000	VansleMarina	49	32	Bayliner 3255	85	TG	39,900	LaComerYS	97	34	Amer Top 34	03	D	298,900	MarineSrvctr	69	35	Provincetown	82	D	105,000	ChuckHovey	24
29	Tara	98	TG	79,000	FridlyHarbor/S98	68	32	Bayliner 3255	85	TG	39,900	WaterLine	79	34	American Yag	06	06	344,900	AAVAchts	123	35	Silverton	98	TG	99,950	Irwin	57
29	Tara Open 29	00	TG	102,500	CompassPoint	19	32	Bayliner 3270	83	TG	34,995	WaterLine	79	34	Bayliner	01	TG	136,500	AYC	103	35	Tarleton	07	TG	165,000	CrownWest	12
29	Wellcraft	05	08	98,750	Irwin	57	32	Bayliner 3270	86	TG	39,995	WaterLine	79	34	Bayliner	89	TG	69,850	NHBaronYS	103	36	Amer Top 395	12	D	407,005	MarineSrvctr	69
30	Aerohed	07	D	199,900	NWYachtNet	102	32	Bayliner 3288	95	TG	82,900	WaterLine	79	34	California	79	TG	55,000	LaComerYS	97	36	Bayliner	98	TG	79,900	SeawarYS	100
30	Bayliner	99	TG	49,500	Bristol	81	32	Bayliner MY	89	TG	49,900	LaComerYS	97	34	Carver 3467	90	TG	82,500	WaterLine	79	36	Carver	86	TG	41,995	SeawarYS	100
30	Bayliner	99	TG	42,500	ElliotBay	71	32	Buffalo Sedan	86	TG	139,900	Bellingham	6	34	CHB	78	D	57,500	LaComerYS	97	36	Carver	90	TG	92,999	SeawarYS	100
30	Bayliner	99	TG	39,999	ElliotBay	71	32	Carver	84	TG	30,900	Admiralty	81	34	CHB	79	D	52,000	LaComerYS	97	36	Coastal 360	02	TG	99,900	WaterLine	79
30	Bayliner 3055	01	TG	45,000	WaterLine	79	32	Carver 325	86	TG	39,900	NWYachtNet	102	34	CHB Traviar	77	D	50,000	Admiralty	81	36	Coastal 360	02	TG	80,999	WaterLine	79
30	Bayliner 3055	99	TG	54,900	NordicNW	122	32	Carver 325	86	TG	44,000	WaterLine	79	34	Mainship	00	TG	129,000	ElliotBay	71	36	Colvic Fisher	82	D	94,000	WaterLine	79
30	Bayliner 3055	99	TG	54,900	NordicNW	122	32	Chaparral	97	TG	32,500	Admiralty	81	34	Mainship	00	TG	117,950	NHBaronYS	103	36	Egg Harbor	78	TG	47,500	Admiralty	81
30	Fino	75	TG	199,000	CrownWest	12	32	Eagle Plente	85	D	93,000	WaterLine	79	34	Mainship	07	D	194,900	OceanAcs	2.5	36	B Banks Class	83	D	219,000	NWExpnr	21
30	Mainship	05	D	139,000	SeawarYS	100	32	Envision	08	TG	89,500	NWYachtNet	102	34	Mainship	06	TG	234,500	NWYachtNet	102	36	Grand Banks	66	D	55,000	NHBaronYS	103
30	Norstar	04	TG	162,500	Bristol	81	32	Grand Banks	72	D	59,000	LaComerYS	97	34	Rinker 349	18	TG	62,000	WaterLine	79	36	Grand Banks	66	D	57,500	WaterLine	79
30	Sea Ray	88	TG	48,995	SeawarYS	100	32	Grand Banks	73	D	45,000	Bristol	81	34	Rinker 342	18	TG	99,995	WaterLine	79	36	Grand Banks	66	D	57,500	WaterLine	79
30	Seasport	04	D	159,000	Santia's Yachts	45	32	GrandBanks	70	D	39,000	Hebert	7	34	Riviera	00	TG	169,000	EmeraldPac	16	36	Grand Banks	73	D	69,500	AYC	103
30	Tara	07	TG	215,000	ChuckHovey	24	32	GrandBanks	74	D	89,500	NHBaronYS	103	34	Riviera	01	TG	179,000	EmeraldPac	16	36	Grand Banks	73	D	38,500	Bristol	81
30	Tolly Craft	80	TG	26,500	FridlyHarbor/S98	68	32	Island Guppy	81	D	85,000	LaComerYS	97	34	Sea Ray	00	TG	96,900	NWYachtNet	102	36	Grand Banks	85	D	159,000	GrandBanksNW11	10
30	Tollycraft	73	TG	29,800	LaComerYS	97	32	Lagary	07	D	293,000	GrandBanksNW11	10	34	Sea Ray	05	TG	124,500	EmeraldPac	16	36	Grand Banks	85	D	249,000	ElliotBay	71
30	Tollycraft	78	TG	37,500	SeawarYS	100	32	Maxum	97	D	48,500	FridlyHarbor/S98	68	34	Sea Ray	05	TG	142,800	AdvancemM	121	36	Grand Banks	81	D	229,000	ElliotBay	71
30	Tollycraft	85	TG	39,750	NHBaronYS	103	32	Montrey	00	TG	57,900	Admiralty	81	34	Sea Ray 340	03	TG	119,995	WaterLine	79	36	Grand Banks	96	TG	229,000	OuterReefH337	37
30	Tollycraft	87	TG	52,500	LaComerYS	97	32	Nordic Yag	89	D	129,500	ElliotBay	71	34	SeaRay	06	TG	144,000	OceanAcs	2.5	36	Grand Banks	95	TG	229,000	OuterReefH337	37
30	Tollycraft	87	F	52,500	LaComerYS	97	32	Nordic Yag	97	TG	183,000	Discovery	65	34	Sea Ray	07	F	159,000	OceanAcs	2.5	36	Hinkley	98	TG	235,000	ElliotBay	71
30	Tollycraft	88	TG	46,500	Irwin	57	32	NordicTug	02	D	229,900	NordicNW	122	34	SeaRay	86	TG	32,500	LaComerYS	97	36	Little Guppy	83	TG	99,950	WaterLine	79
30	Tollycraft	88	TG	47,000	NHBaronYS	103	32	Regal	01	TG	99,500	Hebert	7	34	Searay	88	TG	29,900	Admiralty	81	36	Isobart	91	TD	155,000	Hebert	7
30	Tollycraft	89	TG	45,000	ElliotBay	71	32	Sea Ray	05	TG	128,800	AdvancemM	121	34	Searay	89	TG	24,900	NWYachtNet	102	36	MaxwellC	02	TG	249,000	ElliotBay	71
30	Tollycraft	85	TG	34,500	WaterLine	79	32	Sea Ray	07	TG	129,000	Irwin	57	34	SeaRay	99	TG	69,000	ElliotBay	71	36	Meridian	06	TG	259,000	AYC	103
30	Willard FV	77	D	27,500	ElliotBay	71	32	Sundowner	89	D	112,000	Bristol	81	34	skookum	74	D	88,500	NWYachtNet	102	36	Nava Marine	87	TG	115,000	WestportYS	9
30	Willard Pilot	01	D	149,900	WaterLine	79	32	Tara	04	TG	229,990	ChuckHovey	24	34	Skookum	67	D	59,900	LaComerYS	97	36	Meridian	06	TG	259,000	AYC	103
31	Bertram	62	TG	99,000	ElliotBay	71	32	Tara	04	TG	164,900	NWYachtNet	102	34	Tollycraft	79	TG	34,500	NHBaronYS	103	36	Sabra	05	D	224,000	Bellingham	6
31	Camano	05	D	169,900	Santia's Yachts	45	32	Wellcraft	88	TG	27,000	LaComerYS	97	34	Tollycraft	83	TG	59,900	SeawarYS	100	36	Sabra AH Cab	97	TG	200,000	Bellingham	6
31	Camano 31	02	D	159,000	WaterLine	79	32	Wellcraft	84	TG	62,500	WaterLine	79	34	Tollycraft	90	TG	98,500	AAVAchts	123	36	Sabra FV	06	TG	339,000	Bellingham	6
31	Camano 31	05	D	179,900	WaterLine	79	32	Back Cove	07	N	299,500	Bellingham	6	35	Bayliner 3587	86	TG	109,900	WaterLine	79	36	Sabra	05	D	224,000	Bellingham	6
31	Camano Onmore	03	D	184,900	WaterLine	79	33	Bertram	77	TG	91,000	CrownWest	12	35	Callifornia A	86	TG	69,900	WaterLine	79	36	Sundown	07	TG	119,000	Santia's Yachts	45
31	Camano Troll	07	D	210,000	WaterLine	79	33	Bertram	87	TG	67,500	ElliotBay	71	35	Carver	80	TG	109,000	Irwin	57	36	Unifite	75	TG	44,950	AYC	103
31	Camano Troll	99	D	129,500	WaterLine	79	33	Chris Craft	62	TG	34,500	VansleMarina	49	35	Carver	93	TG	84,800	AdvancemM	121	36	Unifite	75	TG	75,000	Trailwind	59




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43' Bayliner 4388 1993
T/ Hinos, 2000hr, with salon & galley on same level, owners cabin island queen guest cabin with king, separate heads

\$115,000

40' Hudson Defever 1977
14' beam, twin diesel, RIB w/40hp on davits, sailing dinghy, 4.4 genset, refitted in 2004, lying Roche Harbor

\$78,500


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On the waterfront, 1 block from the ferry, below Downriggers restaurant

SZ	TYPE	YR	FR	PRICE	BROKER	PG	SZ	TYPE	YR	FR	PRICE	BROKER	PG	SZ	TYPE	YR	FR	PRICE	BROKER	PG	SZ	TYPE	YR	FR	PRICE	BROKER	PG		
39	Bayliner	95	TD	129,950	Irwin	57	42	Riviera	01	TD	535,000	EmeraldPac	16	43	Northam	05	D	785,000	Northam	15	44	Tollycraft	90	TD	229,000	Irwin	57		
39	Bayliner	99	TD	150,000	WestportYS	9	42	Riviera	07	TD	584,500	ChuckHovey	24	43	Northam	05	D	799,000	Northam	15	44	USGG Self-R-	66	TD	119,000	WaterLine	79		
39	Bayliner 3988	00	TD	169,500	LaComerYS	97	42	Riviera	07	D	595,000	SeleneSeattle	27	43	NORRHAM	05	D	825,000	Northam	15	44	Viking	82	TD	139,950	Irwin	57		
39	Bayliner 3988	00	TD	159,000	WaterLine	79	42	Riviera	08	TD	567,500	EmeraldPac	16	43	Northam	07	D	895,000	Northam	15	45	Altima Sedan	11	TD	139,950	New	Admiralty	81	
39	Californian	01	TD	199,000	AYC	103	42	Riviera FB	07	TD	690,000	VanIsleMarina	49	43	NORRHAM	07	D	895,000	Northam	15	45	Bayliner	86	TD	199,000	Hobert	7		
39	Traver 390 AF	95	TD	199,000	WaterLine	79	42	Riviera*1 FB	09	TD	890,000	VanIsleMarina	49	43	Riviera	11	TD	993,663	EmeraldPac	16	45	Bayliner	89	TD	179,000	ElliottBay	71		
39	Friendship	06	D	252,000	SeleneSeattle	27	42	Sabra Sedan	08	N	599,000	Bellingham	6	43	Sabra MY	95	TD	399,000	Bellingham	6	45	Bayliner	91	TD	199,000	AAAYachts	123		
39	Meridian	06	TD	219,000	AspenCats	67	42	Sea Ray	00	TD	199,875	Irwin	57	43	Selene	02	D	509,000	SeleneSeattle	27	45	Bayliner	91	D	148,800	AdvansaMarine121			
39	Meridian	06	TD	289,000	NWYachtNet	102	42	Sea Ray	90	TD	150,000	SeawardYS	100	43	Selene	08	D	649,000	SeleneSeattle	27	45	Bayliner	91	TD	169,000	MHarborYS	103		
39	Meridian	07	TD	299,000	NWYachtNet	102	42	Uniflite	75	TD	99,000	ChuckHovey	24	43	Selene	09	D	625,000	SeleneSeattle	27	45	Bayliner	88	TD	149,000	WaterLine	79		
39	OceanAlex	86	D	219,000	OceanAlex	2.5	42	Uniflite DC	79	TD	85,000	WaterLine	79	43	Tollycraft	83	TD	160,000	Bellingham	6	45	BaylinerPH	85	TD	179,500	Tradewind	101		
39	Sea Ray	04	TD	299,000	ElliottBay	71	43	Amer Tug 436	12	D	657,845	MarineServctr	69	43	Wellcraft	91	TD	115,000	CrownWest	12	45	CHB Europa	83	TD	125,000	Irwin	57		
39	Sea Ray 390 E	88	TG	53,000	WaterLine	79	43	Angell	86	TD	89,500	ChuckHovey	24	44	Gulfstar	85	TD	125,000	Bristol	81	45	Chris Craft	74	TD	350,000	ElliottBay	71		
39	Taris Convert	05	TD	349,000	WaterLine	79	43	Bayliner	09	TD	159,000	WestportYS	9	44	Winckley	01	TD	595,000	ElliottBay	71	45	Gull Cam	72	TD	85,000	LaComerYS	97		
39	Wahl Troller	70	TD	460,000	WaterLine	79	43	Egg Harbor	88	TD	225,000	ChuckHovey	24	44	Jersey Cape	24	TD	649,000	CompasPoint	19	45	Mainship PH	08	TD	399,950	AYC	103		
40	Bayliner	02	TD	169,000	WestportYS	9	43	Elling E3	01	D	320,000	NHarborYS	103	44	NAVIGATOR	02	TD	298,800	AdvansaMarine121	45	Marco	60	TD	124,900	NWYachtNet	102			
40	Bayliner	38	TD	149,000	WestportYS	9	43	Fathom	11	D	475,000	NWYachtNet	102	44	Ocean Alexand	89	TD	179,000	ChuckHovey	24	45	Rampage	07	TD	648,000	ChuckHovey	24		
40	Bayliner	99	TD	168,650	AYC	103	43	Hatteras	77	TD	69,000	NWYachtNet	102	44	Ocean Alexand	89	TD	229,000	ElliottBay	71	45	Riviera4S FB	10	TD	New	VanIsleMarina	49		
40	Carver	97	TD	169,500	Irwin	57	43	Hatteras	77	TD	69,000	NWYachtNet	102	44	Riviera 4400	10	D	New	VanIsleMarina	49	45	Sea Ray	98	TD	159,850	Irwin	57		
40	Chris Connie	66	TG	29,900	LaComerYS	97	43	Northam	04	D	715,000	Northam	15	44	Symbol	85	TD	139,000	Irwin	57	45	Tolly	92	TD	245,000	SeattleYachts	45		
40	Chris Craft	07	TD	324,500	Irwin	57	43	Northam	04	D	795,000	Northam	15	44	Tara	04	TD	475,000	ChuckHovey	24	45	West Bay	87	TD	319,000	EmeraldPac	16		
40	Chris Craft	05	TD	349,000	WaterLine	79																							
40	Defever	77	TD	78,500	FridayHarborY988																								
40	Eclipse	97	TD	270,000	WaterLine	79																							
40	Formula	06	D	289,000	SeleneSeattle	27																							
40	Hopkinn	77	TD	99,995	WaterLine	79																							
40	Hudson Defever	78	D	74,900	Admiralty	81																							
40	Legacy	97	D	249,000	SeleneSeattle	27																							
40	Legacy Yachts	99	TD	299,000	AAAYachts	123																							
40	Taris Harbor	02	TD	319,000	Bay	103																							
40	Mainship	08	TD	315,000	AYC	103																							
40	Matthews	47	08	99,000	WaterLine	79																							
40	Northam	02	D	429,000	AAAYachts	123																							
40	Northam	05	D	569,000	Northam	15																							
40	Nova	87	TD	119,000	SeattleYachts	45																							
40	Ocean Alexand	83	TD	129,500	ElliottBay	71																							
40	Ocean Alexand	82	TD	179,000	Irwin	57																							
40	Pacific Trawl	03	TD	279,000	Irwin	57																							
40	Pacific Trawl	99	D	284,000	WaterLine	79																							
40	Phibrooks	71	D	84,500	VanIsleMarina	49																							
40	Plymin	84	D	179,000	SeawardYS	100																							
40	Plymin	89	D	175,000	ChuckHovey	24																							
40	Schooner Crk	01	D	249,900	SeawardYS	100																							
40	Sea Ray	00	TG	199,000	Irwin	57																							
40	SummitPH	84	TD	99,500	Tradewind	101																							
40	Tara	95	TD	165,000	ChuckHovey	24																							
40	Tollycraft 40	85	TD	135,000	WaterLine	79																							
40	Tollycraft Se	95	TD	110,000	WaterLine	79																							
40	Trojan Exp	85	TD	169,000	WaterLine	79																							
40	Trojan Exp	90	TG	79,000	CompasPoint	19																							
40	Amer Tug 41	07	D	675,000	MarineServctr	69																							
41	Camano 41	06	D	399,350	WaterLine	79																							
41	Chris Craft	73	TD	129,000	Admiralty	81																							
41	Defever	88	TD	118,000	ChuckHovey	24																							
41	Meridian	05	D	289,990	ElliottBay	71																							
41	Meridian	06	TD	299,997	NWYachtNet	102																							
41	Meridian	06	TD	329,500	NWYachtNet	102																							
41	President	84	TD	94,950	AYC	103																							
41	PT	84	TD	29,900	SeawardYS	100																							
41	Riviera	08	TD	549,350	EmeraldPac	16																							
41	Roughwater	82	TD	67,000	NWYachtNet	102																							
41	Universal Tug	85	TD	99,000	WestYachts	101																							
42	Alena Dutter	82	TD	175,000	SeawardYS	100																							
42	Bracewell 420	10	TD	675,000	WaterLine	79																							
42	Brignton	87	TD	188,000	AdvansaMarine121																								
42	Camano	88	D	175,000	Bristol	81																							
42	Carver	88	TD	159,500	Irwin	57																							
42	Chris-Craft	72	TG	41,000	WaterLine	79																							
42	Cover Proville	89	TD	10,000	WaterLine	79																							
42	Defever	86	TD	165,500	NHarborYS	103																							
42	G Banks Europa	89	TD	229,000	NWExplor	21																							
42	G Banks Europa	97	TD	449,000	NWExplor	21																							
42	G Banks Europa	38	TD	449,000	NWExplor	21																							

SZ	TYPE	YR	FR	PRICE	BROKER	PG	SZ	TYPE	YR	FR	PRICE	BROKER	PG	SZ	TYPE	YR	FR	PRICE	BROKER	PG	SZ	TYPE	YR	FR	PRICE	BROKER	PG	
45	West Bay	89	TD	299,500	GrandBanksW11		48	Selene	06	D	749,000	SeleneSeattle	27	53	Navigator	00	TD	599,000	Irwin	57	58	Hatteras	78	TD	239,000	ChuckYacht	24	
46	Alaskan	94	TD	185,000	WestYachts	101	49	Shelton	04	TD	240,000	EmeraldPac	16	54	Navigator	07	TD	798,000	VanilleMarina	50	58	Hatteras	78	TD	339,000	OceanAlex	2.5	
46	Canoe Cove	01	NY	259,000	LaConnerYS	97	48	Tolly	79	D	243,000	Nordhavn	15	53	Pacemaker	65	TD	165,000	Tradewind	101	58	Hatteras	78	TD	399,000	Swifture	73	
46	Carver	03	TD	349,000	ElliotBay	71	48	Tollycraft	84	D	175,000	SeleneSeattle	27	53	Selene	04	D	875,000	SeleneSeattle	27	58	Hatteras	79	TD	199,000	Norwest	66	
46	Carver	04	TD	396,800	AdvanceMarine121		48	Tollycraft	85	TD	215,000	EmeraldPac	16	53	Selene	04	TD	199,990	CompassPoint	19	58	Hatteras	71	D	240,000	ElliotBay	71	
46	Carver 466	04	TD	445,650	WaterLine	79	50	albin sunspg	10	TD	108,000	Admiralty	81	54	OceanAlexand	92	TD	190,000	WaterLine	79	58	Hatteras	79	TD	604,000	EmeraldPac	16	
46	Fisher Motors	77	D	225,000	WaterLine	79	49	Defever	90	D	287,000	OceanAlex	2.5	53	Vic Francis	79	TD	279,500	GrandBanksW11	15	58	Meridian	04	D	669,000	EmeraldPac	16	
46	Grand Banks	02	NY	695,000	OuterReefYb3.37		49	GPP Traveler	74	TD	390,000	WaterLine	79	54	Brazeval 540	08	TD	1,150M	WaterLine	79	58	Meridian	07	D	769,000	SeleneSeattle	27	
46	Grand Banks	12	TD	New	GrandBanksW11		49	Meridian	04	TD	345,500	WWYachtmet	102	54	Meridian	04	TD	889,500	EmeraldPac	16	58	Ocean A	96	TD	749,000	WWYachtmet	102	
46	Hortlog	84	TD	145,000	WaterLine	79	50	albin sunspg	10	TD	232,000	Admiralty	81	54	OceanAlexand	92	TD	190,000	CompassPoint	19	58	Hatteras	79	TD	284,000	Norwest	66	
46	Hershire	87	TD	224,900	WWYachtmet	102	49	Meridian	05	TD	318,000	NHArborYS	103	54	Ocean Alexand	87	TD	279,500	Irwin	57	58	OceanAlex	06	D	1,275M	OceanAlex	2.5	
46	Maxum	98	TD	189,900	WWYachtmet	102	49	Meridian	05	TD	317,800	WWYachtmet	102	54	Ocean Alexand	96	TD	619,000	EmeraldPac	16	58	Riviera	06	TD	995,000	EmeraldPac	16	
46	Maxum	99	TD	239,800	ElliotBay	71	49	Sunford	02	D	440,500	Discovery	65	54	Ocean Alexand	98	TD	549,000	CompassPoint	19	58	Riviera	08	TD	1,499M	EmeraldPac	16	
46	Meridian	04	TD	293,000	WestportYS	79	50	albin sunspg	10	TD	279,000	Admiralty	81	54	OceanAlexand	96	TD	679,000	CrossWest	12	58	Westbay	92	TD	485,000	SeleneSeattle	27	
46	Navigator	97	TD	229,000	Irwin	57	50	Albin BH	85	N	149,500	VanilleMarina	49	54	OceanAlexand	96	TD	789,000	CrossWest	12	58	Selene	11	D	1,959M	SeleneSeattle	27	
46	Navigator	97	TD	279,900	SeawardYS	100	50	Arcturus	05	TD	1,995,000	CrossWest	12	54	Offshore	02	TD	825,000	WestportYS	9	58	West Bay	93	TD	1,359M	GrandBanksW11		
46	Navigator	95	D	449,000	AAAYachts	123	50	Burlington	85	D	369,500	ChuckYacht	24	54	Offshore	07	TD	1,060M	OuterReefYb3.37		58	West Bay	93	TD	639,000	GrandBanksW11		
46	Navigator	99	D	465,000	Nordhavn	15	50	Grand Banks	70	TD	58,500	GrandBanksW11		54	Offshore PH	02	TD	896,500	VanilleMarina	49	58	West Bay	99	TD	590,000	EmeraldPac	16	
46	OceanRvr	90	D	250,000	OceanAlex	2.5	50	GrandBanks	74	SD	235,000	Hebert	7	54	Waterway House	86	D	200,000	WaterLine	79	58	Westbay	92	TD	649,900	SeleneSeattle	27	
46	Viking	85	TD	139,500	ChuckYacht	24	50	Harbor Trade	69	D	87,750	Irwin	57	55	Compass	00	TD	805,500	Bellingham	6	58	Westbay	94	TD	649,900	SeleneSeattle	27	
46	Westcoast/CMY	04	TD	399,500	ChuckYacht	24	50	Nordhavn	01	D	699,000	AAAYachts	123	55	Compass PH	03	TD	725,000	CompassPoint	19	58	West Bay	99	TD	995,000	WestportYS	9	
47	Bayliner	00	TD	299,000	Nordhavn	15	50	Nordhavn	96	D	699,000	AAAYachts	123	55	Fleming	00	TD	919,000	ChuckYacht	24	58	Westbay/Sonnet	01	TD	695,000	ChuckYacht	24	
47	Bayliner	01	TD	280,000	Bristol	81	50	Nordhavn	99	D	575,000	Nordhavn	15	55	Fleming	08	TD	1,445M	ChuckYacht	24	59	Selene	07	TD	1,550M	SeleneSeattle	27	
47	Bayliner	94	TD	249,500	CrossWest	12	50	Ocean Alexand	98	TD	285,000	EmeraldPac	16	55	Fleming	07	TD	1,650M	ChuckYacht	24	59	Symbl PH	08	TD	1,485M	CompassPoint	19	
47	Bayliner	94	TD	239,000	WWYachtmet	102	50	Ocean Yachts	04	TD	579,950	EmeraldPac	16	55	Hampton	05	D	699,000	OceanAlex	2.5	60	C&L SeaRanger	80	TD	425,000	EmeraldPac	16	
47	Bayliner	95	TD	225,000	Bristol	81	50	Shelton	07	D	699,000	OceanAlex	2.5	55	Hinckley	06	D	1,950M	OceanAlex	2.5	60	Capa Island	94	TD	309,000	Bristol	81	
47	Bayliner	97	TD	255,600	WaterLine	79	51	Angel	86	TD	183,500	WWYachtmet	102	55	Jones Goodell	90	TD	395,000	CrossWest	12	60	Defever	92	TD	604,000	EmeraldPac	16	
47	Bayliner	98	TD	239,000	ChuckYacht	24	51	Bluetwater	86	TD	118,000	ChuckYacht	24	55	Jones Goodell	90	TD	825,000	Hebert	7	60	Hatteras	83	TD	270,000	ChuckYacht	24	
47	Bayliner	99	TD	297,500	Irwin	57	51	Navigator	08	TD	599,000	AAAYachts	123	55	Monk	47	TD	199,000	ChuckYacht	24	60	Quignon	94	TD	949,000	Hebert	7	
47	Bayliner 4788	00	TD	329,000	CompassPoint	19	51	Amvir Tug 525	12	D	998,500	ManiaServicr	89	55	Nordhavn	05	D	1,249M	ChuckYacht	24	60	Harlem & Carver	94	TD	448,800	AdvanceMarine121		
47	Bayliner 4788	99	TD	299,000	VanilleMarina	49	52	Bayliner	01	TD	450,000	OceanAlex	2.5	55	NORDHAVN	05	D	1,775M	Nordhavn	15	60	Martino	58	TD	2,468M	CompassPoint	19	
47	CHB Tri-Cabin	84	TD	169,000	WaterLine	79	52	Carver	01	TD	488,000	AdvanceMarine121		55	NORDHAVN	07	D	1,959M	Nordhavn	15	60	Martino	58	TD	2,468M	CompassPoint	19	
47	Disell Duch	06	TD	998,000	AAAYachts	123	52	G.Banks Eurpa	03	TD	925,000	NWExplorer	21	55	NORDHAVN	07	D	1,959M	Nordhavn	15	60	Martino	58	TD	2,468M	CompassPoint	19	
47	G.Banks Eurpa	06	TD	799,000	NWExplorer	21	52	Grand Banks	98	TD	875,000	GrandBanksW11		55	NORDHAVN	08	D	1,775M	Nordhavn	15	60	Nordhavn	08	D	1,980M	AAAYachts	123	
47	NORDHAVN	04	TD	855,000	AAAYachts	123	52	Jellicott	07	TD	650,000	OuterReefYb3.37		55	Ocean	83	TD	239,000	ChuckYacht	24	60	Nordhavn	09	D	1,759M	Nordhavn	15	
47	NORDHAVN	03	TD	795,000	Nordhavn	15	52	Martino Demos	09	D	1,350M	CompassPoint	19	55	OceanAlex	04	D	1,100M	OceanAlex	2.5	60	Sea Spirit	10	TD	1,895M	AdvanceMarine121		
47	Nordhavn	04	TD	799,000	AAAYachts	123	52	Martino FB	08	TD	2,500,000	CompassPoint	19	55	Offshore	91	TD	685,000	EmeraldPac	16	61	Alima	PH	11	TD	New	Admiralty	81
47	Nordhavn	04	TD	869,000	AAAYachts	123	52	N. Pacific PH	09	D	1,599,000	WestYachts	101	55	Seashore	06	TD	655,000	EmeraldPac	16	61	Alima	PH	11	TD	New	Admiralty	81
47	NORDHAVN	04	D	1,595M	Nordhavn	15	52	Nordic Tug	07	TD	895,000	OceanAlex	2.5	55	Symbl	94	TD	297,500	EmeraldPac	16	61	Alima	PH	11	TD	New	Admiralty	81
47	NORDHAVN	04	TD	829,000	Nordhavn	15	52	Nordic Yachts	90	TD	393,000	AAAYachts	123	56	Alima PH	11	TD	New	Admiralty	81	61	Hatteras	79	TD	239,000	Irwin	57	
47	Nordhavn	06	D	995,000	Nordhavn	15	52	Nordic Pilot	70	D	149,000	WaterLine	79	56	Kita 56 Pilot	72	TD	149,000	WaterLine	79	61	Navigator	00	TD	666,000	Irwin	57	
47	Rozema	00	TD	699,000	AAAYachts	123	52	Ocean Alexand	90	TD	290,000	EmeraldPac	16	56	Monk	68	TD	199,900	NWYachtmet	102	61	Navigator	02	TD	895,000	CrossWest	12	
47	Salina	96	D	379,000	SeleneSeattle	27	52	Ocean Alexand	90	TD	399,000	EmeraldPac	16	56	Ocean Alex	85	N	329,000	SeleneSeattle	27	61	NAVIGATOR	04	TD	668,000	AdvanceMarine121		
47	Selene	03	D	689,000	SeleneSeattle	27	52	Ocean Alexand	91	TD	395,000	EmeraldPac	16	56	Ocean Alex	86	D	599,000	OceanAlex	2.5	61	Sunseeker	03	TD	749,000	OceanAlex	2.5	
47	Selene	04	TD	599,000	EmeraldPac	16	52	Ocean Alexand	92	TD	379,000	Irwin	57	56	Sailpac 560	98	N	460,000	VanilleMarina	49	61	Tollycraft	91	TD	898,000	AdvanceMarine121		
47	Selene	06	D	699,000	SeleneSeattle	27	52	OceanAlex	91	D	385,000	OceanAlex	2.5	57	Angel	91	TD	295,000	SeawardYS	100	61	Tollycraft	91	TD	898,000	AdvanceMarine121		
47	Townsend Bay	06	TD	948,000	ChuckYacht	24	52	OceanAlex	91	D	499,900	OceanAlex	2.5	57	Bayliner	01	TD	649,000	WestportYS	9	62	Alaskan	07	D	1,275M	OceanAlex	2.5	
47	Chris Craft	85	TD	199,500	GrandBanksW11		53	Offshore	02	TD	570,000	EmeraldPac	16	57	Bayliner 5788	98	TD	399,000	WaterLine	79	62	Alaskan	07	D	2,800,000	Hebert	7	
47	Chris Craft	85	TD	175,0																								

SZ TYPE YR PR PRICE BROKER PG

64	Grand Alaskan	03 TD	1,273M	OuterReef/Ys 3,37	
64	Grand Alaskan	04 TD	1,254M	OuterReef/Ys 3,37	
64	NOR/DHAWN	08 D	2,575M	Northam	15
64	Northem	88 TD	2,559M	Hubert	7
64	Northem Mari	07 D	2,200M	AAAYachts	123
64	Ocean Alexander	08 TD	1,820M	ChuckHovey	24
64	OceanAlex	06 D	1,495M	OceanAlex	2,5
64	Queenship	00 TD	949,000	WestportYS	9
64	Queenship	86 TD	499,000	EmeraldPac	16
65	Alaskan	02 TD	1,255M	OceanAlex	2,5
65	Flaming	08 TD	2,955M	ChuckHovey	24
65	Frank/Monk	91 TD	895,000	Irwin	57
65	Lancer	84 TD	595,000	Irwin	57
65	Legend	06 TD	1,195M	AdvansaMarine121	
65	Outer Reef	07 TD	1,855M	OuterReef/Ys 3,37	
65	Pac. Mariner	03 D	1,175M	SeleneSeattle	27
65	PacificMarin	04 TD	1,495M	WestportYS	9
65	PacificMarin	97 TD	799,000	WestportYS	9
65	PacificMarin	98 TD	925,000	WestportYS	9
65	PacificMarine	03 TD	1,360M	WestportYS	9
65	Tollycraft	95 TD	895,000	ChuckHovey	24
65	Tollycraft	96 TD	895,000	Irwin	57
65	Viking	01 TD	1,854M	CrowsNest	12
65	West Bay	96 TD	995,000	EmeraldPac	16
66	Chris-Craft	06 OB	225,000	SeleneSeattle	27
66	Pacemaker	78 D	325,000	WaterLine	79
66	Symbol	01 TD	1,800M	EmeraldPac	16
66	VikingSC	01 TD	1,195M	CrowsNest	12
66	Vitech	98 TD	765,000	EmeraldPac	16
66	Zmist	88 TD	1,050M	EmeraldPac	16
67	Lawsonell 700	88 TD	3,414M	WaterLine	79
67	Burger	04 D	359,900	SeleneSeattle	27
67	Hatteras	88 TD	595,000	ChuckHovey	24
67	Hatteras	89 TD	469,000	ChuckHovey	24
67	Hatteras	91 TD	995,000	ElliotBy	71
67	Legend	05 TD	2,388M	AdvansaMarine121	
67	Queenship	08 TD	1,675M	GrandBanksNW11	
67	Viking	08 D	3,500M	OceanAlex	2,5
71	AdmiralMarin	96 TD	1,195M	CrowsNest	12
72	Chowhee	04 TD	1,850M	CrowsNest	12
72	Donzi	94 TD	1,050M	WestportYS	9
72	Hatteras	85 OB	625,000	AAAYachts	123
72	Kong/Hahorse 80	D	849,000	OceanAlex	2,5
72	Kong/McQueen	77 TD	780,000	AAAYachts	123
73	Alaska Tug	40 D	140,000	WaterLine	79
73	CstmTrawler	85 TD	1,450M	AAAYachts	123
73	CustomSteel	85 TD	1,800M	Hubert	7
73	Hatteras	04 TD	1,750M	EmeraldPac	16
73	Jefferson	03 TD	1,390M	ChuckHovey	24
73	Outer Reef	06 TD	2,200M	OuterReef/Ys 3,37	
73	Windon Skyhou	06 TD	1,890M	AAAYachts	123
74	Northstar	04 TD	1,450M	EmeraldPac	16
74	Ocean Alexander	07 TD	3,345M	WestportYS	9
74	OceanAlex	09 D	2,999M	OceanAlex	2,5
75	Expedition	70 TD	895,000	ChuckHovey	24
75	Frank Elliott	02 TD	750,000	ChuckHovey	24
75	NorthSea	91 D	695,000	ChuckHovey	24
75	Northstar	01 TD	1,485M	EmeraldPac	16
75	Smevvik mek	70 TD	895,000	ChuckHovey	24
76	CustomTrawl	41 SG	350,000	Tradewind	101
76	Huck/Kum	72 TD	875,000	Hubert	7
76	LeClercq	01 TD	995,000	Irwin	57
76	Legend	04 TD	1,395M	EmeraldPac	16
76	Lowland	87 TD	998,000	WestportYS	9
76	Northam	05 D	3,659M	Northam	15
76	Northam	09 D	4,500M	Northam	15
77	Custom	05 TD	350,000	Bristol	81
78	ALASKA RPH	07 TD	3,388M	AdvansaMarine121	
78	Kress & Banks	27 D	730,000	ChuckHovey	24
78	Stephens CMV	70 TD	399,000	WestYachts	101
80	Bala Panther	92 TD	240,000	WaterLine	79
80	Outer Reef	07 TD	3,550M	OuterReef/Ys 3,37	
80	Outer Reef	08 TD	3,650M	OuterReef/Ys 3,37	
82	Horizon	01 TD	1,850M	EmeraldPac	16
82	Horizon	05 TD	2,295M	EmeraldPac	16
82	Horizon	07 TD	3,795M	WestportYS	9
84	VikingSC	03 TD	2,950M	CrowsNest	12
85	Jones-Goddell	80 TD	975,000	ChuckHovey	24
85	McQueen	88 TD	788,800	AdvansaMarine121	
86	Burger	81 TD	995,000	WestportYS	9
87	WestBay	03 TD	2,950M	WestportYS	9
88	Sagstad	41 TD	495,000	ChuckHovey	24
89	Northland	05 TD	2,500M	ChuckHovey	24
90	OceanAlex	08 D	5,975M	OceanAlex	2,5
92	McQueen	84 TD	750,000	CrowsNest	12
92	Oceanic Navi	89 TD	1,098M	GrandBanksNW11	
99	Azimut	87 TD	1,895M	EmeraldPac	16
99	Azimut CPMY	86 TD	2,750M	CompassPoint	19
100	Broward	89 TD	1,795M	EmeraldPac	16
102	Westport/Eagl	04 TD	2,754M	ChuckHovey	24
102	Westport/McQu	89 TD	2,499M	WestportYS	9
105	Crescent	01 TD	5,000M	WestportYS	9
105	Overmarine	01 TD	4,655M	WestportYS	9
105	Poole Chatter	01 TD	2,904M	WestportYS	9
112	Westport	01 TD	5,255M	WestportYS	9
112	Westport	05 TD	7,500M	WestportYS	9
112	Westport	08 TD	9,200M	WestportYS	9
97	Overland/Ch	11 TD	18,500M	ChuckHovey	24
125	Northcast	11 TD	81,500M	ChuckHovey	24
130	Westport	05 TD	13,250M	WestportYS	9
130	Westport	07 TD	13,995M	WestportYS	9



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Cummins 490hp. Cruise 7.5 k, 2.5gph. Thrusters, elec controls PH & FB, 5kw gen, 5kw riv, 8 AGM batt, hydronic furnace, air, watermaker, tank & holly. Full beam MSR w/steute head & shower. VPI double, 3rd SH bunks, guesthead & shower; westerly. Full size galley appliances, deep freeze, FB BBQ, refer & sink. hdy. davit, full PH & FB electronics, no exterior wood.

REDUCED!! \$599,900

48' HI STAR CONVERTIBLE 1987



Twin 375hp CAT 3208, 5kw genset, two sternrooms, two heads, hydronic furnace, lower helm, large cockpit, transom door, enclosed flybridge/deep freeze, new laptop with Nobeletc, autopilot, 48-mile radar, dinghy and more.

**A LOT OF BOAT!!
ONLY \$119,900**

42' NORTH PACIFIC PH 2005



Cummins USB 380, 8 knot cruise, bow & stern thrusters, full pilothouse & flybridge controls, 5kw gen, 5kw riv, 8-D batteries, 4D battery, furnace, Vaccumfish. Accommodations for 6 - 8. Full electronics, Bulfrigg dinghy with 15hp Mercury outboard. Shows like new!!!

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48' MERIDIAN PH, '74. Very strong offshore type vessel! Asking \$89,000



BAYLINER 4788, '91. Moored undercover, shows like NEW! Asking \$209,000



45' ANGEL. Fantastic liveaboard w/inver Cummins dies. Asking \$145,000



45' CUSTOM GARDEN. Many upgrades, shows great! \$79,000

REDUCED!



44' TOLLYCRAFT, '88. Classic Northwest cruiser, very nice and motivated. Asking \$149,000



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41' DeFEVER, '89. Asking \$99,000



37' C&L TRAWLER, 1977. Asking \$89,000

REDUCED!



34' CHB TRI-CABIN TRAWLER, '76. \$49,500



36' ISLAND GYPSY EUROPA, '88. Stylish & well built, AND looks like new! Asking \$97,500

REDUCED!



48' MAPLE LEAF. Custom interior, better than any we've seen! Asking \$165,000



33' CAPE DORY, '86. Asking \$48,000



48' DEFEVER PILOTHOUSE, '88. Custom built pilothouse. Owner anxious. Asking \$225,000



42' CATALINA, '91. 2 sternrooms. \$135,000



41' CT PH KETCH, '73. \$64,500



38' BABA CUTTER, '79. \$81,500

68 BENSON COUN. TRAWLER, 46 \$399,000
69 AARYACHTS \$450,000
47 TOLLYCRAFT '76 \$79,000
42 CALIFORNIAN LRC '76 \$79,000

42 DANIEL WELLS TUG, '71 \$73,000
41 ISLANDER '75 \$73,000
41 DOWNCAST PH, 40 \$39,900
38 SILVERTON 382 '95 \$99,000

35 CHRIS COMMANDER, '73 \$79,500
33 SEARAY 330, '93 \$9,995
32 BAYLINER 3208, '89 \$39,900
32 COPPER PROWLER, '81 \$32,500

38 OHSON CLASSIC, '71 \$37,500
38 ERICSON, '71 Newer engine \$32,000
30 CALALINA, '77 \$29,950
28 NONSUCH, '81 \$29,500

SZ	TY	YR	FR	PRICE	BROKER	PG	SZ	TY	YR	FR	PRICE	BROKER	PG	SZ	TY	YR	FR	PRICE	BROKER	PG	SZ	TY	YR	FR	PRICE	BROKER	PG	
151	Northern	11	MT	27,500	AAA/Yachts	123	28	Columbia	70	G	12,500	Admiralty	81	31	Southm	78	D	29,000	Admiralty	81	34	Irwis	85	D	23,900	NW/YachtNet	102	
320	Rinker 320 E	06	TG	74,950	WaterLine	79	29	Shannon	85	D	59,900	Friday/Harbor/S58	32	32	Banetta	84	D	39,900	ElliotBay	101	35	Hovis Sea	79	D	99,000	WaterLine	79	
							29	C&C	83	D	27,500	Admiralty	81	32	C&C	81	D	32,450	Discovery	65	34	O Day 34	82	D	29,000	MarineServr	69	
							29	Eric Jr.	79	D	19,500	Bristol	81	32	camper nichol	68	D	29,500	Discovery	65	34	Sabre	83	D	5,000	Bristol	81	
							29	Ericson	76	D	12,995	MarineServr	69	32	Catalina 320	11	D	New	Admiralty	81	34	San Juan 34	82	D	29,500	MarineServr	69	
							30	allied seavin	76	D	19,900	Admiralty	81	32	Columbia 8.6	79	D	22,900	Admiralty	81	34	Seaquest	88	D	35,500	WaterLine	81	
							30	Baba	81	D	58,000	Admiralty	101	32	Gulf 32 PH	88	D	58,500	MarineServr	69	34	Tollycraft	83	D	59,900	Seawarv5	100	
							30	Benetua	87	D	37,500	Admiralty	81	32	Islander	78	D	29,000	MarineServr	69	35	Wylie	79	D	26,900	WaterLine	79	
							30	C&C	80	D	29,500	SeattleYachts	45	32	Morgan 64	29	D	29,500	SeattleYachts	45	35	Baylre	96	D	89,500	ElliotBay	71	
							30	Cape Dory	80	D	69,900	ElliotBay	71	32	Passen	77	D	29,500	Admiralty	81	34	Taylor/Agend	88	D	29,500	WaterLine	103	
							30	Catalina	87	D	37,500	Admiralty	81	33	Delphia	11	D	New	Admiralty	81	35	Catalina	84	D	125,000	ElliotBay	71	
							30	Catalina 87	04	N	36,900	Admiralty	81	33	Hans Christa	81	D	95,000	New	Admiralty	71	35	Cooper PH	81	D	49,900	SeattleYachts	101
							30	Catalina 87	11	N	29,900	WestYachts	101	33	HansChrista	86	D	109,500	MarineServr	69	35	Fuji	76	D	55,000	SeattleYachts	45	
							30	Eichells	75	D	37,000	Admiralty	81	33	Nautica 33	85	D	124,500	MarineServr	69	35	Taylor/Agend	88	D	29,500	WaterLine	103	
							30	Hunter	90	D	34,000	WestYachts	101	33	Norwest	80	D	24,900	WestYachts	101	35	Max-Miner 55	83	D	49,000	SeattleYachts	45	
							22	Catalina	11	08	New	Admiralty	81	33	Saturna	81	D	49,500	Admiralty	81	35	ReginaPH	11	D	New	Discovery	65	
							22	Hunter 22	11	N	24,983	MarineServr	69	33	Saturna PH	83	D	67,000	SeattleYachts	45	35	Schock	86	D	35,000	Admiralty	81	
							26	Chrysler	79	08	10,000	Admiralty	81	33	Waquizez 84	D	Call	Discovery	65	35	Waquizez	83	D	87,500	Discovery	65		
							27	Catalina	71	G	7,500	WaterLine	79	34	C&C	81	D	91,900	Friday/Harbor/S58	8	36	Bavaria	99	D	114,950	AVC	103	
							27	CS Sloop	80	G	14,900	VanIsleMarina	49	34	California	79	TD	48,000	LaComerY	97	36	Cape Dory	82	D	77,800	NHarbor/Y	103	
							27	Gulf PH	87	D	28,500	AVC	103	34	California	81	TD	52,500	LaComerY	97	36	Cape George	75	D	155,000	WaterLine	79	
							27	Hunter 27elc	11	E	89,786	MarineServr	69	34	Catalina	86	D	24,900	Admiralty	81	36	Catalina	84	D	34,900	NW/YachtNet	102	
							28	Carver	89	TG	22,900	LaComerY	97	34	Chinook	64	G	12,900	Admiralty	81	36	Catalina	90	D	47,850	AVC	103	

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36	Catalina MK2	04	D	119,000	Swiftsure	73	36	Chery Lee OS	68	D	29,900	SeattleYachts	101	36	Haag Bigli MS	92	D	9,950	MarineServr	69
36	Hunter 36	00	D	169,900	MarineServr	69	36	Hunter 36	00	D	169,900	MarineServr	69	36	Hunter 436	11	D	187,636	MarineServr	69
36	Jeannaeu 36.2	96	D	99,900	MarineServr	69	36	Jeannaeu 36.2	96	D	99,900	MarineServr	69	36	Jeannaeu 36.2	96	D	169,500	MarineServr	69
36	Jeannaeu 36.2	07	D	169,500	MarineServr	69	36	Jeannaeu 36.2	07	D	169,500	MarineServr	69	36	Jeannaeu 36.2	07	D	169,500	MarineServr	69
36	Jeannaeu 36.2	07	D	169,500	MarineServr	69	36	Jeannaeu 36.2	07	D	169,500	MarineServr	69	36	Jeannaeu 36.2	07	D	169,500	MarineServr	69
36	Jeannaeu 36.2	07	D	169,500	MarineServr	69	36	Jeannaeu 36.2	07	D	169,500	MarineServr	69	36	Jeannaeu 36.2	07	D	169,500	MarineServr	69
36	Jeannaeu 36.2	07	D	169,500	MarineServr	69	36	Jeannaeu 36.2	07	D	169,500	MarineServr	69	36	Jeannaeu 36.2	07	D	169,500	MarineServr	69
36	Jeannaeu 36.2	07	D	169,500	MarineServr	69	36	Jeannaeu 36.2	07	D	169,500	MarineServr	69	36	Jeannaeu 36.2	07	D	169,500	MarineServr	69
36	Jeannaeu 36.2	07	D	169,500	MarineServr	69	36	Jeannaeu 36.2	07	D	169,500	MarineServr	69	36	Jeannaeu 36.2	07	D	169,500	MarineServr	69
36	Jeannaeu 36.2	07	D	169,500	MarineServr	69	36	Jeannaeu 36.2	07	D	169,500	MarineServr	69	36	Jeannaeu 36.2	07	D	169,500	MarineServr	69
36	Jeannaeu 36.2	07	D	169,500	MarineServr	69	36	Jeannaeu 36.2	07	D	169,500	MarineServr	69	36	Jeannaeu 36.2	07	D	169,500	MarineServr	69
36	Jeannaeu 36.2	07	D	169,500	MarineServr	69	36	Jeannaeu 36.2	07	D	169,500	MarineServr	69	36	Jeannaeu 36.2	07	D	169,500	MarineServr	69
36	Jeannaeu 36.2	07	D	169,500	MarineServr	69	36	Jeannaeu 36.2	07	D	169,500	MarineServr	69	36	Jeannaeu 36.2	07	D	169,500	MarineServr	69
36	Jeannaeu 36.2	07	D	169,500	MarineServr	69	36	Jeannaeu 36.2	07	D	169,500	MarineServr	69	36	Jeannaeu 36.2	07	D	169,500	MarineServr	69
36	Jeannaeu 36.2	07	D	169,500	MarineServr	69	36	Jeannaeu 36.2	07	D	169,500	MarineServr	69	36	Jeannaeu 36.2	07	D	169,500	MarineServr	69
36	Jeannaeu 36.2	07	D	169,500	MarineServr	69	36	Jeannaeu 36.2	07	D	169,500	MarineServr	69	36	Jeannaeu 36.2	07	D	169,500	MarineServr	69
36	Jeannaeu 36.2	07	D	169,500	MarineServr	69	36	Jeannaeu 36.2	07	D	169,500	MarineServr	69	36	Jeannaeu 36.2	07	D	169,500	MarineServr	69
36	Jeannaeu 36.2	07	D	169,500	MarineServr	69	36	Jeannaeu 36.2	07	D	169,500	MarineServr	69	36	Jeannaeu 36.2	07	D	169,500	MarineServr	69
36	Jeannaeu 36.2	07	D	169,500	MarineServr	69	36	Jeannaeu 36.2	07	D	169,500	MarineServr	69	36	Jeannaeu 36.2	07	D	169,500	MarineServr	69
36	Jeannaeu 36.2	07	D	169,500	MarineServr	69	36	Jeannaeu 36.2	07	D	169,500	MarineServr	69	36	Jeannaeu 36.2	07	D	169,500	MarineServr	69
36	Jeannaeu 36.2	07	D	169,500	MarineServr	69	36	Jeannaeu 36.2	07	D	169,500	MarineServr	69	36	Jeannaeu 36.2	07	D	169,500	MarineServr	69
36	Jeannaeu 36.2	07	D	169,500	MarineServr	69	36	Jeannaeu 36.2	07	D	169,500	MarineServr	69	36	Jeannaeu 36.2	07	D	169,500	MarineServr	69
36	Jeannaeu 36.2	07	D	169,500	MarineServr	69	36	Jeannaeu 36.2	07	D	169,500	MarineServr	69	36	Jeannaeu 36.2	07	D	169,500	MarineServr	69
36	Jeannaeu 36.2	07	D	169,500	MarineServr	69	36	Jeannaeu 36.2	07	D	169,500	MarineServr	69	36	Jeannaeu 36.2	07	D	169,500	MarineServr	69
36	Jeannaeu 36.2	07	D	169,500	MarineServr	69	36	Jeannaeu 36.2	07	D	169,500	MarineServr	69	36	Jeannaeu 36.2	07	D	169,500	MarineServr	69
36	Jeannaeu 36.2	07	D	169,500	MarineServr	69	36	Jeannaeu 36.2	07	D	169,500	MarineServr	69	36	Jeannaeu 36.2	07	D	169,500	MarineServr	69
36	Jeannaeu 36.2	07	D	169,500	MarineServr	69	36	Jeannaeu 36.2	07	D	169,500	MarineServr	69	36	Jeannaeu 36.2	07	D	169,500	MarineServr	69
36	Jeannaeu 36.2	07	D	169,500	MarineServr	69	36	Jeannaeu 36.2	07	D	169,500	MarineServr	69	36	Jeannaeu 36.2	07	D	169,500	MarineServr	69
36	Jeannaeu 36.2	07	D	169,500	MarineServr	69	36	Jeannaeu 36.2	07	D	169,500	MarineServr	69	36	Jeannaeu 36.2	07	D	169,500	MarineServr	69
36	Jeannaeu 36.2	07	D	169,500	MarineServr	69	36	Jeannaeu 36.2	07	D	169,500	MarineServr	69	36	Jeannaeu 36.2	07	D	169,500	MarineServr	69
36	Jeannaeu 36.2	07	D	169,500	MarineServr	69	36	Jeannaeu 36.2	07	D	169,500	MarineServr	69	36	Jeannaeu 36.2	07	D	169,500	MarineServr	69

SZ	TYPE	YR	PR	PRICE	BROKER	PG	SZ	TYPE	YR	PR	PRICE	BROKER	PG
42	Catalina	89	D	99,900	Bristol	81	61	Perry	98	D	573,700	Swiftsure	73
42	Catalina	92	D	100,000	Admiralty	81	64	MCS	02	D	685,000	SeattleYachts	65
42	Catalina	92	D	119,900	WestYachts	101	64	RobertsPH	88	D	595,000	MarineServctr	69
42	Hinckley OC	84	D	224,500	MarineServctr	69	65	Friers	78	D	495,000	Swiftsure	73
42	Hunter	84	D	119,000	WaterLine	79	68	Nelson Marek	84	D	285,000	Swiftsure	73
42	Hunter	87	D	139,500	SeattleYachts	69	68	Nelson Marek	84	D	249,500	MarineServctr	69
42	Jeanneau 42DS	11	D	267,604	MarineServctr	69	70	Perry/Schiff	84	D	399,900	NWYachtnet	102
42	Lagoon	07	TD	449,000	Bristol	81	70	Wylie	93	D	598,000	Swiftsure	73
42	Nauticat	02	D	448,500	MarineServctr	69	74	AbekingRasmussen	69	D	688,000	Swiftsure	73
42	Nauticat	98	D	290,000	SeattleYachts	69	74	Tripp	02	D	688,000	Swiftsure	73
42	Wauquiez	91	D	159,500	Discovery	65	77	Andrews	03	D	490,000	ElliottBay	71
43	Cal	73	D	95,000	Admiralty	81	80	PTE	96	TD	1,400M	Bristol	81
43	Columbia	70	D	59,900	NHArborYS	103							
43	Columbia	73	D	49,000	Bristol	81							
43	HalibergRassy	04	D	455,000	Swiftsure	73							
43	Hans Xian	77	D	99,500	AYC	103							
43	Jeanneau 43DS 01	D	169,500	MarineServctr	69	8	Nemo240AD	00		649	KitasapTractor	81	
43	Jeanneau 43DS 03	D	224,500	MarineServctr	69	8	Nemo25SD	00		499	KitasapTractor	81	
43	Jeanneau 43DS 03	D	234,500	MarineServctr	69	9	Nemo300WD	00		699	KitasapTractor	81	
43	Malò	11	D	119	Discovery	65	9	Nemo300AD	00		699	KitasapTractor	81
43	Nauticat 43	83	D	239,500	MarineServctr	69	11	Nemo330AD	00		899	KitasapTractor	81
43	Regina	11	D		Discovery	65							
43	Shuckler 430	79	D	109,000	WaterLine	79							
43	Swan	70	D	149,500	Swiftsure	73							
43	Westall	78	D	119,900	SeattleYachts	45							
44	CascadePH	84	D	95,500	Tradewind	101							
44	Catalina 440	02	D	119	Admiralty	81							
44	Custom Ketch	97	D	360,000	FridaYHarborY598								
44	CustomKetch	41	D	79,500	Tradewind	101							
44	Hylas	86	D	149,900	Admiralty	81							
44	Hylas	86	D	199,000	NWYachtnet	102							
44	LaFitta	84	D	129,900	Admiralty	81							
44	Mason	88	D	198,500	FridaYHarbor	98							
44	Nauticat 44	84	D	209,500	MarineServctr	69							
44	Nauticat 44	85	D	194,500	SeattleYachts	45							
44	Nordic	82	D	139,000	SeattleYachts	45							
44	Nordic	84	D	279,000	Swiftsure	73							
44	bayliner	91	D	148,000	Advancamarine121								
44	Beneteau FS	91	D	139,500	Swiftsure	73							
44	Catalina 445	11	D	119	Admiralty	81							
44	Boston Perry	81	D	139,900	SeattleYachts	45							
44	Hardin Ketch	84	D	99,500	FridaYHarborY598								
44	Hunter	99	D	185,900	ElliottBay	71							
44	Jeanneau 452	01	D	169,500	MarineServctr	69							
44	JeanneauS04203D	02	D	279,500	MarineServctr	69							
44	Lancer	81	D	79,999	NWYachtnet	102							
44	Lancer	86	D	79,900	WestYachts	101							
44	Morgan CC	95	D	174,950	Admiralty	81							
44	Spencer	65	D	59,900	Admiralty	81							
44	Beneteau 46	07	D	339,500	MarineServctr	69							
44	Hali 26grRassy	02	D	589,000	Swiftsure	73							
44	Hali 26grRassy	02	D	249,000	Bristol	81							
44	Peterson CC	88	D	179,000	Discovery	65							
44	Catalina	04	D	249,000	NWYachtnet	102							
44	Catalina 470	11	D	119	Admiralty	81							
44	Morgan CC	79	D	189,500	MarineServctr	69							
44	StookumPH	79	D	147,500	Tradewind	101							
44	VaughnMason	75	D	69,500	ElliottBay	71							
44	Brewer	86	D	84,000	Bristol	81							
44	Lapworth	66	D	125,000	NHArborYS	103							
44	Malò	11	D	119	Discovery	65							
44	Malò Classic	05	D	696,500	Discovery	65							
44	Maple Leaf	75	D	129,500	MarineServctr	69							
44	PerryPH	95	D	300,000	Tradewind	101							
44	Tartan	79	D	199,000	Bristol	81							
44	Tayana	01	D	395,000	WestYachts	101							
44	Bavaria	03	D	239,900	WaterLine	79							
44	Jeanneau49P	07	D	399,500	MarineServctr	69							
44	Regina	11	D	119	Admiralty	81							
44	Wauquiez	91	D	249,500	Discovery	65							
50	Able Apogee	95	D	395,000	Discovery	65							
50	beneteau	01	D	174,000	Bristol	81							
50	Bozemann	11	D	1,169M	ChuckHovey	24							
50	custom steel	88	D	119,000	Admiralty	81							
50	HinckleySow	77	D	310,000	Swiftsure	73							
50	Jeanneau 50DS 11	D	349,918	MarineServctr	69								
50	Hardin Ketch	80	D	199,000	ElliottBay	71							
51	Formosa	78	D	184,000	NWYachtnet	102							
51	Nauticat 515	07	D	849,995	MarineServctr	69							
52	Cheoy Lee	81	TD	349,000	NWYachtnet	102							
52	Dynamique	86	D	109,900	SeattleYachts	45							
52	Kristen	95	D	479,000	VanDerMarina	49							
52	Nauticat 52	83	D	349,500	MarineServctr	69							
53	Amel	01	D	349,000	Swiftsure	73							
53	Bruce Roberts	03	D	219,500	AYC	103							
53	J/160	99	D	596,000	Swiftsure	73							
53	RobertsPH	88	D	150,000	Tradewind	101							
53	Stookum	78	D	495,000	ChuckHovey	24							
54	Custom Steel	98	D	395,000	ElliottBay	71							
54	CustomME	80	D	199,000	Tradewind	101							
55	Ripride	96	D	500,000	Swiftsure	73							
56	Nordhavn MS	09	D	1,569M	Nordhavn	15							
56	Nordhavn MS	09	D	1,629M	Nordhavn	15							
57	Bozeman	75	D	220,000	NordicNW	122							
57	Bozeman	75	D	220,000	NordicNW	122							
57	Perry	01	D	994,500	Swiftsure	73							
57	Stookum	82	TD	299,000	WaterLine	79							
57	CooperPH	88	D	999,000	Admiralty	81							
57	CooperPH	88	D	550,000	Swiftsure	73							
61	C & C	74	D	685,000	FridaYHarborY598								

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6	Nemo240AD	00		649	KitasapTractor	81
6	Nemo25SD	00		499	KitasapTractor	81
9	Nemo300WD	00		699	KitasapTractor	81
9	Nemo300AD	00		699	KitasapTractor	81
11	Nemo330AD	00		899	KitasapTractor	81



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52' CHEOY LEE MOTORSAILER. Twin 120hp Ford Lehman, all new electronics, 10KW Onan genset. Great live-aboard. Enquiries at (260) 529-9941 or (778) 426-0828. **\$125-6**



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42' FOUNTAINE PAJOT VENEZIA CATA-MARAN, '96. 4staterooms, galley, up, twin Yanmar diesels, Webasto heaters, chart plotter, radar, autopilot, GPS, too much to list. \$240,000. Bainbridge Island, (206) 604-1251 echocharters.net. Specs available at yachtsoffered.com. Potential for 1/2 or 1/4 share. **\$158-10**



40' GOZZARD BAYFIELD OFF-SHORE KETCH. Details goto <http://www.hawcomarine.com>. Illness/old age forces sale of this Canadian built vessel at **\$125,000 USD OBO**. Ideal live aboard Location Vancouver B.C. **\$160-11**



43' HUNTER LEGEND, '92. Tall rig, deep draft, new sails, self bagging main cover, Harken jib roller furler, 2 strms, 2 berth nav/bunk room, 2 heads w/showers, freezer & fridge, Raymarine electronics & radar, immaculate inside w/oversized windows & hatches providing lots of light. Yanmar 4 cylinder diesel, new dodger. Summer ready! Boat is in amazing shape, and always professionally maintained. Live aboard or sail away! Everything is ready. Best price on the west coast! **\$119,000**, (360) 564-6850, botbwold@msn.com **\$165-9**



36' CUSTOM CASCADE. We have sailed her from California to Maine, she is fully Cruise equipped: SSB, modem, heavy ground tackle, 7 sails, recent re-power, recent Awl-grip on deck. **Reduced to \$37,000**. For full specs and pics, contact john @ littleyachtsales.com. Lying Galveston, TX. **\$167-9**



C&C 37/40 NINA, '89. Meticulously cared for by original owner since new. Nine sails, aluminum RIB dinghy, 8hp Yanmar OB, anchor windlass, 1600hrs on 35hp Yanmar dsl, new Autohelm, Espar, dodger, bimini, beautiful interior sleeps 7. Location RVYC Vancouver. Complete package - ready to cruise or race with countless extras. **\$110,000USD**, (604) 266-7407 or e-mail rpousette@shaw.ca for photo gallery, full inventory list. **\$168-8**



36' PEARSON PILOTHOUSE, '82. 46hp Westerbeke, 76 gal. fuel, 156 H₂O, radar, autopilot, refer, shower stall, 4 1/2" draft, roller furler, propane stove, 9' skiff. **\$59,000 OBO**. Oak Harbor. (509) 842-2334, norrik@gmail.com. **\$170-9**



43' TASWELL 430C, '95. Pristine, center cockpit full enclosure, leisure furl main, electric winch, RF genoa, low hrs main and 5KW genset, watermaker, chart plotter, radar, espar heat, much more. Eagle Harbor, Bainbridge Is. **\$330,000 USD** (206) 295-1024, ntuesday1995@hotmail.com, <http://ntxues.wordpress.com>. **\$175-6**



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35' COLUMBIA 10.7 has timeless style, comfort & performance. Beautiful condition, lake moored. Well equipped-upgrades, hard top dodger, Westerbeke 30. Sleeps 6 in stretched out comfort. **\$35,900. \$179-6**



42' MAPLE LEAF, '94. *Thistedown II*, launched 1994, this centre cockpit yacht is ready for her new offshore adventures, immaculate workmanship, top equipment and rigging. Offered at **\$169,000**. For full details: www.steeleweigh.com. Bill Steele, (360) 306-5687. **\$180-7**



TARTAN 4100 '96. *Pacific Flyer*, royal blue topsides, sand colored decks, teak interior, MICRON 66 bottom, professionally maintained and in excellent condition. Large and complete galley, reverse heat air, Westerbeke diesel, autopilot, knot/log, depthsounder, wind instruments, repeater, GPS chartplotter, electric windlass, dodger, bimini, sun awning, new in 2008 standing/running rigging, lifelines, Doyle Stackpack main, 100% jib on Harken furler, 135% genoa North, BBQ, RIB dinghy and outboard. Great live aboard or go cruising. Located in Alameda, CA asking **\$224,500**. Call 510-501-6414 or email saotter77@aol.com. **\$181-7**



35' ENDURANCE PLOTHOUSE, '88. Fiberglass, 48hp Isuzu, 260hr, 3/4 keel, hydraulic steering, dipless AP, chartplotter, radar, AGMs, new charger, roller furling, Espar, refer, windless, more! www.richardsepslein.com/boat **\$105,000 (360) 661-7370. \$182-8**



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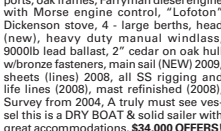
33' TRIJANT, '81. William Garden design. A perfect Northwest boat with inside/outside wheel, to sail and cruise in comfort. 30hp Yanmar FWC. Many new upgrades. Located in Niamano, BC. Van Isle. **\$55,000. \$183-8**



34' C&C 34 PLUS, '91. Fantastic racer/cruiser performance. Yanmar diesel, three new sails in 2009, twin startrailers, head with shower, Teak interior, light use, never raced. Located in Friday Harbor WA. Call (360) 317-4774. **\$92,900. \$185-6**



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41' CHEOY LEE OFFSHORE, '77. Westerbeke 4-108 diesel, Schaefer autopilot. Appointments only! Don (206) 399-9723. **\$72,000.** Shilshole Bay. **\$187-11**



TARTAN 4400, '03. Dark green hull, cherry interior, loaded w/options, real performance sailing with inside steering/comfort/visibility, see at YouTube.com, search Tartan 4400. Call Owner John for details (530) 318-0730 **\$439,000. \$188-9**



41' NAUTOR SWAN, '74. A beautiful teak-decked Sparkman & Stephens design in Bristol condition. A superb, classic ocean-going luxury racer/cruiser yacht. Extensively upgraded. High-gloss teak interior. Complete specs & photos available. The Mercedes-Benz of sailboats. Rare! They don't make them like this anymore. Offers considered. Asking **\$175,000**. Ready to go! john.garfit@whitewaterwest.com. Phone: (604) 760-7021. **\$189-9**



27' HUNTER EDGE, '09. This clearance model is BLOWOUT PRICED at **\$37,500** with galvanized trailer & 75hp Evinrude. SAVE OVER \$20,000. Please contact Signature Yachts at info@signature-yachts.com or call (206) 284-9004. **\$190-9**



39' ERICSON 39A, '73. Bruce King design for NW and beyond. Great liveaboard cruiser. Proven Transpac competitor w/ PHRF 117. NEW BetaMarine superb propulsion 38hp diesel engine w/less than 100hrs! **\$49,950.** casarrole54@yahoo.com. **\$191-10**



37' DELPHIA SAILBOAT, '06. Shilshole. Excellent condition, Volvo D-55 saildrive, Raymarine ST60 w/DK, 6001AP, New Garmin chartplotter & HD radar. Elect windlass. Fore & aft cabins, enclosed cockpit. www.sailboatlistings.com/view/22051. (206) 659-0286 or delphia37.2006@gmail.com. **\$192-10**



56' FORMOSA, '81. ONE OF A KIND! Ready to go anywhere in the world! Over \$350,000 in refit (too much to list). Will trade for land or Prevost motor home. Call (406) 253-6925. **\$193-10**

40' CHEOY LEE OFFSHORE YAWL, '66. Rhodes yawl, Perkins diesel, Schaefer furling w/new North 150% genoa, Garmin 3010 GPS, Vacu-flush head, Webasco diesel air/water heater. With free slip on Orcas island for this summer. Contact Robert 858 353-7783, rlofin@gmail.com. **PS195-10**

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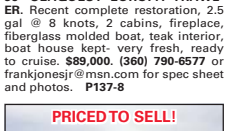
29' C&C, '77. Furuno 1621 Radar, Autohelm 3000 wheel, Yanmar 2QM15 diesel, 8/810 bottom paint/zincs, Transmission rebuilt, 2001. Sleeps 5. Galley w/navtable, icebox/refer. Main, #1, #3, drifter. Original manuals. Asking Price: **\$14,500.** (253) 405-1632. jmhryr@comcast.com. **\$196-6**



40' BILL GARDEN DESIGNED WOODEN TROLLER, '48. *Halcyon* is well known at wooden boat shows. Complete classic restoration of this 1948 troller. A fine yacht with quality craftsmanship, sound! A great cruiser with CAT diesel. See full pictures at www.halcyon3.shutterfly.com **\$165,000.** Sam Fry (360) 378-5864/378-1632. **\$197-11**



39' SEAQUEST EUROPA TRAWLER. Recent complete restoration, 2.5 gal @ 8 knots, 2 cabins, fireplace, fiberglass molded boat, teak interior, boat house kept- very fresh, ready to cruise. **\$89,000.** (360) 790-6577 or frankjonessjr@mns.com for spec sheet and photos. **P137-8**



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53' FLEMING, 1989. Pristine, bathouse (fresh water) kept with constant upgrades. THIS IS A WOW BOAT - \$499,000, will consider a trade, looking for a fast boat with fishing cockpit. Website: www.flemingforsaile.com. Call: (503) 780-4375. **P191-3**

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42' PONDEROSA SUNDECK 1987. 1500hrs on single Lehman diesel. New bridge and sundeck enclosures. New bow thruster and Norcold refrigerator. Bottom paint in April '09. 400 gal fuel; 250 gal water; radar; GPS; Espar; Westerbeke genset; 11' Boston Whaler; LectraSan sanitation system. Great live aboard or cruiser. **\$129,000 (253)-312-1643. P242-7**



1978 37' TOLLYCRAFT CUSTOM BUILT. This beautiful Alaska veteran is equipped with economical and reliable N/A 210 hp CATs. Equipment includes 1 yr old genset, Autopilot, radar, GPS, 2 VHF radios, CB and Sirius AM/FM CD player. Cabin includes new upholstery, new Corian countertops, newer carpets, leather couch and chairs. There is a diesel heater in the salon. This boat is well equipped and has been expertly maintained. It is boathouse kept. I would be willing consider partial trade of an 17'-18' fishing boat. **P277-6**



1961 55' CHRIS CRAFT CONSTELLATION REDUCED PRICE \$169,500. Twin diesel 671's, over 9000hrs, three staterooms, two heads, shower, Webasto heat, 20kW genset. Fresh bottom and topside paint and varnish. 11' Boston Whaler. Two refrigerator/freezers, Jennair, dishwasher, washer/dryer, Walvac. New VHF and forward looking depth sounder, radar. This well maintained boat has been our home for 15 years on Lake Union. A lot of boat for the money. **P279-12**



1989 40' TOLLYCRAFT (Sport Fish) Excellent condition. Twin diesels 500hp Detroit, 1600 hours. Many upgrades, new electronics 2002. Speed 18 knots. Full N/C canvas. Drydock in July, 2010. Located Astoria Marina, OR. **\$155,000 (503) 861-0879. P300-6**



SOLD (From this Ad)!

1972 50' GRAND BANKS. T/210 CATs, 3 strms, 2 heads, watermaker, Kabola heat, excellent electronics, 9KW genset, 3kW inverter, Vac flush, "EnergyStar" house appliances, BOSCH frt load W/D, 11" Zodiac w/15hp Merc. Force 10 propane stove, BBQ, huge master stlm w/ walkaround queen, ensuite regular size tub & shower, large closets, new house batteries (965AH). The BEST of the live-aboards. Located in Ballard. Live aboard situation very nice. **P308-2**



SOLD!

2006 EASTERN 20 CENTER CONSOLE. Downeast style fg hull w/90 hp Yamaha 4-stroke (125 hrs), padded leaning post, Garmin GPS plotter/sounder, Icom VHF, compass, nav lights, cover, safety gear, and galv trailer. Used mainly in fresh water, all in excellent condition. **P342-3**



SOLD (From this Ad)!

2002 BAYLINER 3488. Economical 4 cyl diesel engines with under 350 hours, always kept in fresh water, genset, reverse heat/AC-2 units, optional lower steering station, Raymarine radar, chart/GPS, VHF & depth finder - both up & down. Many upgrades & extras. Best condition of any 3488 available! **\$118,500. P361-6**



42' CARVER AFT CABIN, '90. T/CAT 3208 diesels, 7kW genset, two staterooms and heads. Galley and dinette down. Large salon, aft deck and flybridge enclosed with new canvas. VHF, DF, Radar, GPS, Chart plotter. Excellent condition, Out of State Owner must sell. A steal @ **\$124,900.** Call Don at Brookehaven Yacht Sales 360-951-5900 for Seattle showing or for details. **P383-7**



42 OCEAN ALEXANDER SEDAN 1991. 3208T CATs, Westerbeke, Trace 2500, Espar, Furuno, lowrance, Master-flush, 2 Norcold, u-line, lip range, electric radar arch, boat house kept, bottom paint + zincs 12/09. Too much new to list, SUPER CLEAN **\$235,000.** Seattle 206 241-5304. **P389-6**



MERIDIAN 411, '05. Cummins 330s, 280hrs, two staterooms, two heads, thrusters, 9KW generator, lower helm with dual electronics including autopilot and more! Always serviced and immaculate. **\$279,900. (206) 370-0728. P394-7**



55'6" VERY ROOMY CONVERTED SEINER. Wheelhouse, galley & lounge are incorporated and yet separable. Staterooms below deck need final finishing. All plumbing, electrical, etc is done and new. Price reduced from **\$195,000 to \$145,000.** Viewing only by appointment with Broker. Please contact Harry Mose Cell: (250) 927-1545 at Pacific Boat Brokers Inc. for details. **P400-7**



OCEAN ALEXANDER MARK 1. Mark 1 1981 55 ft extended. "Nordic Sun" Boathouse kept Great Condition. 2 stateroom model, washer/dryer, 2700 Cummins diesel, low hours, watermaker, autopilot, espar hot water furnace, upgraded galley, trash compactor, Corian countertops, new refrigerator, new gas oven, new convection oven, New anchor chain and windlass, 12.5kW generator just gone thru, New furniture. Fully equipped and ready to cruise. (253) 307-6611. nordicsun@comcast.net. **\$325,000.** Boathouse available Port Orchard Yacht Club. **P406-8**



SOLD!

1997 BAYLINER AVANTI EXPRESS 3488. 250hp Cummins turbo diesels, new Nova-Kool fridge, Waeco freezer, propane stove, Garmin GPS/depth sounder, SeaWise davit, 2004 Caribe RIB, 15HP outboard, 5kW Genset, 1500W inverter. Loaded. **P407-8**



SOLD!

39' TRAWLER, 1976. Sea Quest Europa, Ed Monk, Jr. design. Boathouse kept, powered in 1996, 275hp Perkins, covered back/side decks, full walk around, two staterooms, Alaska vet, priced to sell. Located in Bellingham. **P413-10**



SOLD!

58' COOPER YACHTS PILOTHOUSE, 1991. Offsite sale in Vancouver B.C. - Completely Refurbished w/ no expense spared! All new electronics, twin Detroit Diesels, generator, flybridge, BEAUTIFUL YACHT! **P416-8**



SOLD!

34' NORTH PACIFIC 34' SEDAN, '06. Well maintained, under warranty & ready to cruise; Yanmar 160, bow thruster, hydronic heat, 3000W inverter, Raymarine, dinghy, davit & much more. **P426-8**



56' OSBORN/MONK FLUSHDECK MY, '68. W/WO boathouse, T/370 Cummins, 2000hrs, 13kt cruise, 20 max. Honduran mahogany interior, huge main salon, galley up, 120V lighting, appliances, 240V lighting, appliances, 240V dryer, 3 strms, 2 heads, Vacu-Flush, tub ensuite master, forced air heat. Standup engine room, new 8KW Northern Lights, new SS water & holding tanks. Bristol condition inside and out, complete survey 11/09. **\$249,500.** Package with boathouse **\$325,000.** Bellingham. (360) 738-0657. **P433-11**



NORDHAVN 40/II '05. Absolutely loaded with options. Built and commissioned to safely cruise anywhere in the world. Redundant features throughout. Luger 1066T main w/150 hrs. Luger wing engine. 9KW genset. Bow thruster. 600 gal. p/d watermaker. Active fin stabilizers. Ultra leather, granite, teak/floors throughout. Viking range. 2 Furuno navnet radar/chart plotters. KVH sat TV. 2 Irg screen HD TV's etc. Exceptional condition. Email for complete specs. mikepink@bxbmail.net **\$569,000 (360) 271-7628. P442-11**



SOLD!

34' AMERICAN TUG, '93. One Owner, Boathouse kept, Cummins 370 diesel, bow thruster, Onan genset, Village watermaker, full Raymarine electronics, dinghy, motor/davit system. **\$292,500. P448-9**

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1974 SLICKCRAFT 255 SEDAN w/ BRIDGE. With 1986 ec load galvanized trailer. Boat has 400 original hours, never bottom painted, garage kept on trailer. 9'8" beam, single big block and drive removed. Have replacement engine and drive. This is a very high quality boat with timeless design and excellent sea manners. Cuddy cabin with head, dinette, galley and up/down controls. Nice cockpit with large sunpad, large teak transom step and numerous teak accents throughout. Boat and trailer \$3500. 496HO M/A/G with Bravo 1X drive (almost new). Boat, trailer and motor/drive. **P454-10**



56' MONK, '50. Twin 671s, 12kW Onan & inverter, full bridge, sleeps 6 in two cabins, two heads, shower, Furuno radar & GPS, two refer/freezer plus 9cf freezer, Galley w/ 5 burner stove/oven + microwave. **P490-11**



50' GRAND BANKS. Hil I'm the *Wooden Shoe*, and I am special. I am a Grand Banks "50" and a legend in these waters. Over the years, I've had the best of everything, thanks to my wonderful owners, who have spared no expense to keep me in better condition than when I was new. I've cruised from Mexico to Alaska, and when I'm not cruising, I reside in our boat house. I am pristine. But alas, my owners are giving up yachting and will sell me, but not to just anybody. I am very fussy about who my new owners will be. If you are interested, call (503) 260-6806. **P461-11**



SEA RAY 420 EXPRESS CRUISER, '91. Twin 7.4L 454C, Westerbeke 3kW generator, air conditioning and heat, covered moorage, very clean. Lots of options. Call (206) 979-0353 for details! **\$125,000 NOW \$100,000!** Auto trades are welcome! **P463-11**



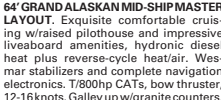
42' CHRIS CRAFT SPORTFISHER, '83. Excellent condition, many upgrades, fast cruise, season average for twin diesels and 12KW generator 13.4gph, in covered moorage in LaConner, WA. We moved and dropped price to **\$14,500!** Will consider partial trade of trailerable boat, real estate, and may carry contract. Complete details and pictures at www.yachtworld.com/boatersdiscusscenter or call owner @ (509) 276-3601. **P469-11**



48' TOLLYCRAFT COCKPIT MOTOR-YACHT FLYBRIDGE, TRICABIN 1979. Twin 6-71 Detroit diesels, 12.5KW Kohler generator, Furuno 10" color 48 mile radar/GPS, new in 2003. Echo-Tec GPS, new in 1996. Westmar Bow Thruster new in 1999. House/Engines/Generator batteries, new in 2008. Flush pile carpets throughout, new in 2006. Full size refrigerator/freezer, new in 2004. Auto-pilot in cabin and bridge. Excellent condition and consistently professionally maintained mechanically and aesthetically. 11.5' Boston Whaler w/25hp Johnson. Owned boat since 1984; second owner. Moored under cover and in fresh water at Seattle Yacht Club marina since 1984. **\$174,900 or reasonable offer.** (206) 285-4199. **P471-11**



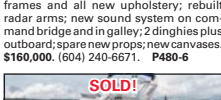
64' GRAND ALASKAN MID-SHIP MASTER LAYOUT. Exquisite comfortable cruising w/raised pilothouse and impressive liveaboard amenities, hydronic diesel heat plus reverse-cycle heat/air. Wesmar stabilizers and complete navigation electronics. 7800hp CATs, bow thruster, 12-16 knots. Galley w/granite counters, large salon w/1/2 bath, 3 staterooms, king mid-ship master (for privacy), queen guest stmk & over/under bunk beds in 3rd stmk, 2 generous heads/showers. Dec. 2010 survey! Surveyed items being addressed. Charter eligible to defer expenses. Excellent vessel for full-time ownership. **\$975,000.** San Juan Yachting -Bellingham, WA (800) 670-8089. **P473-11**



45' BAYLINER PH, '86. Mint condition; twin diesel 220 Hinos; 800 hours; central diesel heating; recent upgrades include: replacement of command bridge seating frames and all new upholstery; rebuilt radar arms; new sound system on command bridge and in galley; 2 dinghies plus outboard; spare new prop; new canvases. **\$160,000.** (604) 240-6671. **P490-5**



38' BAYLINER 3870 MOTOR YACHT, '86. Twin 175hp Hino Diesels 1900 hrs. Radar, VHF, Diesel Heat, Digital Tach, icemaker, roskelleyoilsson david, electric heads, custom marting. **P483-11**



53' MONK-M'QUEEN MOTOR YACHT, '68. Cummins 303 diesels, Wabasto hot water heating, standup engine room, Master and Guest staterooms, Vacuflush heads, new carpets. Needs exterior cosmetic work. Picture is several years old. **\$17,500.** **P493-5**



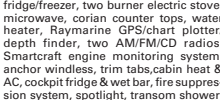
GRADY-WHITE 19' TOURNAMENT, '88. c/w 150hp Yamaha Saltwater Series outboard. Very nice shape. Newer canvas including bow cover and anchor cover. Excellent seaworthy boat. Tandem axle trailer is available but not included in price. **P491-11**



34' SEA RAY 340 SUNDANCER, '07. Mercruiser, 8.1, twins, 370 HP V-Drive inboards, 270 hours, SKW Kohler genset, bow thruster, 225 gal fuel tanks, 40 gal water, 28 gal holding tank, under counter fridge/freezer, two burner electric stove, microwave, corian counter tops, water heater, Raymarine GPS/chart plotter/depth finder, two AM/FM/CD radios, Smartcraft engine monitoring system, anchor windless, trim tabs, cabin heat & AC, cockpit fridge & wet bar, fire suppression system, spotlight, transom shower, VHF marine radio, cherry interior, vacuflush head with shower, one light screen TV, full canvas, underwater floats, built in van system, always moored in covered moorage, **\$149,000.** (425) 622-4904. **P494-10**



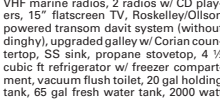
1986 30' SEA RAY SUNDANCER SUNBRIDGE. 11' beam, twin 350 Mercs inboard/outboard, new Bravo outdrives in 2003, engines rebuilt in 2003, 140 gal fuel tanks, re-upholstered dinette, bed, and cockpit cushions, new Simrad radar, and new 2000' Ray Marine fishfinder, wireless SS anchor w/ 100' chain, 10" Garmin GPS, 2 VHF marine radios, 2 radios w/ CD players, 15" flatscreen TV, Roskelley/Olsson powered transom davit system (without dinghy), upgraded galley w/ Corian countertop, SS sink, propane stove/top, 4 1/2 cubic ft refrigerator w/ freezer compartment, vacuum flush toilet, 20 gal holding tank, 65 gal fresh water tank, 2000 watt inverter/battery charger, 8D house battery, Cruises at 25 MPH (3200 RPM) at 17 gal per hr. Has always been under covered moorage. 35' covered moorage on Lake Union is available at \$350 per month including electricity and parking. **\$22,900.** (425) 672-6380. **P498-11**



32' CARVER AFT CABIN, '95. T/Crusader 350XL, low hours (295), full galley, A/C/D refrigerator, 10 gallon hot water, microwave, propane stove/oven, radar, auto helm, windlass, Kohler 6.5 generator. **P510-12**



1975/2005 CANOE COVE 41' TRI-CABIN. This West Coast classic vessel underwent a \$180,000 refit in 2005. She is the ultimate cruising/liveaboard vessel. Robust safety, power, and heating systems. 400 hours use since refit. Bathhouse kept since 1975; immaculate condition. Boat and upgraded bathhouse in Ladysmith, B.C. harbor. Asking **\$260,000** for both but will sell separately. E-mail covequest@shaw.ca or call 250-246-5388 for details. **P504-6**



24' GRADY WHITE '92. Twin Yamaha 150s, Salt Water Series, 2 cycle/2002, 120 hrs. each, GPS, Radar, Sounder, Radio, Hailer. New bottom paint. Aluminum trailer. All offers considered. **P508-12**



42' CHRIS CRAFT SPORTFISHER, '83. Excellent condition, many upgrades, fast cruise, season average for twin diesels and 12KW generator 13.4gph, in covered moorage in LaConner, WA. We moved and dropped price to **\$14,500!** Will consider partial trade of trailerable boat, real estate, and may carry contract. Complete details and pictures at www.yachtworld.com/boatersdiscusscenter or call owner @ (509) 276-3601. **P469-11**



DREAM FOR SALE! Custom 46' aluminum pilothouse 2001 dream boat. Featured in the Oct. 2001 *Passagemaker* magazine. The perfect Alaskan fishing, pleasure boat. Two staterooms, two heads, two Volvo TAMD 74's, and an unbelievable pilothouse. Twenty knot cruise. Will sell as boat separately, or as a Charter business. Call for info. (907) 477-0517 www.seabuggy.com/4sale.html. **P513-6**



BAYLINER 4788, '00. 370 Cummins 900 hrs, 11.5 genset 600 hrs, 3 reverse cycle air, Garmin electronics 2 12" screens, 404 radar, Novarava with 25hp Yamaha, watermaker, satellite TV, located Umatilla, OR. **\$240,000** (208) 890-9604. **P514-9**



32' CARVER AFT CABIN, '95. T/Crusader 350XL, low hours (295), full galley, A/C/D refrigerator, 10 gallon hot water, microwave, propane stove/oven, radar, auto helm, windlass, Kohler 6.5 generator. **P510-12**



32' CARVER AFT CABIN, '95. T/Crusader 350XL, low hours (295), full galley, A/C/D refrigerator, 10 gallon hot water, microwave, propane stove/oven, radar, auto helm, windlass, Kohler 6.5 generator. **P510-12**

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SOLD
36' GRAND BANKS, 72 WOODIE SEDAN. Twin Ford Lemans, genset, inverter, Auto Pilot, 2 VHF radios, radar, GPS, depth sounder. \$59,000. Boat House available. **P518-12**



SOLD!
28' EAGLECRAFT. Rugged coastal cruiser, built 2002. Volvo KAD 44 (1250hrs) abd DPH leg (new 10'06). Raymarine 10" GPS/ radar/plotter, 5" depth/fishfinder and autopilot. Yamaha 9.8 kicker. **P520-12**



26' TOLLYCRAFT, '78. The best one on the market. Upgrades thru out. 185hrs on New Vortec Kodiak. Enclosed cockpit. Shower, inverter, teak/holly, color electronics. \$35,000 illness forces sale (503) 667-2893. **P521-12**



SOLD
MERIDIAN 490, '07. Immaculate 2007 Meridian 490 twin Cummins 380 QSB, 13.5Kw Onan, 3 zone AIR, Raymarine Radar, E120+2E80's separate 10inch Lawrence plotter. Dock on command, Bow and Stern thrusters, Apex RIB, Just fully serviced. Top enclosure. Vancouver WA. \$426,000 Price slashed to \$389,000. Phone 360-695-3490 Chris. **P525-12**



19' GRADY WHITE 192, '91. With '99 Evinrude 150 fuel injection, bimini top. \$14,995. (360) 698-5946. **P529-8**



18' GRADY WHITE 185, '99. With '99 Yamaha 100hp 4-stroke, galvanized trailer, nice center console. \$17,995. (360) 692-9312. **P532-8**



32' SEA RAY SUNDANCER '04. Blue hull. Moored in Lake Union covered moorage and shows new. Fully equipped. Twin FWC Merc Mag MPI 300hp engines, 200 hours. 5KW Gen- heat & air. New Garmin 4208 GPS, Raymarine, GPS/Radar, VHF, Lofrans windlass, new chain Vacuflush head, 8" hard bottom w/8hp Yamaha, custom camper canvas and much more. Local boat \$118,600. BEST on Market! (360) 378-3173 or Call (206) 784-1945. **P540-9**



SOLD!
58' HATTERAS YACHT FISHERMAN. Incredible Must See Hatteras! Great condition, well maintained classic. Beautiful woodwork & interior layout, twin 871-TI Detroit Diesels, low hours, economical cruise 10gph at 10mph. New electronics and many more upgrades. \$325,000. **P544-2**



SOLD!
22' C-DORY CRUISER, '93. Excellent, well maintained (all maintenance records) 70hp (615 hrs) and 15hp Evinrudes, VHF and GPS. Harstine Island. \$20,000. **P546-2**



57' CARVER, '02. A beautiful yacht powered by twin 635hp Cummins diesels. Cruise 18 - 23 knots. This luxurious island cruiser has 3 staterooms, Vacuflush heads, beautiful open galley with granite countertops, Jenn-Air grill on the fully enclosed flybridge, diesel hydronic cabin heat, full instrumentation, with duplicate instruments on flybridge, Rear view and engine room cameras, Twin Disc electronic controls, Bow thruster, Onan 17kW genset, Aqua Air reverse cycle air conditioning, Zodiac tender w/25hp Yamaha. Much more. Recent survey. \$550,000. San Juan Yachting - Bellingham, WA. (800) 677-7245. **P549-9**



17' GLASSPAR SEAFAIR SEDAN, '60. This classic Northwest Cruiser includes low hours, 90hp Honda w/controls, Vanson boat trailer, and marine band radio. \$7,500. Gary (541) 756-1019. **P552-9**



48' NORDIC PH, '90. Twin engine, 2 staterooms, 2 bath/showers, enclosed flybridge, 3 operating stations, extensive electronics. Boathouse kept in freshwater. **REDUCED PRICE: \$199,000.** (360) 578-2452. **P554-8**



39' MAINSHIP 390, '99. Twin helm, excellent condition. Located on beautiful Lake Coeur d'Alene in Idaho. Can transport anywhere. \$129,000. Call Paul @ (208) 653-9752. **P555-2**



PRICE REDUCTION!
32' SEA RAY 320DA, '06. 210 hours on this stunning boathouse kept vessel. "Navy Blue" hull, upgraded Tubular (Sea Ray upgrade) twin 350 MPI's, Kohler 5.0 genset, AC/HEAT, Raymarine Chartplotter and Radar interfaced, NEW \$5000 AM/FM/MP3/SAT stereo surround system (May 2010), high gloss maple interior, Roskelly Olssen davit with zodiac/outboard. Hauled in May, 2010 for props, new bottom paint and complete wax. Will consider trade for a bigger Sea Ray 36-40". FULL PHOTOS AND SPECIFICATIONS AT charlesdavidyachts.com or 250-755-6887, \$429,996 \$119,000 **CND. P557-11**



SOLD (From this Ad)!
37' "GRAND MARINER" TRAWLER, '78. A must see boathouse kept vessel *My She Will, Will She* shows beautiful with traditional lines, proven ability and economical. In 2008 she was professionally painted with "Endura" 3-coat process at the coast of \$23K+. All fiberglass areas have a new durable non-slip "fiber pebble coating," single die Lehman 120hp, ESPAR heat, chartplotter, radar, dinghy package, thick FRP built hull, roof-deck and house, lots of storage and Clean!, Clean!, Clean!... Ready to view. Rare boathouse available at desirable **Cred Cove Marina... \$69,900 \$79,000 CND. P558-8**



42' HISTAR SEDAN, '88. Twin CATS, 7.5kW genset, Espar heater, full flybridge enclosure, 2 staterooms, lower helm, AB tender w/20hp Honda, 50" slip available. \$149,500. Canadian registered. Full specs and photos @ Histar4sale.com. **P561-9**



40' FASTLANE 40, '89. FOR SALE OR TRADE! Twin Mercruiser 502s (400 hrs.) genset, windlass, electric head, showers, triple axle trailer excellent condition. \$62,000. CALL 1-406-439-9827. **P565-9**



36' TIARA SEDAN, '88. In very nice condition. Twin 454-350hp Crusaders. 8.5kW Westerbeke genset, 2 stateroom model, updated electronics, redecorated interior, new canvas. Great boat for cruising or fishing. Asking \$89,000. Call (604) 649-7248. **P577-11**



42' GRAND BANKS EUROPA, '2 Lehmans, gen, inverter, Vacuflush, Furuno radar, plotter, sounder, GPS, new upholstery, Awlgrip ext. covers, cushions. Factory built Lazzarette stateroom. Owner: (360) 710-4445. \$210,000. **P581-11**



SOLD (From this Ad)!
TROPHY 2802, '00. The best kept and maintained 2802 that you will find. The boat is located in Everett and always covered. This is a true "Must See"! Too much to list \$58,000. **P590-6**



42' NORTH PACIFIC TRAWLER, '04. 370 Cummins, 5kW generator, 2 staterooms, bow thruster, dinghy with 9.9 Honda, Espar diesel heat, Vacuflush toilet, propane stove. \$309,000. (360) 271-2152. **P589-6**

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78' LONG RANGE CLASSIC FANTAIL MOTOR YACHT MV CREOLE. 1930 Custom Yacht built to heavy specifications by Lake Washington Shipyard, for famous author. She has plied waters to Alaska, Caribbean, Europe, Hawaii and South Pacific, earned her keep as a 6Pax Alaska charter yacht for 30 years, recently. This yacht is screaming for another adventurous yachtsman/STEWARDS OF A FINE HISTORIC VESSEL!! Four staterooms, three new heads, extensive electrical and plumbing refit, new Furuno electronics, new GE Cafe propane stove/ Microwave, new mattresses, bedding and drapes. CAT 353 main, 2 gensets, 2500g fuel, 1200g water. Much, Much MORE! Please visit at www.yachtminder.com, e-mail listing broker steve@yachtminder.com. Call to discuss/showing (253) 549-2010. OWNER ANXIOUS-BRING ALL OFFERS-4th Price Reduction- NOW \$425,000. Possible opportunity for Captain/ Mate team with significant charter experience and book of charters or operating company looking to expand. Inquire by e-mail including resumes. P588-5



32' GRAND BANKS (Fiberglass), '76. Inverter, heat exchanger w/ Webasto heaters, bow-thruster, Vetus non-skid decking, custom watertight aft hatch, electric oil-change system and more. \$89,000. Port Orchard (360) 981-3758. P591-6



55' CLASSIC GREBE, '64. Elegant is in a class by herself, this splendid custom built cruising yacht is more satisfying for extended cruising and daily use than many a more pretentious craft. With twin diesel power, her wide pleasant decks and spacious interiors there is no sense of crowding, no flimsy construction she is ready to cruise to your heart's content. Transferable Lake Unit covered LIVEABOARD moorage available. Attractively priced \$168,500 (425) 260-4607 or email mvelgates@gmail.com for more info. P592-6



40' BAYLINER MV 4087, '99. Cummins 270s, 425hrs, 220 fuel, 500mi. range, three staterooms, two heads, three showers, TV/DVD, CD/stereos, Bimini, aft enclosure, radar, GPS, VHF's, docking lights, remote windshield, BBO, 4KW genset, diesel/hydronic heat, Zodiac w/8hp, davits, clean throughout, boatshouse available. Offers welcomed. 360.875.9794. P593-6



SOLD (From this Ad)!
30' WILLARD VEGA NOMAD, '74. Fully equipped for safe, comfortable cruising for two. Fuel efficient Perkins 4-107 diesel. Full instrumentation. Extensive upgrades. Friday Harbor, \$49,800. P594-5



41' ROUGHWATER, '82. Beautifully restored 41' trawler. Kept undercover in Gig Harbor. Single screw Perkins. New bottom paint & zincs. Varnish & topside paint 2009. CA & Alaska Veteran. \$80,000 or trade. (253) 549-3326. P595-6



56' OCEAN CPMY, '91. 3 staterooms, full width extra large salon, \$150K in upgrades. New stabilizers, RIB, electronics, interior. Engines rebuilt 2009/2010. Brokers welcome, 4% SOC. (425) 876-8876. Asking \$449,000. P596-6



SUNCHASER 490. The most beautiful yacht ever designed and built in the NW! Cummins C-series engines w/Arneson surface drives make it perform efficiently. 2 staterooms w/heads, loaded with electronics, call Bob at (360) 201-9141 for more details and pictures. \$239,000 includes new yacht tender. P597-6



45' BAYLINER 4588, '87. NEW interior & flybridge seats, cushions, canvas and MasterFlush heads. 12.5 genset, AC/reverse heat, 12' Achilles Sport dinghy with 40hp, Alaska veteran, never chartered. Second boat must sell! Lake Washington. REDUCED TO \$124,000. (425) 466-3223, owner. P598-6



19' CLASSIC CENTURY RESORTER. Wooded in excellent condition but bottom needs work. 383 Buick power, interior and chrome exc., includes EZ Loader trailer. \$14,950obo. Call (208) 890-2673 or (208) 761-6423. Boise. P599-6



36' LEIF PEDERSEN EX TROLLER. Excellent Northwest cruiser. 3-71 GMC diesel. Cruises 7.5 knots at 17gph radar, DS, AP, VHF, 300 fuel, 150 water in SS tanks. Excellent condition. \$29,500. (206) 979-1198 or swauk10@aol.com. P604-6



32' FAIRLINE, '85. Repowered T/Volvos (gas) 5.0 litres. Professionally maintained. New 'fridge, new separate freezer. Hot water on demand. Espar furnace. Hard bottom inflatable w/8hp outboard on Sea-Wise davit. At Sidney. Asking \$5,500. For more details: jackfred@shaw.ca. Phone (250) 477-5645. P606-7



65' ROMSDAL, '62. Norwegian built, transcon proven, two main engines w/single screw. Range 3000nm, two gensets, well maintained, classic small ship. Living Victoria BC. \$279,000. 250 656 4437. tpsrockid1@shaw.ca. P608-7



48' CHRIS CRAFT CONSTELLATION, '66. MUST SELL \$35,000. Twin 671 diesels. 1100 original hours. Great live-aboard. Flat screen TV's, Temperpedic bed, leather chairs, granite counters, gas range, micro, warm and cozy. All highly varnished mahogany and pine. Teak deck furniture and storage chests, full shower, two heads, 3 state rooms. Lease option available at higher price. Very negotiable. Call (206) 650-0250 or dennis@fathershelphottline.com. P607-7



36' LINDELL SPORTFISHER CONVERTIBLE, '98. \$225,000 OR TRADE FOR BOAT or RV. US built T/Yanmar 350hp turbo-diesels, 860 hours/e.a. Autopilot, chart plotter, VHF, radar, sat-phone, convection oven/microwave, refer, freezer, propane stove, owner's stateroom, Northern Lights genset, flybridge, 3 steering stations, 2 flat screen TV's, watermaker, twin-disk trolling valves & more. Owner financing available. OAC. Contact at dialpro@aol.com or (360) 301-1807. P609-7



57' CUSTOM BAYLINER '97/'09. Not your ordinary yacht, over \$750K in upgrades. There is no yacht comparable ANYWHERE! Moorage. \$539,000. Full Details at www.steelaeveigh.com, Bill Steele: (360) 306-5687. P610-7



CRUISERS 5000, '00. Immaculate condition, Volvo 480s-755 hours, Contemporary, three staterooms and very Seaworthy, Assumable Moorage. \$390,000. Full Details at www.steelaeveigh.com, Bill Steele: (360) 306-5687. P611-7



MERIDIAN 411, '05. One owner yacht with the optional Cummins 450c, 288hrs, custom bridge enclosure with SeaView. \$299,000. Full Details at www.steelaeveigh.com, Bill Steele: (360) 306-5687. P612-7



CRUISERS 5000 SEDAN SPORT MOTOR-YACHT, '01. This meticulously cared for motor yacht has three double staterooms, two heads w/showers. A raised pilot station and settee gives excellent visibility to both the helmsman and guest. Spacious flybridge for cruising or relaxing, top of the line electronics, T/Volvo diesel engines and Thrusters. (206) 817-5315. Asking \$350,000. P613-7



38' BAYLINER 3888, '89. Twin 175 diesels (2000hrs), upgraded interior, 12' AB tender w/15hp Yamaha OB, 8kW gen. Asking \$79,000. (253) 857-9337, dertson304@comcast.net. P615-7

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Active Linkson the web!
www.nwyrachting.com

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34' SKOOKUM PH TRAWLER, '75. This strong, safe, comfortable NW cruiser has been our liveaboard home for twelve years. Veteran of many trips to Alaska (twice single-handed), she is a familiar sight from the Columbia River to Glacier Bay. Single 120hp Lehman, 7kts @ 1.9gph, 180gals diesel, 200gals water, propane stove, 12gal. WH(A/C engine), Vacu-flush w/30gal. holding tank. Radar, GPS, DS, Com-Nav AP, THREE new 8-D batteries w/smart charger, new VHF&antenna, two anchors. **\$40,000.** (541) 961-1383. **P614-7**



30' MAINSHIP PILOT, '02. Hardtop model, upgraded with 315 Yanmar diesel, Furuno radar/chartplotter, trolling option. Great boat for sailors turning to the dark side. Thruster, refer, stove. Enclosed head with hot water shower. (206) 919-1431, robkeystone@gmail.com. **\$89,000. P620-8**



32' 1992 BAYLINER 3288, '92. Great NW Cruiser! A Northwest favorite! Great accommodations, very economical. Twin Hino 150 diesels w/2600 hrs, new interior/exterior upholstery in 2007 (Black/Gold). King master berth, double berth and dinette sleeps 5-6. Fresh water moored; now dry storage Anacortes. **\$49,500. P626-8**



33' BAYLINER 3388 MY, '00. Moored in Kenmore, this yacht is in excellent condition. Powered by twin turbo diesels with low hours. Generator, GPS, bow spot and much more. Asking **\$92,500.** Call Gary: (425) 445-3688. **P632-8**



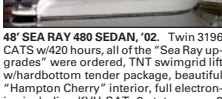
42' CHB EUROPA SEDAN, '84. Twin Ford Lehman 120s diesel (low hours), 4.5kW generator, diesel heater, island style v-berth in master stateroom. Ideal live aboard. Always undercover. Estate Sale asking **\$123,000.** Contact Tim for more details: (425) 891-3874. **P616-7**



44' CARVER COCKPIT M/Y, '02. Like new, low hours, freshwater vessel. 370 Volvo Diesels, 11.5 Onan, 2 Garmin touchscreens (g2 Vision Charts), 4kw Radar, 1kW sonar, A/Pilot, electronic controls, bow thruster, KVH Sat, 5 A/Cs, 10' RIB, hydraulic Seawise, life raft, EPIRB, etc. Ask. **\$279,000.** Partial trade-ins considered. Duke's Yachts, dukemar@sunriver.com. (604) 273-2054. **P621-8**



28' BARBARY COVE CTR CONSOLE, '10. New Steve Pollard design. Aluminum skiff or fishing boat. Single 225hp Suzuki and Tuff Trailer. Console with T-Top, Windshield, and toilet compartment. Electrical system, hydraulic steering, 80 gallon fuel tank. **\$92,500.** (425) 301-6016. **P627-8**



48' SEA RAY 480 SEDAN, '02. Twin 3196 CATS w/420 hours, all of the "Sea Ray upgrades" were ordered, TNT swimgrid lift w/hardbottom tender package, beautiful "Hampton Cherry" interior, full electronics including KVH SAT, 3 staterooms, 2 heads, B/H kept, Single owner, no kids or pets. A vessel that needs to be viewed in person. For specifications & photos charlesdavidyachts.com or (250) 755-5867, **\$419,000. P633-9**



43' BAYLINER 4387 M/Y, '92. Excellent condition, freshwater kept. Brand new interior and many new upgrades. The 4387 is said to feel like a 50' yacht with their 14ft 3in beam. This is the Best in Show! Seattle location. Asking **\$139,500.** Call any time (206) 370-2796 or gp4387@gmail.com. NO BROKERS PLEASE. **P617-7**



32' HALVORSEN GOURMET CRUISER, '03. Cummins 330hp (300 original hrs). Westabo furnace, 2400W inverter, new dinghy and motor, bow thruster, gps, radar, autopilot, New batteries and bottom paint. Walk-around gun berth, flatscreen TV/DVD, stereo. **\$189,500.** (509) 899-4440. **P622-8**



23' BARBARY COVE SPORTFISH, '2010. New Steve Pollard design. Aluminum fishing boat with walkaround pilothouse. Single Suzuki 225hp and Tuff Trailer. Three fuel tanks, 190 galon capacity. Complete with electrical system, twin Bertly helm seats, Alkon bulkhead, painted hull, house, and bottom. **\$109,000.** (425) 301-6016. **P628-8**



50' NAVY BUILT, HISTORIC US NAVY (UAV) RESEARCH VESSEL, '37. FULLY equipped/operational/proven. Extended charter/kayak mothership/liveaboard. Sleeps 10. Extremely economical/reliable/seaworthy, 30 year owner retiring. PRICE REDUCED TO **\$110,000.** Ph (Juneau, Alaska) (907) 789-0539, email frontierqueen@hotmail.com. **P634-9**



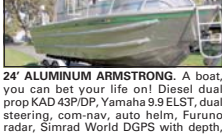
56' NAVIGATOR CLASSIC. 50 percent interest partnership. 60ft LOA. Many new upgrades. 3 staterooms, 2 heads, cherry wood interior, enclosed fly bridge, Volvo 370's, new electronics. Fully outfitted and ready for cruising. Email ltrezona@msn.com for full specs and pics. Moored in Portland, OR. **\$250,000. P618-9**



28' REVENGE 25 HARDTOP BOSTON WHALER '89 WITH NEW POWER. Mercury Verado and ProCruiser 9.9 under warranty. Radar, GPS, VHF, Trailer. Great NW boat. (360) 752-1747 or email deromjeu@comcast.net. Trades. **P623-3**



38' TOLLYCRAFT '66. Twin 318 Chrysler, 200 hours, depth sounder, plotter, radar, 2 heads, shower, oil stove, electracsan, holding tank, new batteries, new curtains. **\$25,000.** Contact (360) 770-2410. **P630-8**



24' ALUMINUM ARMSTRONG. A boat, you can bet your life on! Diesel dual prop KAD 43P/D, Yamaha 9.9 ELST, dual steering, com-nav, auto helm, Furuno radar, Simrad World DGPS with depth, nav and auto helm tie in. Lots of gear from electric downriggers to spare props. Call for list and photos. **\$119,000.** Bruce (360) 733 4097. **P635-9**



85' DUTCH NORTH SEA TRAWLER 1959. Economic charter/ocean cruiser lying Vancouver, BC area. DOT passenger CSI Cert. For specs/pics see www.duestercharter.ca/NorthSeaTrawler.htm . Tel: (604)524.9805 Price: **\$500,000CNDN OBO.** **P619-9**



38' PEARSON TRUE NORTH, '02. Distinctive Hardtop design w/Alaska Bulkhead. Innovative design & high tech, quality construction. Boothouse kept Since NEW! Superb economical performance from the 420hp Yanmar diesel. Opportunity presents itself at **\$249,000.** (250) 656-8771. **P624-8**



28' RESTORED CARVER WOODY, '73. Diesel re-powered Cruiser with new leak docks, stern thruster, trim tabs, upholstery and canvas top. Wallas diesel stove/heater, microwave and much more. **\$22,500.** CONTACT: (206) 217-5709, (206) 423-9032. **P631-8**



101' HARGRAVE SKY LOUNGE, '10. Have you ever wanted to cruise Alaska? With luxurious interiors and equipped for seas in colder climates SeaVenture was designed to take you there. 4 staterooms plus crew, all weather bridge, hot tub, 6 areas for entertaining, (2) CAT C-32 with 1,675 hp, and (2) Northern Lights generators. miked@hargrave.org or (954) 648-6281 www.hargraveyachtsales.com. **P636-9**

CLASSIFIED



36' ISLAND GYPSY '83. TD Lehman 135s with 2200 hours. Quad cabin layout, two heads/showers, propane stove, long range equipped trawler style. Livingston dinghy, radar, electronics. Kept undercover, located Edmonds, Wash. Additions specs available; contact at jaylen@tgbarchitects.com \$98,950. (425) 876-8219. **P637-9**



48' TOLLYCRAFT, '91. Cummins 300hp, Glendinning synco, twin disk, 8k Westerbeke, Furuno radar & sounder, GPS, epoxy hull barrier, diesel & electric heat. 1700hrs young! \$229,000. (425) 778-6502. **P640-9**



35' CARVER 350 MARINER, '03. Original owner 2004. Covered slip in ship canal. Bridge seats 10. Furuno navnet-GPS plotter, radar, autopilot. Alum bottom dinghy/ four stroke OB. Gen set/Heat/Fair/Extras galore. Beautiful - maintained! \$117,000. (206)281-7445. **P647-10**



53' MATTHEWS FLUSH DECK, '67. A special much admired classic beauty! 6 year owner has completely refurbished; updated with remodelled designer interior including custom skylight; mechanical upgrades and more. An amazing value at \$159,000. Option for liveaboard in Ladner BC. Photos available upon request at rf@fieldmarten.com. **P651-11**



33' BERTRAM, '91. Excellent condition, twin 454s, 900 hours, runs like new. 6.5KW genset, lower helm, trolls at 1.8 mph, autopilot, air/heat, \$70,000. Call 206-898-0573. **P639-9**



66' PACEMAKER LAKE UNION LIVE-ABOARD. 1,130sqft of living space, remodeled extensively updated. A sound yacht with a modern touch. Very large main salon, a separate dining room that seats 8 nicely, 3 staterooms and 3 heads. 100 gal. jetted tub. The engine room is very fresh, everything rebuilt or replaced new! Recent market survey, \$325,000 Make offers. Bill (206) 355-2167. **P641-9**



32' BAYLINER 3218MY, '87. Beautiful flybridge with twin 110 Hino diesel engines. The engines are all original with only 300 hours and have been immaculately maintained from day one! This vessel is ready to go boating with all the amenities for comfort & fun! This boat shines for only \$39,900! Call Ken at (360) 708-6204 for details. Located in La Conner, WA. **P648-11**



41' PRESIDENT '85. Tri cabin, very spacious and comfortable boat, 2 heads. Successful partnership since new. Twin Perkins diesels. Excellent mechanical condition. Seattle. 1/3 partnership share. \$26,500 OBO. 425-649-9588. **P652-11**



4600 SCB MAXUM, '99. Meticulously maintained by her original owners and loaded with options and several personal touches making her one of the best values in her class. Big 480hp twin Volvo diesel power with dripless shaft seals and 4 bladed Nibral props deliver impressive performance. Side-power 8hp bow thruster, 12.5kW Westerbeke genset in enclosure, New beautiful bridge enclosure with wipers, 2700W Magnum inverter and Cruise-Air reverse cycle heat and air conditioning keeps her spacious well-appointed interior and flybridge comfortable for cruising in any climate year around. Windlass power winch, 11' Zodiac tender with 30hp Honda outboard on davits with custom cover. ASKING \$190,000. Please contact: Edmonds Yacht Sales (425) 774-8878. **P638-9**



20' GRADY WHITE ADVENTURE 208. Cuddy cabin, 440 original hours, 225hp Saltwater series. Priced to sell!! \$18,995. CELL: (206) 310-5830 EMAIL: billm@kfgt.com. **P643-9**



37' NORDIC TUG, '02. Hull #178 commissioned Oct., '07. Flybridge, steelhead WD-800 crane w/p/wr/luff, Raymarine E120/E80/AP/wind, Freedom 20 lmv/CGR, AGM batteries, Cummins electronic 380 (400hrs), Onan 5KW (200hrs), Avon RIB w/15hp Yamaha & trailer, Anacortes. \$460,000. zannegra@gmail.com. (425) 327-1728. **P649-11**



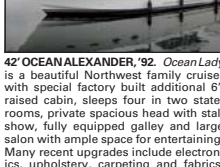
33' BAYLINER 3388MY, '98. Updated version of the popular 3288 Bayliner. Twin Cummins 250hp diesel engines. Full electronics both helms. Full cabins enclosure and hardtop. New upholstery in salon and flybridge. Diesel heat. Windlass. 10ft Zodiac inflatable with Tohatsu 9.84-stroke engine. Seawise davit system. Over \$25k spent in last two years on upgrades and major maintenance. \$109,000. Mike @ (360) 600-1721. **P653-11**



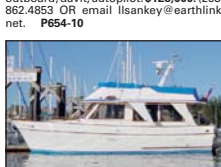
26' SEA RAY SUNDANCER, '87. Comes w/covered 32' slip, Kingston galv. trailer, 2' dinghy, 4hp motor, new stern drive, 350 Chev, GPS, VHS, CB, newer canvas, hot water, alcohol, electric stove. more extras! (360) 297-7093. \$19,000. **P639-9**



57' CHRIS CRAFT CONSTELLATION, '64. Twin 8V-71s, 10KW Kohler, 3 staterooms 3 heads (2 Lectrasan) 2 showers, 2 SubZeros, 1 w/make maker. Fresh water Berth/Calif, same owners 31 years. Was 90K MAKE OFFER. (415) 399-1310. **P646-9**



42' OCEAN ALEXANDER, '92. OceanLady is a beautiful Northwest family cruiser with special factory built additional 6" raised cabin, sleeps four in two staterooms, private spacious head with stall shower, fully equipped galley and large salon with ample space for entertaining. Many recent upgrades include electronics, upholstery, carpeting and fabrics. Very meticulous owner makes her one of the most desirable examples available on the market today. The Ocean Lady is moored under cover at the port of Edmonds. Please contact Edmonds Yacht Sales to board her today. (425) 774-8878. **P650-11**



32' NORDIC TUG. 210 Cummins, propane stove, refrig, microwave, inverter, espar heat, electro/san sanitation, radar, 2 VHF, 2 depth sounders, 2 GPS, sonar, Yeoman plotter, nav computer, gen, dinghy, outboard, davit, autopilot. \$128,000. (253) 862-4853 OR email llsankey@earthlink.net. **P654-10**

39' C&L SEARANGER, '80. Europa model. Two staterooms, stall shower, new refrigerator, new autopilot, Nobeltec, freezer, 4kW generator, Lectra San, propane stove/oven, twin Volvos. (360) 790-2002. Pictures/details: <http://sites.google.com/site/searanger39/>. **P655-11**

CLASSIFIED



31' ALBIN 31 TE, '00. It's a HUMMINGBIRD! Beautifully maintained and upgraded, this Tournament Express has T/diesels, 500 hours, genset, heat/air. Comfortable, fast and stable with large cockpit. Perfect for fishing or couple cruising. (510) 912-5800 for details. **\$169,000. P656-10**



45' x 14 1/2' LONG RANGE CRUISER. 6cyl Gardner diesel, 1 1/4 gph, 600 gal. fuel. Sleeps 6 (in double beds), shower, stabilized. Total remodel inside! MUST SELL! Reduced to **\$39,500.** Shelton. (360) 229-0399. **P657-11**



30' COMMANDER, '96. Twin Volvo diesels with 1200 hours, 2 Scotty downriggers, electric dinghy, windlass (300' roll), with electronics (Nobeltec and computer). Professionally maintained with Lake Washington moorage. Illness forced sale! **P659-11**



36' GRAND BANKS CLASSIC, '72. 1600 hrs. on rebuilt single 120hp Lehman, new gear/shaft new stainless/baffled water tanks, complete rewiring, icom 602 VHF, Benmar autopilot, Isotherm AC/DC fridge, Dickinson oil heater, Rathen 24 mile radar, Onan 7.5kW, custom aft steroom. Nicely varnished, painted bottom, topsides and house (2010). Shed kept entire life, top notch, capable vessel. Serious inquiries only! Covered slip possible at Stimson Marina. www.grandslam.moonfruit.com (206) 356-4207. **\$74,500. P660-11**



26' TOLLY. A great solution for family cruising! 200 hours on rebuilt 318 Great boat, competitively priced. Currently moored in the San Juan Islands. Pictures and more on request. email: 4tomhenry@gmail.com **P661-11**



42' OCEAN ALEXANDER FLYBRIDGE SEDAN 1992. Ocean Lady, a beautiful North-west family cruiser with a special factory built additional 6" raised cabin, Sleeps four in two staterooms. Private spacious head with stall shower, fully equipped galley and large salon with ample space for entertaining. Many recent upgrades include electronics, upholstery, carpeting and fabrics. Very meticulous owner makes her one of the most desirable examples available on the market today. PLEASE CONTACT EDMONDS YACHT SALES (425) 774-8878 OFFICE or (206) 713-2035 CELL. **ASKING \$235,000. P662-11**



4586 BAYLINER. Very nice updated 45 Bayliner. This boat was very nice with all stainless appliances, leather furniture lights carpet, etc. The boat needs some TLC for the right person. **\$111,900 Firm. P663-11**



25' LYMAN SOFT TOP RUNABOUT, '64. Excellent condition, sharp looking classic. Runs great, very seaworthy. Top quality, recently remanufactured Chris Craft 350 V-8. Numerous upgrades and documentation. 2011 professional paint & varnish restoration. **\$25,000.** Call Paul (206) 371-8720. **P664-11**



28' BAYLINER 2855 SUNBRIDGE, '01. One owner, pro. maintained. All records, radar, GPS, VHF, fishfinder, DS, FWC, 350mpg Dual ProP, Bravo-3,9' Zodiac, 5hp OB. Full galley, full head, pressure water sys, new top, water pump, risers and manifolds. Be in the San Juan's in 2hrs! **\$36,000obo.** (425) 478-6379, roy.dorsey@comcast.net **P665-11**



27' MINOR OFFSHORE SPORT TRAWLER, '10. Bristol condition, 30hrs. Perfect all-weather boat for Pac. NW. Enclosed cabin, walk-around decks, fuel miser at trawler speeds (31+ kts). LOCATED Lake Ontario. Pics/details: mark@kirbyyachtsales.com or (866) 364-2253. **P666-11**

37' CLASSIC BERTRAM. \$89,900 Canadian (will consider offers). Pictures, Survey and Contact Information available at: www.virtualimages.info/Bertram (Please note this website address is case sensitive. **P667-11**)



37 X 13 COMMAND CRAFT. 871 TTI Detroit 500hp 10 hrs. professionally rebuilt 2010, 23kts top, cruise 19kts. Tow bit, new canvas, paint, well maintained. Water taxi, fish, commercial use, great diver swim step too! **\$39,500.** (360) 376-6566. **P666-6**



30' BAYLINER FLYBRIDGE MY, '91. Re-powered w/ Mercruiser 8.1HO, New Bravo 2X outdrive and rebuilt transom assembly. Full networked Raymarine electronics, radar, sounder, chartplotter, autopilot, galvanized full roller trailer, downriggers, pot pulper, 10' RIB w/4hp motor. Fliscan fuel meter, Westco diesel heat, 1000W inverter. **\$34,999obo.** (360) 271-1501 Alan. **P669-11**



45' SEA RANGER MOTOR YACHT, '86. (50' overall) Built at Kaohsiung Boatyard. T/255hp Volvo disl, 850 gal fuel, 300 gal water, enclosed flybridge and sundeck. Galley up. Aft master steroom w/ walkaround queen and head w/marble counter and shower. Two forward staterooms w/head and shower. Third shower on transom. All teak interior. Full walkaround. Spacious-could be great liveaboard. **\$169,000.** Additional photos available. (360) 509-0124. **P670-11**



28' UNIFLITE MEGA, '77. Twin 270 Crusaders, well maintained, newer gas tanks, nice boat, runs good, ready to go, same owner for 16 years, **\$16,000.** call Randy (425) 387 2868. **P671-11**

Reminder!
The deadline for Classified Ads is the 5th each month. Thank you!



55' SEA RAY SEDAN. Will consider all trades for smaller yacht or real estate. Twin Detroit 6V92 with 1600 hours. Westerbeke generator with 900 hours. New carpet throughout, new batteries. Excellent running condition. **\$249,000.** Tom (360) 202-3400. **P672-11**



22' BARBARY COVE SUV ALUMINUM SKIFF. Bruce Cope design 22' x 8.5'. Exceptional cargo capacity. Aircraft style construction with transverse frames and longitudinal girders. This is a tough boat! Tiller steering with 60hp outboard. Also available in 24 1/2' and 27' lengths with either 8 or 18 degree deadrise. Many options available. **Starting at \$24,750.** (425) 301-6016. **P673-11**



34' UNIFLITE. Chev 350 FWD. Lower galley, glass shower, sleeps 4, new seating on bridge, new sleeper couch, new exhaust, new fuel and water tanks, diesel furnace, 2 hot water tanks, transom door. Ready to go! Must see! **Special: \$28,500.** Shelton (360) 229-0399 **P674-6**



21' BAYLINER TROPHY. 150hp Suzuki, new top complete, O Board bracket, down rigger, galv. trailer, full of fuel. Ready to go! **\$9,950.** Dave (360) 229-1849. **P675-6**



28' CARVER SANTA CRUZ, '79. T/Ford FWC V-Drives, 12V/110 refer, propane stove, electric HD, heat, shower holding tank, full winter canvas, dual stations, 11' beam, all fibreglass, metal windows, very good condition. Moored Everett. (425) 918-1560 (cell) (425) 248-1927. **Sacrifice - \$16,500.** **P676-11**

CLASSIFIED



45' LAKE UNION DREAMBOAT '29. Beautifully maintained, NW Classic Cruiser has a single diesel, new 3.5KW gen, new Espar D-8 furnace, autopilot, radar, 12' Avon and much more. Economical 9kt cruise. **\$119,000. P677-11**



34' MAINSHIP '07 FAST TRAWLER. Economical diesel trawler, 36' x 14', safe walkaround decks, enclosed bridge, autopilot, generator, inverter, \$248,000, well equipped, great low hour retirement boat. Principals only please. **\$248,000. (360) 930-0901. P678-6**



31' REGAL '06 3060 "WINDOW EXPRESS." Stunning vessel, *Black Pearl* has twin Volvo 5.0 w/165hrs, Kohler 5.0 Genset, Marine Air A/C Heat, Full Raymarine electronics including radar, hardbottom Zodiac, Kenwood CD/DVD/MP3/Tuner audio system, 2 x LCD TVs, power windlass, full enclosure, beautifully maintained, professional couple owned (no kids or pets). **BEST PRICE IN THE PNW \$95,000. FULL PHOTOS & SPECIFICATIONS AT charlesdavidyachts.com or 250-755-5887. P679-11**



DIESEL!

34' SEA RAY SEDAN, '89. Rare with twin Hino 175hp DIESELS (naturally aspirated), boat/life kept, super clean, full electronics, Hard bottom tender, Newer ESPAR heat, New \$2000 memory foam mattress, head with Vacuflush and separate shower. **Priced to move \$48,900. FULL PHOTOS & SPECIFICATIONS AT charlesdavidyachts.com or call (250) 755-5887. P680-11**



49' MARINETRADER. Spectacular trawler meticulously maintained. **Priced for immediate sale \$145,000.** 2gal/hr. Liveboard or cruising. For details see Seattle Craigs list and search "50' Yacht". For 6 videos see youtube and search "Perseverance markjulie" (2006) 661-2605. **P681-11**



32' GRAND BANKS SEDAN '85. As good as it gets! 120 Lehman, 2-2.5gph, 2700 hrs, transom door, extended swim step. Following upgrades in 2006: Raymarine's best E-120 chartplotter display (platinum navionics), DSM sonar fishfinder, 4kW radar, ST-60 graphic display on flybridge, Uniden VHF - also in new in '06 - 10' Avon 310 RIB dinghy, Yamaha 8hp, all canvases including rails, plus new Seward 3-burner gas stove. Also, Vacuflush, Espar heater, total battery upgrade (Trojans), windlass, autopilot. Meticulous engine repair/maintenance (last 5/2011). **\$139,500. OWNER: (206) 992-6500. P682-11**



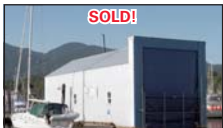
47' ISLAND MAID '45. FOR SALE NOW! Professionally converted BC commercial fish boat 33 ton. Completely restored & refinished. Alaska, circumnavigated Vancouver Is., ready for passage making. Life priorities have changed. **\$69,000. (503) 866-4949. welcomesloahboatworks.com P683-6**



39' BAYLINER 3988, '95 817hrs on 250 Hinos, new upholstery and carpet (2011), updated Raymarine electronics with autopilot, 8kW genset, 3' Force 4 dinghy with 5hp OB. Second owner. **\$139,900. (360) 297-4325. P684-11**



NEW SWIM PLATFORM. Fits a Meridian 411 Sedan. Part number: 1778255. **\$2,500. (206) 295-6553. BE4-8**



SOLD!

75'x26' BOATHOUSE-D/T VANCOUVER, BC (NORTH) RARE!...prime location close to all amenities, fully loaded w/work benches, h/w, 3 years new, w/upper mezzanine, storage office. **BH6-9**

58' x 19' DAY ISLAND YACHT HARBOR. 50 amp power. Located on desirable "A" dock. Close to parking and ramp. Nice wide fairway. **HUGE PRICE REDUCTION, Now \$59,000!** 2000 50' Symbol PH also available. Steve, 253.576.9951. **BH17-CH**



Prepaid Moorage 'till 2017!

85' x 29' BOATHOUSE FOR SALE - INCLUDES PREPAID MOORAGE UNTIL OCT 2017 - NO INCREASES. 2.5 years old, with custom roof hip for 30' clearance for the bigger antenna arches of today! Ray Genoa Bay Marina on Vancouver Island, minutes to Maple Bay haulout marine amenities with floatplane service to Vancouver International and D/T Vancouver. Protected "full service" marina in the heart of the Gulf Islands with great access to San Juans. Fully engineered 50 amp power, power remote door, full beam upper mezzanine with stairs, insulated roof, work bench, custom storage. Call or email for full Specs & Photos at www.charlesdavidyachts.com or (250) 755-5887. **\$335,000 US. BH20-10**



MOOR IN BEAUTIFUL B.C. I!

NEW & NEAR NEW BOATHOUSES IN VANCOUVER, BC. Fully engineered with moorage contracts in prime locations. **Current inventory:** 55 x 22 - Crescent Beach (White Rock) \$118,500, 60 x 24 - Downtown Vancouver \$129,900, 70 x 24 - Downtown Vancouver \$135,000, 70 x 24 - Close to Vancouver International Airport \$114,600, 80 x 24 - Close to Vancouver International Airport \$106,000, 90 x 28 - Vancouver Island - "FOR RENT" April 1st! - 1975 Neg., 95 x 30 - Downtown Vancouver - Call for details. **Call or email for more information or a tour: charlesdavidyachts.com or (250) 755-5887. BH23-8**

COVERED 40' SLIP IN METAL BOATHOUSE. Squialicum Harbor, Bellingham. PFE-12 main dock, new anti bird protective liner. **\$49,000 (terms possible) or \$495 rent/month + elec. Contact Bob (360) 201-5566. BH24-6**



Boat Storage

WATERFRONT BOAT STORAGE AVAILABLE NOW! All trailered boats can be accommodated immediately! Foss Landing Marina & Boat Storage (253) 627-4344 **BS-LBHC**



Business Opportunities

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 pioneerpointmarina@verizon.net. B-CH**



MARINA FOR SALE. Home Port Marina at Pleasant Harbor is located on the west side of Hood Canal, off of Hwy 101 near Brimnot, WA. There are 100 slips with power and water. It is an annual lease marina with 95% occupancy. Home Port Marina also has small lounge with showers, restrooms, laundry, and ice machine. Also available is a caretaker's home with guest quarters and private dock. **Price for home is \$1,500,000. Care taker's home \$500,000.** For more info go to www.homeportmarina.info. Or contact Leon at (360) 890-6778 or lvotberg@gmail.com. **B-8**

LUCRATIVE MARINE BUSINESS FOR SALE. Well established, very profitable marine business for sale. In business for over 15 years. Comes complete with equipment, special tools and equipment, large parts inventory, loyal customer base. Both inboard and outboard repair. Owner retiring. Visit our website at www.nwmarinas.com or call Jim Toroni, Windermere Real Estate/West Sound Inc. (360) 692-6102 or (360) 536-1250. **B4-7**



Charters

57' NAVIGATOR RIVAL. Brand new available for charter. San Juan Islands to Alaska available beginning July '07. 3 berths 2 heads & showers. Beautiful yacht. 18 to 20 knots. To book or call (503) 663-1994 or cell (503) 789-8824.



"SHIBUI"; 50' OCEAN ALEXANDER Mki Outfitted for cruising between Seattle and SE Alaska; 90,000 BTU Webasto hot water diesel heat, 600' anchor chain, 2 radars, PC Nobelet navigation, high fuel economy, long range (1500 nm), Portuguese bridge with second helm and protected walk-around decks. Large pilothouse/windette, warm roomy salon w/entertainment center, galley up, propane Force-10 ss stove, sleeps 5 (9), 2 staterooms w/VacuFlush heads, tub-shower and lots of hot water. Twin Ford Lehman 120hp diesels, 6.5 knot, 3000W inverter, 1000 diesel, 300 water, 13 AB at RIB w/30 hp, dc RKO hoist. **(800) 233-3004; (206) 617-8744; www.quartermasteryacht.com. C174 (11)**

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2005 NORTH PACIFIC TRAWLER, 42', pilothouse with flybridge, two staterooms, sleeps 7, 380 Cummins OSB engine, bow & stern thrusters, 10' Bullfrog with 9.9 HP Honda, generator, surround sound stereo, Anacortes. www.northpacificcharters.net. 206-715-3666 **CS-7**



M/V MARINER - 43' DELTA MARINE! Cruise Seattle, Puget Sound, San Juans, or Gulf Islands aboard a super clean 16kn Sportfisher. T/Turbo 300hp Cummins, Sleeps 4 in 2 staterooms, 1 head w/shower, full electronics, 1000 diesel, 150 water, diesel stove/oven. **Prime Season: \$1,650/wk, Off-Season: \$1,250/wk.** Departing from our dock at Fishermen's Terminal in Seattle. Call today to book your reservation! **SEAQUEST CHARTERS, LLC.** (206) 478-8945 or email at seaquestcharters@comcast.net. **C14-5**



SE ALASKA/INSIDE PASSAGE. Grocery BY is a custom 52' pilothouse designed for fishing and cruising in SE Alaska. Doing charters for serious fishermen 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**



"SHIBUI", 50' OCEAN ALEXANDER MKI Outfitted for cruising between Seattle and SE Alaska; 80,000 BTU Webasto hot water/diesel heat, 600' anchor chain, 2 radars, PC Nobelec navigation, high fuel economy, long range (1500 nm), Portuguese bridge with second helm and protected walk-around decks. Large pilothouse w/indnet, warm room salon w/entertainment center, galley up, propane Force-10 ss stove, sleeps 5 (9), 2 staterooms w/VacuFlush heads, tub-shower and lots of hot water. Twin Ford Lehman 120 hp diesels, 8.5 knot, 3000W inverter, 1000 diesel, 300 water, 13'AB w/ RIB w/30 hp, dc RKO hoist. (800) 233-3004; (206) 617-8744; www.quartermasteryacht.com. **C17-11**



CHARTER THE BEST! The *Lady Barbara* is an Alaskan veteran that will take you safely on the adventure of a lifetime. Charter her out at www.mvlyadybarbara.com. For more information call 1.800.233.3004 or 509.220.7911. **C22-7**



BARBOAT & SKIPPER CHARTERS, ONE DAY OR ALL WEEK! Leisure Yacht Charters. Pristine inside and out with fabulous views from the raised salon or the fully covered cockpit, this Catalina Morgan 440 has it all. Explore the beautiful San Juans in comfort and style... skipped 1-7 day charters or bareboat rental available for qualified sailors. **ANDIAMO** sails from Whidbey Island in Puget Sound, WA. www.leisureyachtcharters.net. **C26-9**



97 CUSTOM NOW AVAILABLE. Bill Gardner designed Custom Yacht, *Tess Ann* (ex-*Czarina*) is now available to corporate clients for exclusive NW Summer charters. Experienced crew allows for maximum summer fun for family and friends. 3 engine double staterooms plus numerous bunk areas. **Only 4 weeks available.** Call for details. **Harry (503) 717-3512. C27-6**

Club Notices

PUGET SOUND YACHT CLUB welcomes new members with a free dinner when they attend their first meeting as part of the application process. Initiation fees are now half price or \$100 per person or \$200 per family. Annual dues are \$175 per person or \$350 per family for boat owners or \$90 per person or \$180 per family for social members (aspiring boat owners). The Club is located on Lake Union between Gasworks and Ivars, 2321 Northlake Way, Seattle. Monthly meetings are the third Wednesday of the month. (Jan. 20th, Feb. 17th, March 17th, etc.) In January the club is scheduling a wine tasting/social on Saturday, Jan. 23rd and a boat show brunch on January 30th. Ice Breaker Cruise in Feb. which unofficially begins the boating season for our hardy group. Contact: Judy Quirk, (425) 466-7906. judyq@qwest.net. **CN1-6**



QUEEN CITY YACHT CLUB is considering a limited number of applications for membership, both Power and Sail. The Club maintains beautiful facilities on Portage Bay in Seattle and Eagle Harbor on Bainbridge Island as well as at Deer Harbor and Ganges Harbor, BC. Monthly for the month of August cruising events are held regularly throughout the year. Come join the fun of like-minded boaters! For additional information contact membership@queencycity.org



Telephone Inquiries: (360) 427-9239 Tom Pickens CN2-NCLBH

Captain for Hire

LICENSED 100 TON w/ extensive experience and knowledge Puget Sound to Alaska plus all ship systems. Personable, self-motivated, educated, successful and fun. Summers or long term. sunvalleytan@msn.com (206) 940-2308. **CFH1-CM**

LOOKING TO HAVE YOUR BOAT DELIVERED TO SE ALASKA? Tug Captain (1600 Ton Ocean Master) with 25 years inside passage. Looking for delivery in early July 2011. Interested? Please call Joe (907) 617-1641. **CFH2-6**

GOING SOUTH? 500,000 mile mariner seeking captain/crew job. Also have nice 3 bedroom **HOUSE FOR RENT**, one mile from Mazatlan Marina, 2 blocks from Beach. **\$600/month.** panamajackmt@yahoo.com, (425) 387-9181. **CFH2-9**

Dinghies



12' RENOVIA RIB. Excellent condition 2001 with 40hp Yamaha 4-stroke. Shorelander trailer, VHF, depth-sounder, tachometer, fuel gauge, etc. Great dinghy, or play boat for someone who wants to bet. (253) 278-0553 - Email: jinmoltr@comcast.net. **D12-7**

BULLROG 10' UTILITY w/15HP HONDA ELEC START/TILT, 70' Gray, epoxy bottom, handrails, battery, 12V fishfinder, bilge pump, rods, spares including prop. Delivery possible to Port Hardy. **First \$5000 cash.** migosai@gmail.com, (206) 979-9835. **D13-6**



12' RENOVIA RIB. 40hp Mercury 4-stroke, 30hrs total use. Covers, S.S. prop, depth finder, always stored inside. Absolutely new condition. Never beached. Serviced regularly! No disappointments! Summer galvanized trailer. **\$11,500.** (360) 384-4169. **P668-6**

Engines



A PAIR OF 350hp CRUSADER ENGINES. These engines have fresh water cooling. The gears are Borg Warner velvet drives with 2:1 gear ratio. These engines have low hours and are ready to be installed. **\$7500.00 for the pair. EN2-8**

Employment

MARINE TECHNICIAN. Coastal Marine Engine is hiring Entry Level Technicians. We are the VOLVO PENTA POWER CENTER so if you know VOLVO PENTA it's the place to be employed! We do high quality re-powers and repairs. Apply in person, fax, or email: 4300 11th Ave NW Seattle WA 98107, phone (206) 784-3703 or fax (206) 784-8823 darger@coastalmarineengine.com. **E6-MZNC**

SALESPOSITION. Local Yacht Brokerage, located on Prime Lake Union Falls facility! Moorage available for boats 35' - 70'. Over 20 slips available for your prime listings! Also have plenty of parking. We offer a team oriented approach to sales of both new and used power boats. New Yacht line consists of a well known single engine Trawler- the wave of the future. Are you ready to make a change? **Call (206) 890-7410. E7-6**

Marine Surveyor

LICENSED MARINE SURVEYOR OF POWER & SAIL VESSELS. Licensed by Lloyd's of London. Licensed by U.S. Coast Guard 100 tons since 1980. Telephone (541) 999-1091. Visit www.marineblue.com or email bianca@biancaheim.com. **MS1-CM**

MARINE SURVEYOR. Latham Meehan & Assoc. Marine Surveys "SAMS," Marine Consulting, and Vessel Deliveries. Puget Sound to Alaska. Call (360) 638-1262 or (360) 477-5041. jmaxatsea@sol.com or ramblinr25@optonline.com. **MS2-CM**

Moorage

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. **CM-M**

NEW 88' DEEP WATER MOORAGE in Liberty Bay, Poulsbo, WA. Includes beautiful waterfront lot for your new home with beautiful view of picturesque Poulsbo. Dual 50 & 30 amp service, \$1,500,000. Call (206) 954-7129. Principles only. **CM-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. **MB0-CM**

Get the BEST Moorage at **MARINA MART MOORINGS.** In Southwest Lake Union, Marina Mart is conveniently located across Westlake Ave N from the new WEST MARINE store. **Currently available:** Covered slips 17ft to 65ft; Uncovered moorage includes slips up to 33ft long and several large uncovered slips for vessels 65ft - 92ft. **Amenities include:** Sprinklered Docks; Locked Gates; Lighted Walkways; Showers; Guest Duct w/ Pump-out; plus Water/Power/Phone at most slips. Our shelter location is super convenient for Lk. Washington or Puget Sound boating. **Call Pamela Hale at (206) 447-5575 or visit us at www.marinamart.com. MB7-CM**

CLASSIFIED

GET GREAT MOORAGE AT MARINA MARTINSOUTH LAKE UNION. On Westlake Ave. N. across from the new West Marine; 5 min from Downtown. **Covered slips at 25', 56' & 65 ft. Uncovered to 26' & 47'.** Rock Salt dock takes boats to 84'. **Locked Gates; Lighted Walkways; SPRINKLERS; Showers, free Pump-out; Water/Power/Phone.** Perfect location for Lake Wash. or the Sound. (206) 447-5575 or www.marinamart.com. **M18-C**

SOLD! COVERED 50' ANACORTES SLIP. Condo moorage in Fidalgo Marina. The best managed marina in the Northwest. Includes WiFi, cable TV, clubhouse access, a private storage unit, and a secured parking place. Full-time manager on-site. **M101-CM**

PLEASANT HARBOR MARINA. Permanent and temporary moorage available. Protected Harbor, gasoline, diesel, pump out, on site security, 30/50amp service, clean restrooms & laundry, heated pool, year-round hot food, groceries, full service deli. Located on Hood Canal. **New Annual moorage received 11" and 12" months FREE.** 800-547-3479.

SOLD! OPEN 50' SINGLE SLIP IN ANACORTES MARINA. Beautifully maintained marina. Easy walk to stores, shops. Services available: Boat yard, fuel dock, pump out, 30 amp power, restrooms, showers, laundry, helpful staff. **M112-CM**

ELLIOTT BAY MARINA. Washington's leading marina has slips available for month to month moorage. Slip sizes 32', 36', 40' 48' & 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 elliottbaymarina.net today. **M104-NCLBH**

ANACORTES-ANCHOR COVE MARINA. 45' Covered Moorage in secure, updated Anchor Cove Marina. Save fuel and be in the San Juan Islands in a fraction of the time. **\$140,000.** Call 425-453-1593. **M120-CM**

DELIN DOCK MARINA - TACOMA, WA. Built in 2005, Delin Docks is located on the Thea Foss Waterway. **36', 44' and 50' slips are available for month to month moorage.** Slips provide full service electric, water and free cable TV. Parking, laundry facilities, showers and tenant community room are located at the head of the docks. Slip side pumpouts available on request. Onsite security provides peace of mind for you and your yacht. **253.572.2524. M125-6**

DOCK STREET MARINA - TACOMA, WA. 2009 National Marina of the Year Winner. **36', 45', 50', 60'** and end tie slips are available month to month, secured slips have 30 and 50 amp power service, dock boxes, water and free cable TV, slip side pumpouts available on request, laundry and shower facilities on site. Located steps away from museums, restaurants and shopping. **253.572.2524 or www.dockstreetmarina.com. M126-6**

PORT WASHINGTON MARINA. Bremerton Envrivotar 4-star marina. Our beautiful and friendly marina currently has a few slips available at **\$5.95 a foot.** We offer metered power, showers, laundry, pump-out, phone jacks, cable TV & ample secure parking. Look us up at portwashingmarina.com or contact Harbor masters Bob & Stephanie Stanberry at (860) 479-3037 or rm@portwamarina.com at portwamarina.comcast.net. **M129-6**

MOORAGE AVAILABLE IN DOWNTOWN KIRKLAND! Enjoy the security of a gated marina, with new floats and boatwaler! Conveniently located near downtown shops and restaurants! Moorage is available from 30' to 80'. Call for details. **(425) 941-6000. M132-5**

NORTH LAKE UNION, 80' SLIP. Prime location, new facility, perfect place to watch the 4th of July Fireworks. 50amp power. Secure gates, full service boatar on premises and easy to get to either Lake Washington or Puget Sound from this deluxe freshwater facility. **For full details, call (206) 547-7852. M134-4**

SEMAHMOO MARINA. 300 open condominium slips with availability in 34'-50' size. Slips for lease and purchase are both available. Call for lease rates and availability. Locked gates, water, electric, pump-out and fuel. Other amenities include showers, laundry and Chandyary with coffee bar and gift shop. **(360) 371-0440 www.semahmoomarina. M135-6**



PRIVATE 38' DEEDED SLIP-SKYLINE MARINA. 38' x 166' in SMOA#17, Slip C17, refurbished docks, showers, bathrooms, laundry, beach club/cabana membership included, on premises dockmaster, keyed entry to parking/docks, wind blows boat into slip. **\$109,000.** Call Norm (206) 484-4309. **M136-6**

46' SHILSHOLE LIVEBOARD SUBLEASE. June 18-October 30. End of E Dock (E-87). Sailboats preferred. Contact Lyndon C. Lee (206) 879-5633 or lyndo@lclceine.com. **M138-6**

BLAINE HARBOR SUBLEASE. Slip S-8, 85' 50amp 240v service. June 1-Sept 30. Close to San Juans and Gulf Islands. **(360) 647-6176** harbor office. Walk to town. **M139-6**

BAINBRIDGE ISLAND, Eagledale Moorings. Boat house 37', Open 36', and 45'. **(206) 842-7751. www.eagledalemoorings.com. M140-6**

ANACORTES MARINA SUBLEASE. Covered 40' slip available till October. Great marina facilities and short walk to stores and restaurants. Discounted rate. **Call (916) 798-6955. M141-6**

Office Space

MARINA MART BUILDING. Great Exposure in Street Level office (658sf) on busy Westlake Ave N in South Lake Union. Full Service Lease, convenient to I-5, SR 99 & Downtown. Marina Mart Building is at 1500 Westlake N. in South Lake Union area, now across from the new West Marine location. Contact Mike or Dennis at (206) 268-3300. **OS7-CM**

Partnerships & Timeshares

34' SAIL YACHT! Time share forming for well-equipped, newer cruising sail yacht operating out of Elliott Bay Marina. Limited shares, reasonable rates, experienced shoreside support. Express interest to 000000000 or call Alan Knapp (425) 451-1449. **PT10-5**



YACHT SHARE. Share a beautiful well maintained 44' Ocean Alexander. Equipped for year round cruising. **5% share (\$3K), insurance deposit (\$2K), monthly usage fee (\$400/500) for (14/21 days).** Training, shore support included. Only 2 of 4 Shares remain. Contact rbcooper@comcast.net for details. **PT8-9**

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**



38' GRAND BANKS EASTBAY - 1/2 INTEREST FOR SALE. \$134,000 for 1/2 interest. Covered moorage Des Moines. 1999 with 375 CATs, 1000hr service complete. Cruise 12/24Kts. Genesis RIB w/8hp and SeaWise, NAVNET2, diesel furnace in helm/below, AC, freezer, new batteries and windows, genset. Great sea boat for all seasons! Contact: Dave Hoover (206) 953-8472. **PT9-10**



2007 SEA RAY SUNDANCER 290. 50/50 partnership for year-round boating. Share cost of moorage, maintenance and insurance. Willing to assist with navigational training, piloting and safety. Boat is like new with 83 hours. Great opportunity for \$28K/20 years. Email: Gary, daneko@frontier.com. **PT11-11**

Yacht Delivery

POWERBOAT, MOTORSAILOER DELIVERIES. CA/OR/WA/BC, Maine-Alaska, Panama, Tahiti, China. Electronic Chartplotting. EXPERT: picking weather, bar crossings (2000+), beach route, wintertime, North Pacific. USCG Master. 40 years experience. Mike Maurice 503-310-7590, 503-694-5267, <http://www.yachtsdelivered.com>. **YD-CM**

YACHT DELIVERY. USCG master 39 years. Flawless record delivering West Coast, California to Alaska, Pacific NW and Columbia River. Also charter and party skipper. Gary Herald: yachtmaster@netscape.com or www.yachtcapt.com 425-330-9852. **YD2-8**

YACHT DELIVERY/PASSAGE COACH. Sail or power, local or long distance, 25 years experience as master. N.W. to Alaska, Caribbean and Hawaii. Coast Guard License. Congenial. **(206) 818-9842** or www.smoothpassage.com. **YD3-CM**

SE ALASKA YACHT DELIVERIES. Sail or Power deliveries between Puget Sound and SE Alaska. USCG Master. Contact: Captain Tom Huse at 360-472-0469 or seagypsy@mac.com. **YD4-CM**

Wanted

OLD CONCRETE DOCK SECTIONS. I'm looking for 120 lineal feet of old concrete dock sections. They can be tough and expensive to dispose of so I'll take care of that for you. **Just call me at (206) 730-3366. W1-8**

The CLASSIFIED SECTION NOW is even BETTER!
FREE Full Color!

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Yes, make sure that your Classified Ad really stands out with **FREE FULL COLOR** on all ads! Includes both "Run 'til you sell" ads and one time ads! **or THIS!**



Real Estate Section



HOME - DOCK - TIDELANDS. 50 foot dock and private tidelands in Skyline Marina in Anacortes, WA. Dock can be extended to 100 feet. **RE66-CM**

Request details and photos from anacortesrealtor@comcast.net or Tom at (360) 293-8927. **MLS#E63992.**



TOP FLOOR CORNER 2 BED/2 BATH +DEN w/yacht like feel, private study, vaulted ceilings, blond beams and oak floors w/ granite & stainless kitchen. Master w/visla like bath and a private deck. Stunning views. **MLS #29017770 WRE NW Inc. \$739,900.** Gunnar Hadley 206.409.5846. **RE78-1**



ANACORTES, WA - Zoned maritime commercial, exceptional waterfront building. Ground floor offices 3,500sqft, two 60' slips, private elevator to 2BR/2BA 1,780 sq ft condo. Photos/info at www.maritimeblgd.com. **Info \$1,699,000.** American Dream 360-588-1515 Leslie 360-661-2136. **RE116-CM**



WATERFRONT HOME - ORCAS ISLAND. DeerPoint-Waterfront.info **\$1,475,000** **NVMLS#29151032.** Windermere Real Estate/Orcas Island. Call Reba MacLeod or Rusty Post 800 842-5770. **RE167-6**

MAJOR PRICE REDUCTION!



WATERFRONT AT IT'S BEST! 60 feet of walk-out no-bank beachfront in Mariners Cove! Perfect go-to-the-beach getaway. Have or want a boat? Community low-cost year round moorage for your yacht! One level, 2 BR, 2 BA, 2+ oversized garage, 200sf shop, 3 FP, View whales, sound, mtns, boats and Camano. Community boat ramp & tennis. **\$585,000.** Call Joe Marvin 206 605 1436 Windermere/BoatCommunities.com. **RE163-7**



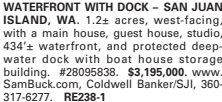
LOFTS ON LAWRENCE IN UPTOWN PORT TOWNSEND, new condos, panoramic city, water & mtn views. Slab granite, Red Oak flooring & cherry cabinets. 2 BD/1.75 BA 1,200 sf from **\$399,000.** **MLS #29117252.** See more at www.karenbest.com. **RE255-5**



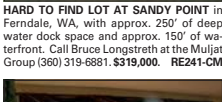
OUTSTANDING BOATERS DREAM! Mariners Cove boating community on beautiful Whidbey Island! Two connected canal front lots with a total of 120 feet of waterfront with new private year-round dock for your yacht. Installed 3 BR septic, all utilities including natural gas and cable. Water share paid. Ready to build. Bring your plans and boat. Come and see. Close to Oak Harbor shopping, restaurants and activities. Community beach access, tennis, boat ramp, and great crabbing! **\$475,000.** Joseph Michael Marvin, 206 605 1436 or josephm@boatcommunities.com Windermere RE Whidbey Island. **RE194-4**



WATERFRONT WITH DOCK - SAN JUAN ISLAND, WA. 1.2+ acres, west-facing, with a main house, guest house, studio, 434± waterfront, and protected deep-water dock with boat house storage building. #28095838. **\$3,195,000.** www.SamBuck.com, Coldwell Banker/SJ, 360-317-6277. **RE238-1**



HARD TO FIND LOT AT SANDY POINT in Ferndale, WA, with approx. 250' of deep water dock space and approx. 150' of waterfront. Call Bruce Longtreth at the Muijat Group (360) 319-6881. **\$319,000.** **RE241-CM**



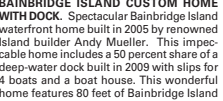
PORT LUDLOW. Unobstructed views of shipping lanes from every room, oak floors thru-out, lodge-like wood-burning fireplace, spacious main level master, 2 BD/2.5BA + den 2.749sq **\$348,900** **MLS #186606.** Karen Best - 360-437-2278. Coldwell Banker Best Homes. **RE252-4**



GREAT BEACH GETAWAY. Easy-to-care-for cottage, eat-in kitchen, wood burning fireplace, large deck, stairs to sandy walking beach, 1 bd + upper level master retreat. **\$395,000** **MLS #188008.** Karen Best - (360) 437-2278, Coldwell Banker Best Homes. **RE254-5**



BAINBRIDGE ISLAND CUSTOM HOME WITH DOCK. Spectacular Bainbridge Island waterfront home built in 2005 by renowned island builder Andy Mueller. This impeccable home includes a 50 percent share of a deep-water dock built in 2009 with slips for 4 boats and a boat house. This wonderful home features 80 feet of Bainbridge Island waterfront in this quiet and private setting in Port Madison, just across the bay from the Seattle Yacht Club. Amenities include Brazilian Cherry hardwoods, limestone, gourmet kitchen and view deck, gorgeous master suite, and over 3000 square feet of luxury. Tim Wilkins (206) 380-7345. **RE248-CM**



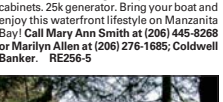
POUNT LUDLOW RAMBLER WITH BAY, MOUNTAIN & SOUND VIEWS. Great room, LP fireplace, tiled kitchen, under counter lighting, hardwood floors, 2 ensuite/2.5 BA, 1,290sf **\$395,000** **MLS #180858.** See more at www.karenbest.com Coldwell Banker, Town & Country. **RE253-4**



DEEP WATER DOCK BAINBRIDGE ISLAND - \$1,390,000! Arrow Point Loop Bainbridge Island. No-bank waterfront with a 220' pier and 50' deep water dock with power and water hookup. Northwest Contemporary home designed by Hal Molstad in 1991. 3800sf, 3 bedrooms each with it's own bath. Over one acre with a shop/art studio. Imported Frazer River stone fireplace and large picture windows to enjoy panoramic marine views from every room in the home. Vaulted ceilings and plentiful built-in cabinets. 25k generator. Bring your boat and enjoy this waterfront lifestyle on Manzanita Bay! Call Mary Ann Smith at (206) 445-8268 or Marilyn Allen at (206) 276-1685; Coldwell Banker. **RE256-5**



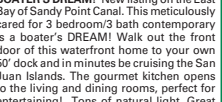
UNIQUE ISLAND, UNIQUE LOT. 4.3 acre Gulf Island property, 140' waterfront, fully sheltered bay, deep water moorage. Ideal for a self-sufficient homestead, fully forested for privacy, easy access by road or water, level ground with deep soil for gardening. Enjoy an independent lifestyle within a vibrant island community. (250) 333-8614. By Owner **\$480,000.** **RE260-6**



ROCHE HARBOR TOWNHOME. Luxury Townhome overlooking Roche Harbor Village and Marina features impeccable décor; 3 bedroom 3.5 bath, private elevator and indoor/outdoor rooftop entertaining with FP & BBQ. Perfect for Corporate & Personal Use. Great rental history & income. Remarkable Value. Motivated Seller will provide financing. **\$999,500** **MLS#209168** Kristine Odle, Windermere RE SJ. 360.298.2577. **RE263-6**



BOATER'S DREAM! New listing on the East Bay of Sandy Point Canal. This meticulously cared for 3 bedroom/3 bath contemporary is a boater's DREAM! Walk out the front door of this waterfront home to your own 50' dock and in minutes be cruising the San Juan Islands. The gourmet kitchen opens to the living and dining rooms, perfect for entertaining! Tons of natural light. Great opportunity! Ferndale, WA schools. Offered at **\$575,000.** Contact Jim Thompson, (360) 318-8971. morephotos@jimthompsonrealtor.com. **RE259-7**



WATERFRONT HOMES/BANK CONTROLLED. Three Homes available from Builder in a Bank Controlled sale. Located in Carlsbad, Wash, each home has private or semi-private dock on waterfront lots. Homes are 1,800 to 2,200sf of luxury, nicely appointed interiors, now offered at almost 50% of original asking price, now ranging from **\$300,000 to \$390,000.** Best deal on ANY waterfront properties with owned moorage. These won't last much longer, or act. Contact Builder at (503) 717-3512 or henry.henke4@gmail.com for additional photos and information. **RE261-11**



BOAT LOVERS DREAM! Puget Sound waterfront at Twin Spits featuring a beach home, boat house, marine railway, 270' pier & dock at N. end of Kitsap Co. **\$629,000** Dave (360) 620-4299 **MLS #216191.** **RE262-6**



ROCHE HARBOR TOWNHOME. Luxury Townhome overlooking Roche Harbor Village and Marina features impeccable décor; 3 bedroom 3.5 bath, private elevator and indoor/outdoor rooftop entertaining with FP & BBQ. Perfect for Corporate & Personal Use. Great rental history & income. Remarkable Value. Motivated Seller will provide financing. **\$999,500** **MLS#209168** Kristine Odle, Windermere RE SJ. 360.298.2577. **RE263-6**



ROCHE HARBOR TOWNHOME. Luxury Townhome overlooking Roche Harbor Village and Marina features impeccable décor; 3 bedroom 3.5 bath, private elevator and indoor/outdoor rooftop entertaining with FP & BBQ. Perfect for Corporate & Personal Use. Great rental history & income. Remarkable Value. Motivated Seller will provide financing. **\$999,500** **MLS#209168** Kristine Odle, Windermere RE SJ. 360.298.2577. **RE263-6**

WHERE TO FIND NORTHWEST YACHTING

WASHINGTON

SEATTLE

BOAT STREET

Boat Picot
EASTLAKE/FIRVIEW
 Chandler's Cove
 Chuck Howe Yachts
 Center For Wooden Boats
 Crown's West Yacht Sales
 Emerald Pacific Yachts
 Lake Union Sea Ray
 Marine Village Magoon
 Northwest Yacht Brokers Assn.
 Ocean Alexander
 Peck's Grocery
BELLEVUE/EASTSIDE
 Bellevue Financial
 Eastside Marine Brokerage
 Harbor Village Marina
 Kenmore Air Harbor
 Kirkland Yacht Club
 MaydenBauer Bay Yacht Club
 Newport Yacht Club
 Redwood Bay Marina
 West Marina
 Yarrow Bay Marina

NORHLAKE

Demarco
 Fisheries Supply
 Galaxy Marine
 Gas Works & Park Marina
 High Seas Technology
 Inland Yacht Sales
 Marine Station
 Mariner's General Insurance
 Northwest Marine Trade Assn.
 North Falls
 Pacific Marina Title
 Seacraft Yacht Sales

SHILSHOLE/BALLARD

Admiralty Sailboats
 Alaska Marina
 Ballard Inflatable
 Ballard Malbox
 Ballard Marina
 Canal Boat Yard
 Shilshole Marina Building
 Coastal Marine Engine
 Corinthian Yacht Club
 Larchmont Yacht Club
 Port Of Seattle
 Seattle Northwest
 Seaside Yacht Sales
 Seaview East/West Boat Yrds
 Seaview Marina
 Sure Marine
 Viking Bank
 West Coast Boating Club
 West Marina
 Windkicks

WESTLAKE

ABC Yacht Sales
 Advance Marine Group
 Anchor Marine Insurance
 Island Yacht Systems
 West Electric
 Dick Sproul Yachts
 Discovery Yachts
 Executive Yachts
 Hebert Yachts
 Island Yacht Brokers
 Kenmore Air
 Marine Servicenter
 Scan Marine
 Seacoast Marine Finance
 Selma Seattle
 Signature Yacht Sales
 Sport Boat NW
 Suncoast Yacht Center
 SunVista Yacht Sales
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COMMODORE WAY
 CSI Marine
 Dominant Marine
 Krupp Provelier
 Lockhaven Marina
 Miller & Miller Boatyard
 Marina Seattle
 Pacific Rim Yachts
 Salmon Bay Marina
 Seattle Marina & Fishing
 SeaWide Distribution

SALMON BAY MARINE CENTER

SS3 Marina
 Marine Yacht Services
 Smart Yacht
 Kadey Yachts
 Grand Banks International
 Fraser Yachts Worldwide
 Westport Yachts

ELLIOTT BAY

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

YACHT COTE

MISCELLANEOUS
 Bob's Boats
 Cap Sante Boatyard
 Captain's Nautical Supply
 Cascade Engine Center
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 Nordic NW Yachts
 North Harbor Diesel
 NW Career Academy
 Northwest Yachts Skyline
 Pacific Marina Center
 Pacific Harbor Charters
 Skyline Deli
 Skyline Marina Office
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BAINBRIDGE ISLAND

Dockside at the Wharfside
 Eagle Harbor Boats
 Eagle Harbor Marina
 Eaglelake Moorings
 Malina Cruising Yachts
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Alaska Ferry Terminal
 Bellinham Marina
 Bellingham Yacht Club
 Coastal Marine Engine
 Bellingham Boat Launch
 Colony Wharf Boat Yard
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 Marina Gate 12
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 Pacific Marine Exchange
 San Juan Sailing
 Seaview Boatyard
 West Locker Deli

BLAINE

Blaine Marina
 Blaine Marine Services
 Diamond Yacht Sales
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BREMERTON

Bremerton Yacht Club
 Port Washington Marina
 West Marina
BRINNON
 Pleasant Harbor Marina
 Pleasant Harbor Old Marina

BROWNSVILLE

Brownsville Marina
 Port Of Brownsville

DES MOINES

Classic Yachts
 CSI Marina
 Des Moines Library
 Des Moines Marina
 Des Moines Yacht Club

EDMONDS

Edmonds Yacht Sales
 Harbor Square Athletic Club
 Panache House
 Port Office
 Prime Marina Supply
 West Marina

EVERETT

Bayside Marina
 Bay's Multihull Handi Mart
 Dan's on the Dock
 Everett Harbor Marina
 Everett Park & Ride
 Everett Yachts
 Everett Yacht Club
 Henry's Donuts
 Harbor Yacht Marina
 Mariner Yacht Services
 One Stop Deli
 PK's Boatworks - North
 PK's General Store - South
 Poppyes
 Port Gardner Yachts
 Port Office - South
 Port Office - North
 Tolens Drive-In
 Westside Donuts

FEDERAL WAY

Quartermaster Marina

FIFE

West Marina

FREELAND

West Marina

HIGH HARBOR

Arabella's Landing
 Emerald Bay Yachts
 Galt Yacht Sales
 Galt Harbor Boat Works
 Galt Harbor Salting Club
 Harbor Homes Design
 Harborview Marina
 Lightbourne Marina
 Outdoor Display
 Murphy's Landing
 Ship To Shore Marine Supply
 Sunset Yachts
 Tides Tavern
 West Marina

HOUQUIM

Bottomiders

ILWACO

Port Of Ilwaco

KENNEWICK

Crow Island Yacht Club

KINGSTON

Kingston Yacht Club
 Kingston Yacht Club

LACONNER

Boater's Discount Marine
 LaConner Marina Office
 LaConner Marina Office
 LaConner Maritime Services
 LaConner Marina

LANGLEY

Lamply Dock & Gallery

LONGVIEW

Longview Yacht Club
 Willow Grove Marina

LYNNWOOD/BOTHELL

Aska Ferry Terminal
 Assembly Line Design
 Botelli Handi Mart
 Martha Lake Foods
 Mill Creek Post Office
 Mountain View Super Deli
 Silver Horde Fish Supply
 Tilt 'N' Sport Center
 The Fish Center
 Jimmy's Wine Express
 NW Map & Travel
 West Marina

MARYSVILLE

43 Street Market
 Boatland USA
 Dagnall's Landing
 Henry's Donuts
 Marine Supply
 RV & Marine Supply

MT VERNON

Sunchase Yachts

NINE MILE FALLS

Harborsid Yachts

OAK HARBOR

Bection Yachts
 Catalina Marina Service
 Decoupage Pass Marina
 Oak Harbor Yacht Club
 Oak Harbor Marina
 Windermere Real Estate
 Catalina Yacht

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Brown Marina
 Motor Boat Mart
 Olympia Yacht Club
 Swedeland Marina & Boatworks
 U.S. Marina
 West Bay Marina
 West Marina

PASCO

Richland Yacht Club

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Point Roberts Marina Resort
 West Wind Marina

POULSBORO

Liberty Bay Marina
 Longview Marina
 Port Of Poulsbo
 Poulsbo Yacht Club
 Galt Harbor Yachts of Poulsbo
 Tradewind Yachts

PORT ANGELES

Mariner Yacht & Boat Sales
 Port Gardner Yachts
 Port Angeles Yacht Club
 Port Book & News
 Wagon Electronics
 Westport Yachts

PORT HADLOCK

Playboys Grip
 NW School of Wooden Boat Building
 Port Gardner Yachts
 Port Hadlock Inn
 Ovi Outdoors
 Pier 29
 Tidings Restaurant

PORT LUDLOW

Port Ludlow Marina

PORT ORCHARD

Dockside Sales & Service

KISSAO MARINA

Port Orchard Marina
 Port Orchard Marina
 Port Orchard Marina
 Port Orchard Yacht Sales
 Port Orchard Yacht Sales
 Ship to Shore Marine Supply
 Suldors Boat Works
 Signal Yachts
 Sincilar Int'l Marina

PORT TOWNSEND

Admiral Ship & Supply
 Bard Boat
 Blue Moose Cafe
 Lightbourne Marina
 Hasse & Co. Sales
 Boat Haven Marina Office
 Marine Exchange
 Pizza Factory
 Point Hudson Marina Office
 Port Townsend Diving
 SEA Marine
 Shipwright's Co-op
 Shoreline Marine Diesel
 Sound Sales
 Townsend Bay Foundation
 West Coast Yacht Club
 Wooden Boat Foundation

SAN JUAN ISLANDS

Cascade Bay Cafe
 Deer Harbor Boat Works
 Deer Harbor Marina
 Freddy Harbor Yachts
 Island Marine Center
 Jensen Marine
 Kings Fork Fuel Dock
 LaConner Marina Office
 Port Of Friday Harbor
 Roache Harbor Store
 Shipyard Cove Marina
 Tarkenton Marina
 The Toy Box
 Ocean Cruising Yachts
 West Sound Marina

SEQUIIM

John Wayne Marina

SHELTON

Jerrell's Cove Marina
 Northwest Powerports
 Shelton Marina
 Northwest Powerports
 Shelton Marina

SPOKANE

Spokane Yachts (Nine Mile Falls)
 Jimmy's Wine Express
 NW Map & Travel
 West Marina

TACOMA

Admiral Yacht Sales
 Breakwater Yachts
 Chebeck Landing
 Crown's West Yachts
 Day Island Boat Works
 Day Island Marina
 Day Island Yacht Club
 Delien Docks
 Dock Street Marina
 Foss Waterway Marina Store
 Hyatt's Harbor Services
 Hylobes Marina
 J & G Marine Supply
 Northwest Marina
 Narrows Marina
 NodestownBoatlet.com
 Ole's & Charles Marina
 Point Defiance Boatouse
 Puget Sound Sailing
 Tacoma Yacht Club
 West Marina
 West Marine Products
 Wherry's Wharf

UNION

Alderbrook Marina

ALASKA

RICHMOND
 Bridgport Marina
 Chevron Gas Barge
 Delta Charters/Yacht Sales
 Harbour Air South
 Mariners Exchange
 New West Quay
 Halse Inlet
 Richmond Yacht Club
 River Rock Casino Resort Marina
 Seward Marina
 Vancouver Marina
 Wolf Marine Supply

LADNER

Ladner Yacht
 Maysie's Marina

NORTH VANCOUVER

Bonville Yacht
 Calibre Yachts
 Mariners/Coastal Engines
 Marlow Marine
 Poyettes 2
 Pro-Yacht Yachts
 Quantum Sales

WEST VANCOUVER

Boat Centre
 Boat Rients Inc.
 Thunderbird Marine
 West Van Yacht Club
 Yo's

ASTORIA

Astoria Sailing Basins
 Owl Outdoors
 Pier 29
 Tidings Restaurant

COLORADO

HIGHLANDS RANCH
 West Marina

OREGON

ASTORIA
 Astoria Sailing Basins
 Owl Outdoors
 Pier 29
 Tidings Restaurant

EUGENE

The Sailing Center
 Eugene Yacht Club

MEDFORD

Coos Bay Center

NEWPORT

Port of Newport - South Beach

PORTLAND

Cascade Yachts
 Channel Marine
 Harbor Homes Design
 Columbia Marine Exchange
 O'Connellson Marina
 Fred's Marina
 Hayden Island Yacht Center
 Mountbatten Boat Center
 Inver Yacht Sales
 Marine Land
 Marine Tech
 McCuddy's Marine
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 West Marina (2)
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SCAPPOOSE

Channel Marine Services
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ST HELENS

McCuddy's Service

UMATILLA

Umatilla Marina & RV Park

WILSONVILLE

Riverside Yacht Club

YACHTS

Outer House

CANADA

CAMPBELL RIVER
 Ocean Pacific Marina

COAL HARBOUR

Grand Yachts
 Westport Yachts
 Bonnie Lee Charters
 Grand Yachts
 Fraser Yacht Sales
 Freedom Marine
 Dock Street Marina
 Mt Seymour Yachts
 Ocean Yacht Equipment
 Olympic Boat Center
 Quick Ray Sailing Club
 Robot Industries Ltd.
 Royal Van Yacht Club
 Royal Vancouver YC (Stanley)
 Sea Breeze Marina
 Specialty Marine
 Stamps Landing Yacht Club
 The Quarterdeck
 Vancouver Rowing Club
 West Marina
 Western Yacht Sales
 Ocean Sales West
 Wright Mariner Supply

DUNCAN

Coonchin Bay Marina

NANAIMO

Aschorage Marina
 Petro Can
 High City Yacht Sales
 Palms Harborside Marina
 Nanaimo Shipyards
 Nanaimo Yacht Club
 Passage Yacht Club
 Shipyard's Marine Centre
 Stono's Marine Center
 West Marina

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Schooners Cove Yacht Club

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Seafair Boat Brokers
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 Halse Inlet
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French Creek Marine

ESQUIMALT

CSA
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ALAMEDA

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 Marina Village Yacht Brokers
 Oakdale Yacht Club
 Pacific Yacht Imports
 West Marina

ANTIOCH

Antioch Marina

CHULA VISTA

Chula Vista Marina

EUREKA

Ship Shop

LONG BEACH

Sailing Pro Shop
 West Marina

NEWPORT BEACH

Crow Post Yachts
 Chuck Howe Yachts
 Factory Direct Yachts
 Holiday Marine Sales
 Ocean Alexander Yachts
 Orange Coast Yachts
 West Marina

OXNARD

Channel Islands Harbor Marina
 Charlotte Schmidt Yacht Sales
 West Marina

SAN DIEGO

All K's Kings Plugs
 Crown's West Yachts
 Downwest Marina
 Fraser Yachts
 Mail Stop
 Marine Exchange/Sailing Supply
 Seabreeze Ltd.
 Sunshine Coast Yachts
 West Marina

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City Yachts
 Ocean Cove Marina
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SANTA BARBARA

Santa Barbara Yacht Sales

SALISALTO

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 Marcota Yachts
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 West Marina

VENTURA

Larry Dudley Yacht Sales
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LAKE HAVASU CITY
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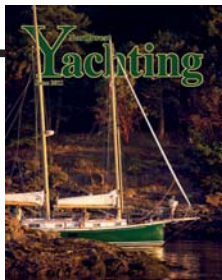
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Ko Olina Marina



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78' ALASKAN LRC PH 2007

REDUCED

CAT power, stabilized, 5 staterooms, 6 heads, upper/lower helm.



70' LEGEND SKYLounge MY 2005

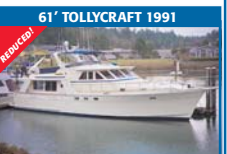
Canadian duty paid, Twin diesel, enclosed pilothouse, stabilized.



65' LEGEND PH 2004

REDUCED

Canadian duty paid, hydronic heat, full beam master, dual sat receiver!



61' TOLLYCRAFT 1991

REDUCED

Detroit power, T/generators, new electronics, new batteries.



85' M'QUEEN CUST. RPH 1988

Detroit power, 4 stms, 4 heads, T/gens!



60' KNIGHT & CARVER 1994

REDUCED

Detroit power, 2 strms, long range!



60 SEA SPIRIT 2010

REDUCED

CAT power, low hours, NEW Demo!



58' OCEAN ALEXANDER PH 2005

T/dsls, bow/stern thrusters. Well maint'd



53' EAGLE PILOTHOUSE 2002

REDUCED

Satellite TV, stabilized, shows like new!



52' CARVER 506 2001

T/dsl, spacious w/3 strms & 3 heads



50' DELTA 1993

T/CATS, low hrs, updated electronics



49' MERIDIAN 2005

REDUCED

Fresh water kept, Cummins dsls (625hrs)



48' SILVERTON 2004

REDUCED

A must see! A "fish getter"!



48' NAVIGATOR 1998

REDUCED

Nice! Exceptional condition!



44' NAVIGATOR 2002

REDUCED

Low hours, fresh water kept!



42' OCEAN ALEXANDER 1989

T/Detroit w/Airseps, full elect.



45' BAYLINER 1987

T/dsl, many upgrades!



42' BRAGINTON 1987

The ultimate statement, a classic!



41' CHRIS CRAFT '82

2 strm/2 head layout, well kept



38' OCEAN ALEXANDER '86

Complete update! Must See!

Window Express!



37' CARVER VOYAGER 1996

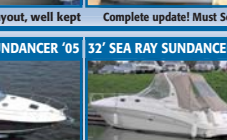
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"Encore"



37' Nordic Tug 2006 \$440,000
"Patricia Anne"



32' Nordic Tug 1987 \$117,500
"Sidekick"



32' Nordic Tug 1999 \$198,000
"Water Colors"



37' Nordic Tug 2005 \$427,500
"Lady Kerry"



32' Nordic Tug 1990 \$145,000
"32-49"



32' Nordic Tug 1990 \$145,000
"32-46"



32' Nordic Tug 1999 \$193,700
"Sea Star"



42' Nordic Tug 2005 \$496,000
"Hungry Water"



42' Nordic Tug 2000 \$394,000
"Josie"



37' Nordic Tug \$375,000
"Ventana"



26' Nordic Tug 1981 \$78,500
"Petrel"



43' North Pacific 2008 \$369,900
"Pecten III"



41' Ocean Alexander 1979 \$93,000
"Whoopie"



32' Nordic Tug 1994 \$165,000
"Joie de Vie"



37' Nordic Tug 2005 \$420,000
"Sea Hawk"

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86' BURGER PH 1981



84' NORTHERN MARINE 2007



65' TOLLYCRAFT PH 1996



630 HAMPTON PH 2008



60' OCEAN ALEXANDER PH 1983



58' NAVIGATOR PH 2007



NEW LISTING

580 HAMPTON PH 2010



558 HAMPTON PH 2006



550 FERRETTI 2006



50' NAVIGATOR PH 1996



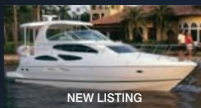
480 NORDIC PH 1990



48' TOLLYCRAFT CPMY 1992

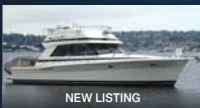


48' OCEAN ALEXANDER 1986



NEW LISTING

455 CRUISERS 2004



NEW LISTING

43' RIVIERA CONVERTIBLE 2000



3788 BAYLINER MY 2002