85' Ocean Alexander
Newport Beach | 2018

55' Azimut
Roche Harbor | 2018

53' Tiara Flybridge
Seattle | 2018

50' Azimut Flybridge
San Diego | 2018

50' Azimut Flybridge
Seattle | 2018

70' Ocean Alexander
Seattle | 2018
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Mark White | 310.968.9376

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Greg Wilkinson | 714.331.7131

2016 | 37' CARVER | $439,000
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Niel Steenkamp | 206.850.2801

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2007 | 73' HORIZON | $1,490,000
Tim Tweed | 619.994.5931

2001 | 50' Tiara Sport | $515,000
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2004 | 45' MERIDIAN | $259,990
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2000 | 52' TIARA EXPRESS | $399,000
Jason Smith | 206.331.2523

2007 | 56' Cruisers | $419,000
Tim Tweed | 619.994.5931

2014 | 85' OCEAN ALEXANDER | $4,495,000
Michael Vrbas | 949.632.1414

2012 | 90' OCEAN ALEXANDER | $4,375,000
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2017 | 41' CRUISERS | $499,000
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1994/2017 | 112' CUSTOM WESTPORT | $6,485,000
Niel Steenkamp | 206.850.2801 & JR Wills | 949.678.5533

2016 | 37' CARVER | $439,000
Jerry Wheeler | 949.375.2323

2005 | 36' TIARA SOVRAN | $245,000
Henry Wold | 206.427.7167 & Ray Prokorym | 425.327.0994

2000 | 52' TIARA EXPRESS | $399,000
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2016 | 26' PURSUIT DC | $125,900
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2012 | 90' OCEAN ALEXANDER | $4,375,000
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2007 | 76' ALASKAN | $2,295,000
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</tbody>
</table>

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73 HORIZON E73 2006
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Boating to a glacier is about as Northwest Yachting as it gets! Pro cruiser Elsie Hulsizer offers her insider tips so you too can experience the majesty.

Stand up paddleboards (SUPs) are fantastic complements to the boating lifestyle. Read on for the essential information and get hooked.

Captain Couch shares inspiring cruising stories of his mentees and his own experiences chasing those far horizons. You can do it too!

By the time you read this, our managing editor could be fighting for glory in the B.C. wilderness in R2AK 2018. Read on for the final pre-race report.

Venture south in Puget Sound and you’ll be rewarded by the charming boating destination of Gig Harbor, Washington. We offer useful tips here.

Commissioning a new boat is an exciting final step toward taking the dream machine for her first spin. We ask Nigel Barron of CSR for his perspective.
I was out fishing with my buddies recently on the Sandy River for a belated bachelor party celebration. Spring Chinook, ake springers, were the name of the game, and down in Oregon they are tasty. Thanks to our guide, Jack Glass of Team Hook Up charters, for a great and educational experience.

Did you know that Jack showed Jeremy Wade, TV host of the show “River Monsters,” where the sturgeons are in the Columbia River during an episode? Check it out!

We pro-trolled downstream to the confluence with the Columbia, trying everything from sardine heads to Green Machine lures. The river was high enough to flood the bank, and we skirted cottonwood stands sticking out of the water as kingfishers, ospreys, and bald eagles circled overhead. That perfect Mt. Hood profile towered in the backdrop as boats of all shapes and sizes, from grain barges to family sailboats, piled up and down the Columbia. The sun got higher, the shirts came off, and skin burned red. Our now-married pal got a nice one, with potential for those melt-in-your-mouth fillets, perfect for a romantic meal for two with his new wife. I remember introducing them when we were all in college!

While on the river, I had one of my moments where I was just so darn grateful to be on Pacific Northwest waterways. I’m constantly amazed at the many methods we have around here to get that feeling, whether it be fishing from a sledge on a river, cruising to Alaska in a trawler, tacking a sailboat across the finish line of the Downtown Sailing Series, or the quiet dip of a paddle. We’re all doing this for that same feeling, with vastly different levels of adrenaline.

There’s many thoughts going through my mind as I write this. Firstly, as I look around the Northwest Yachting headquarters, I see many fresh faces hard at work: new interns, new hires, and magazine veterans moving up the ranks. The newest faces are our interns, Gisela Alessi and Kristina Kiser, who are learning the ropes. Welcome them aboard! Jodi Maisel, salesperson and formerly advertising coordinator, and Eva Seelye, intern-turned-advertising coordinator, are a great team that’s continuing our growth trend. Even Moore, intern-turned-editorial staff, is also taking the opportunity and running with it. It’s inspiring for me to witness!

I also think about my upcoming R2AK 2018 participation with Team Wright Yachts, which I dive into this issue with a feature. I may very well be out there in the boonies when you read this. Rest assured, I expect many more of those on-water moments of bliss out there, and I can maintain focus knowing our growing NWY family is tending to the home front.

From our helm to yours,
— Norris Comer, Managing Editor, Northwest Yachting

This Month’s Feature Contributors

Get your copy of The Checklist, the Northwest Yachting publication featuring the latest news, events, and exclusive perspectives on the boating world. The Checklist is available at compassheadings.com.

Editorial intern, Gisela Alessi, is a fan of everything related to a PNW boater. She can be found exploring the region’s waterways and sharing her adventures on her blog at elisehulsizer.com.

Eva Seelye is an assistant editor and advertising coordinator at Northwest Yachting magazine. Raised in the Marshall Islands but with Washington as her second home, her on-water enthusiasm surfaces in every aspect of her life. Say hi by sending an email to eva@nwyachting.com.

Companies like Alexander Marine for the last 26 years. He has been at the helm through the Panama Canal five times and on four transpacific crossings. His book, The Checklist, is a fantastic resource that covers just about everything relevant to a PNW boater. You can buy The Checklist, check out his other publications, or contact him at compassheadings.com.

Elise Hulsizer is the author of Glaciers, Bears and Totems: Sailing in Search of the Real Southeast Alaska (Harbour Publishing, 2010) and Voyages to Windward: Sailing Adventures on Vancouver Island’s West Coast (Harbour Publishing, 2005 and 2015 [paperback]). Visit her website at elisehulsizer.com and follow her blog at sailblogs.com/member/elsiehulsizer/ You can find more of her photos of SE Alaska’s glaciers at: flickr.com/photos/elsiehulsizer/albums

Eva Seelye is an assistant editor and advertising coordinator at Northwest Yachting magazine. Raised in the Marshall Islands but with Washington as her second home, her on-water enthusiasm surfaces in every aspect of her life. Say hi by sending an email to eva@nwyachting.com.

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Views expressed by individual contributors are those of the authors and do not necessarily represent the opinions of the magazine.
NEW VIKING 37 BILLFISH – IN STOCK
The new Viking 37 Billfish is the ideal fishing boat for the Pacific NW. Standard lower and upper helm stations, twin 550hp Cummins QSB6.7 diesels, standard reverse cycle A/C and heat, and a spacious, well-equipped cockpit for fishing. She’s sure to give you endless days of excitement on the water! Contact SMY for availability and pricing. 2018 Model Now In Stock in California!

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<th>Model</th>
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Life in the Fast Lane

Seaplane Advisory Buoys Installed on Lake Union

By Norris Comer

For the Seattle-area boater, Lake Union is a summertime playground where the hum of seaplanes taking off and landing is part of the experience. Frequent users of the lake have probably witnessed flummoxed pilots circling overhead, looking for an opportunity to land on a busy day as boats, which have the right of way, crisscross the water. To increase communication between seaplane pilots and boaters, the City of Seattle obtained a temporary permit from the Department of Natural Resources (DNR) to install a line of five advisory buoys in a north-south line across the center of Lake Union.

The move has caused some alarm among the boating community as an attempt by private seaplane companies to hijack public waterways. However, there are some key points to be made with regards to these buoys that may alleviate angst:

1. **Advisory Only:** These buoys do not change the law of the land with regards to water use or rules of the road. What they do instead is flash yellow lights when seaplane pilots are trying to land or take off. When the lights flash, they are essentially a plea from a pilot to move 200’ away from the buoys to let the plane take off or land.

2. **Trial:** These buoys are a trial program that started Memorial Day weekend and runs through Labor Day weekend. The City will review the experimental program after the trial to decide whether or not to apply to the DNR for a five-year permit. If you are a user of Lake Union, now is the time to weigh in with your opinion to the City. Local seaplane company Kenmore Air is also welcoming feedback at lakeunionbuoys@kenmoreair.com.

3. **Advance Notice:** The lights start flashing about two to three minutes before a landing or takeoff and stop flashing once the maneuver is complete. Even for a paddleboarder, 200’ on the water can be leisurely covered in that timeframe.

Northwest Yachting will be following this program throughout the summer and is keeping an open mind. While nobody wants our precious public waterways dominated by private interests, we also believe that we can all coexist. Seaplane companies like Kenmore Air are a part of the local aquatic culture like the rest of us. If this trial is successful, it could make life easier for everyone. We’re eager for your thoughts, so send them in at editorial@nwaycting.com.

Left: Kenmore’s South Lake Union Dock gets busier every year. Right: One of the new Buoys, ready to install.

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Fleming Yachts offers new and flexible layouts. NEW FLEMINGS Available for inspection! Over 30 years of consistent quality from Fleming Yachts. Solid fiberglass hulls, safe Portuguese Bridge with easy to board, low profile, serious cruising designs, NMMA Certified using ABYC standards, great performance & fuel economy and factory & dealer support make the Fleming Yachts difference. Contact us for the latest Fleming updates.

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83’ MONK MCQUEEN 1980 Legendary Northwest yacht. Many substantial updates. Property trades considered. NOW $389,000

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OUR DOCKS - REDUCED
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Voluntary Orca Protection Zone Posted

The Washington Department of Fish and Wildlife (WDFW) has implemented a voluntary no-go zone (no boating area) on the western edge of San Juan Island to protect the diminishing southern resident killer whale populations. The no-go zone will extend from Mitchell Bay in the north to Cattle Point in the south, and extending a quarter-mile offshore for the entire length. In the area around Lime Kiln Lighthouse the area extends half a mile offshore.

Even though under federal protection, the southern resident killer whale population has declined from 98 whales in 1995 to just 76 in 2017. Human interaction in the form of boat collisions, noise, toxic contaminants, plus a decline of prey are considered the most likely culprits for the reduction. This no-go zone is supposed to alleviate the stress caused by human contact, and hopefully boost total killer whale population.

The WDFW will be working with other agencies and stakeholder groups to manage and educate boaters on the no-go zone. The zone applies to both recreational and commercial vessels. The off-limits area covers the most popular foraging spots for killer whales, giving them a quiet place to eat and socialize.

The governor signed an executive order in March of this year creating a task force that will mobilize the WDFW and other agencies to preserve killer whale populations. This year’s salmon fisheries reflect this effort, with reduced catches in the San Juans, the Strait of Juan De Fuca, and Admiralty Inlet, all killer whale feeding areas. The National Atmospheric and Oceanic Administration (NOAA) has also asked Washington State officials to act on behalf of killer whales. Ron Warren, head of the WDFW’s fish program, said, “This step will help support killer whale recovery and prevents a potential delay in federal approval for our salmon fisheries throughout the entire Sound.”

The WDFW acknowledges that this additional loss of territory is tough in a year that already has reduced fishing opportunities. To make up for this, Warren noted that other areas of Puget Sound will have more opportunities to catch coho salmon than in previous years. Certain commercial vessels targeting Fraser River sockeye will be given an exception to fish the northern part of the zone, because of the limited commercial openings this year. The WFDW is working with NOAA to increase the total number of salmon released, providing more food for the killer whales.

“Our efforts to recover killer whales will ultimately mean more salmon returning to Puget Sound each year, which will benefit anglers as well as orcas,” Warren said. A map of this area can be found at wdfw.wa.gov/conservation/orca/.
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The Puget Sound, San Juan Islands, and Gulf Islands offer a lifetime of cruising for any boater. There are hundreds of islands, over a thousand miles of shoreline, countless bays and harbors, numerous passes and canals, with marinas and small waterfront towns punctuating it all.

Even for those of us who grew up plying the waters of Puget Sound, there is always something new to be discovered. Charts and GPS can help you safely navigate the area, but a good guidebook or two will make your trip planning and adventures even more rewarding.

A good cruising guide has to offer something you can’t get from a simple chart. It must function as a fun read while tied to the dock on a cold, dark night, and it has to be easy to use while underway. I spend as much time thumbing through the pages of my cruising guide while dreaming of our next adventure as I do relying on them to supplement information on my charts. A good guide is well-written and accurate.

There are a number of guidebooks out there. Which one works for you is a matter of need and taste. Here are three of my favorites for you to consider.

The Waggoner Cruising Guide

The Waggoner Cruising Guide is an annual publication that hits the shelves early each year. The large format paperback can feel a lot like a magazine with the page layouts and numerous ads, but the guide is well-designed, logically organized, and easy to read. The amount of information about marinas and anchorages in the Waggoner is astonishing and at times overwhelming, but it is incredibly readable. The opening section of the guide is full of important information on geography, anchoring, fitting out a boat, and navigating our confusing waterways. For someone coming to the Northwest to charter, the Waggoner should be required reading, as it provides an excellent overview of the area and its idiosyncrasies.

Of note in the Waggoner Guide are the excellent first-person narratives about unique cruising challenges and adventures, often penned by readers and users of the guide. These sidebars give the Waggoner its voice and flavor and elevates it well beyond a “yellow pages” of boating in the Northwest. We keep the most recent edition of the Waggoner onboard at all times. When pulling into an unfa...
Can you sea for days?
Next delivery Summer 2018

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familiar port or marina it provides us the quick information we need to contact harbormasters or make sense of channel markers and difficult approaches. By early spring each year our copy is already heavily dog-eared and annotated.

_Northwest Boat Travel_

_Northwest Boat Travel_ is another annual publication that provides almost encyclopedic information on destinations and facilities from Olympia to Skagway. Replete with ads and full color charts and photos, _Northwest Boat Travel_ is easy to use and well laid out. Many mariners use the annual publication to begin planning trips up the Inside Passage, and it is excellent for providing overviews of the different cruising grounds of the Puget Sound and beyond.

_Northwest Boat Travel_ emphasizes information. Many of the entries are written by the owners or operators of the marinas or facilities the book features, so there isn’t a consistent voice or style. This makes it less “readable” than some other guides but in terms of pure nautical information it is hard to beat.

The color schematics of marinas and ports of call are very helpful, especially when pulling into an unfamiliar port for the first time. Locals provide good information on approaches and dangers, and there is plenty of “insider” knowledge to be had.

_Northwest Boat Travel_ belongs on any cruiser’s nav table. You will find yourself referring to it often as you plan your next big trip or just tomorrow’s port of call. The best thing about such a complete informational resource is the confidence it gives you to try an out-of-the-way spot or less popular port of call.

_A Cruising Guide to Puget Sound and the San Juan Islands_

The second edition of Migael Scherer’s comprehensive cruising guide is one of the most enjoyable reads and indispensable resources in the cruising guide community. Spiral bound, it is meant to be used in concert with your navigational charts for trip planning and navigation. Scherer’s guide covers the waters from Olympia to the San Juan Islands, so if your travel plans will take you across the border into the Gulf Islands, you will need another guide.

The sole focus on the U.S. waters of the Salish Sea allows her to give more detailed information, full color chart reproductions, and stunning photographs. The addition of aerial photographs gives skippers a bird’s eye view of channels and approaches, which is incredibly helpful for first-time visits.

The navigation advice and other information is knowledge acquired by Scherer herself, and she provides honest and helpful tips along with personal experiences. The introductory information covers topics from weather to tying to a state park mooring.

Her simple rating system for anchorages and destinations helps you plan a trip so you don’t miss the highlights. I have found her descriptions to be spot on, and we have dropped anchor in secluded coves we would otherwise have cruised right past. Scherer’s experience is confidence-inspiring.

The book includes several very useful appendices and several interesting sidebars on things like drawbridges in Lake Washington and navigating around Washington State Ferries. Scherer’s instructions for navigating the Ballard Locks are the best I’ve seen, and if you are making that trip for the first time I strongly recommend reading and studying her explanations.

There is room for all three of these guides on both your nautical bookshelf and nav table. They each fit a unique need and they are all very useful and interesting.

_A CLEAN BILGE FOR A CLEAN SOUND_

_“Because every drop counts.”_ Pat Farrell, Lake Chelan

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Email Washington Sea Grant Marine Boating Specialist Aaron Barnett at aaronb50@uw.edu or contact your local Coast Guard Auxiliary for a safety check and a free small oil spill kit.

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We need your help naming her! Send your ideas via email to editorial@nwyachting.com, message us on Facebook or Instagram, or send in the snail mail. We’re going to announce the winning name in the next issue of the magazine. Think boats, the Pacific Northwest, and water! We’re standing by for your great ideas. What are you waiting for?

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Fast but comfortable long-range cruiser, large FB & cockpit, wide side decks. Contact Matt Partna.

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Custom hard top, teak on the flybridge, new Awlgrip paint in 2010. Contact Dan Wood.

50’ OCEAN ALEXANDER CLASSICO 2005
Outstanding condition & maintenance, recent upgrades. Contact Matt Partna.

61’ NAVIGATOR 2000
Fresh water kept its whole life, x- good condition, 2 staterooms + office. Contact Mike Manning.

72’ KNIGHT & CARVER 1990

48’ OCEAN ALEXANDER 2005
Popular model, well cared for, many upgrades including luxury package. Contact Dan Wood.

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2x CAT C32 ACERT 1,825 hp, Monk Jr. semi-custom. Paul Enghäuser (949) 606-3952, Newport Beach.

70’ MONTE FINO 1996
Fly bridge, canvas bimini, full canvas enclosure, 3 staterooms / 3 heads + crew. Contact Dan Wood.

60’ QUEENSHIP PILOTHOUSE 1995
Loaded, 2 generators, heat, AC, 3408E Cat power, kept under cover, much more. Contact Vic Parcells.

56’ VIKING SPORT CRUISERS 1998
New teak decks, upholstery aft deck & bridge outside, foam & upholstery. Contact Vic Parcells.

60’ PRINCESS 2004
Interior & flybridge refits in 2014, new bow thruster, radar, AC, more. Contact Dan Wood.

60’ PRECISION PH TRAWLER 2002
3 staterooms, 2 heads, master has ensuite head, spacious salon, raised PH. Contact Dale Partna.

50’ OCEAN ALEXANDER MY 1984
Super Sport, extra clean, lots of room, large cockpit. Contact Dale Partna.

43’ INTREPID 2010
Great for fish or cruise, AC. Contact Dan Wood.

42’ TIARA OPEN 2004
Cummins 660 hp, bow & stern thrusters, sat TV, low hours, fresh water kept. Contact Dan Wood.

62’ QUEENSHP PILOTHOUSE 1995
Loadled, 2 generators, heat, AC, 3408E Cat power, kept under cover, much more. Contact Vic Parcells.

70’ MONTE FINO 1996
Fly bridge, canvas bimini, full canvas enclosure, 3 staterooms / 3 heads + crew. Contact Dan Wood.

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61’ NAVIGATOR 2000
Fresh water kept its whole life, x- good condition, 2 staterooms + office. Contact Mike Manning.

42’ SABRE 2005
Rare for the West Coast, extended cabin, only 1 on market with a washer & dryer. Contact Vic Parcells.
excellent safety record of the marine transport of LNG is continued if an LNG terminal is built in Coos Bay,” said Coast Guard Captain William Timmons in a press release.

“At this point, the waterway can accommodate the types of vessels associated with the proposed Jordan Cove LNG facility. We are working together to make sure that any resource issues are resolved through the Emergency Response Planning Process.”

The Federal Energy Regulatory Commission (FERC) and the USCG will continue to work closely together to compile an Environmental Impact Statement (EIS) that covers the possible effects of the proposed terminal and boat traffic. Within the EIS, FERC will consider every aspect of construction from environmental to socioeconomic to security.

If FERC gives the site its approval, Jordan Cove LNG will have to submit an Emergency Response Plan and Transit Management plans.

The United States Coast Guard (USCG) has released a letter of recommendation stating that the waterfront around the proposed site of the Jordan Cove Liquefied Natural Gas (LNG) Terminal is suitable for marine traffic associated with the LNG terminal. The Jordan Cove LNG Terminal, a project proposed by Pembina Pipeline Corporation of Calgary, Canada, would serve as a storage and processing plant for natural gas shipped through the Pacific Connector Gas Pipeline from the U.S. and Canadian Rockies.

The USCG received notification of the company’s proposal to build in Coos Bay, Oregon on January 9, 2017. Jordan Cove LNG worked with Coast Guard Sector Columbia River personnel, emergency response providers, and community stakeholders to assess issues with tankers moving in and out of Coos Bay.

“We continue working with local officials and the port community to ensure that every measure is taken to ensure the

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“We continue working with local officials and the port community to ensure that every measure is taken to ensure the
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- **40' Tollycraft Sport Sedan '93** .......... $179,500
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- **36' Hinckley Picnic Boat '01** .......... $230,000
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- **34' CHB '84** .......... $59,500
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- **30' Tollycraft Sport Cruiser '89** .......... $39,900
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- **48' Custom Schooner '86** .......... $80,000
- **47' Beneteau 477 '05** .......... $199,500
- **46' Jeanneau 469 '13** .......... $325,000
- **44' Worldcruiser Schooner '79** .......... $218,000
- **43' Beneteau Cyclades '05** .......... $149,000
- **40' Hinckley B 40 '70** .......... $139,500
- **40' Ta Shing Panda '84** .......... $189,000
- **37' Tayana '87** .......... $84,900
- **36' Catalina '87** .......... $54,000

**Sailboats**

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- **47' Beneteau**
- **46' Jeanneau**
- **44' Worldcruiser Schooner**

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Environment

Crabbing Closures

By Eva Seelye

Marine areas 11 and 13 will remain closed for recreational, commercial, and tribal crabbing this summer, announced the Washington Department of Fish and Wildlife (WDFW). Marine Area 11 includes Tacoma and Vashon Island and Area 13 is South Puget Sound.

Pre-season test fisheries reported a low population of harvestable Dungeness crab in these two areas, falling below 88 percent in Marine Area 11 and 90 percent in Marine Area 13 in the 2014-15 season. Reports from recreational crammers seem to support these findings according to WDFW.

Puget Sound shellfish manager of the WDFWF Bob Sizemore states, “We are taking this step to protect crab in these areas and allow the populations to rebuild.” They are hoping that crab larvae from other thriving Puget Sound populations will float south with the currents, settle, and grow, but something this involved can take several years.

Dungeness have to grow to 6 ½” to be harvestable, which can take four to five years. Crabbing seasons for the remainder of Puget Sound are still being decided by state and tribal co-managers and will be announced as we go to print at the end of May.

More information on crab seasons, license requirements, catch record cards, and more can be found on the Washington Department of Fish and Wildlife website at wdfw.wa.gov/fishing/shellfish/.

Cocktail of the Month

Planter’s Punch

Nothing quite hits the spot on a sunny day on the water than an ice-cold glass of a good punch. The Planter’s Punch has been found on beach-themed menus for generations, but it’s worth noting that dramatic variations exist. Different fruit juices as well as flashy garnishes are ubiquitous, and if you see the bachelorette party across the bar cheering over an extra-large Tiki head glass with dramatic variations exist. Different fruit juices as well as flashy garnishes are ubiquitous, and if you see the bachelorette party across the bar cheering over an extra-large Tiki head glass with

Ingredients

- 1 1/2 oz. dark rum
- 1 oz. orange juice
- 1 oz. pineapple juice
- 2/3 oz. lemon juice
- 1/3 oz. Grenadine
- 1/3 oz. simple syrup
- 3 to 4 dashes Angostura bitters
- Garnish: Cocktail cherry and pineapple on a toothpick (mint sprig also common)

Make the Drink

Directions: Add all the ingredients, except the bitters and garnish, into a shaker with ice. Shake vigorously, then strain into a Collins glass (ideally) over crushed ice. Top with the bitters and garnish. Enjoy!

We’re thirsty for more recipes, so send yours on to editorial@nw/yachting.com for a chance to appear in the next issue.
**Membership vs. Ownership**

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<th>What do you pay?</th>
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<th>Traditional Ownership</th>
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<td>Joining Fee of $1500-$3000</td>
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<td>Insurance</td>
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- Flexible commitment: Yes | No
- Flexible Payment Options: Yes | No
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- **1985 DeFever 49’ PH** $199,000
- **1998 Bayliner 3388** $67,500
- **2015 Cutwater 26’** $144,800
- **2004 INACE 60’** $595,000
- **2007 DeFever 52’ Euro** $565,000
- **2003 Nordic Tug 32’** $185,000
- **2018 DeFever 49’ PH** $949,000
- **2016 Nimbus 405 Coupe** $755,625
- **2016 Nimbus 365 Coupe** $475,000
- **2012 Ranger Tug R-25** $99,000
- **1998 Bayliner 3587** $92,000

**New Price!**

- **2002 Eagle 52’ PH** $495,000
- **1998 Bayliner 3388** $67,500

**Featured Brokerage Listings**

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- Anacortes Office
  2415 T Ave. Suite 112, Anacortes, WA 98221
My Boat Story

Life Aboard Visit Seattle

By Eva Seelye

It was a chilling 50-degree Seattles day and even colder on the water, so there I was, bundled up three layers deep with a foul-weather outer layer as I sailed into Puget Sound aboard Visit Seattle while the crew chuckled.

“This is the tropics for us!” laughed Visit Seattle crew member Andy Farnum. This short stopover in Seattle finished leg six of the Clipper Round the World Race and marked the end of the lengthy Pacific Ocean crossing. It was no easy sailing. Wind gusts of 110 knots truly tested the crew’s limits, something that crew member Paolo Bramucci, as well as others, signed up to do. Having never sailed before, Paolo committed to this year’s Clipper race back in 2015 and is completing a half-circumnavigation from China to the race’s end in the UK. Leg perched on the edge of the rope-ridden cockpit, he dove into the details of life aboard a racing yacht.

Each sailor is assigned a different duty each day. From updating the logbook every hour to being the cook, there’s always work to be done. The heads are cleaned up to five times a day. If there’s one thing I’ve taken to heart after this sail, it’s the luxury of being dry. When asked how many days crewmember Eric Froggat actually felt dry and comfortable, he said “One, when we boarded the boat.” Out in the middle of the great Pacific, swells topped a steep 46’—that’s as tall as “Echo,” the giant head statue in Seattle’s Olympic Sculpture Park. The masses of water from these swells that flowed over the deck, into the cockpit, and only occasionally into the cabin made avoiding prune-fingertips nearly impossible.

The crew eats well on board—they need as many calories as they can get to keep warm out in the cold. Food is stored in day-designated bags and range from porridge to pasta. They even make bread on-board! A little morning toast topped with marmite makes a great meal, something they picked up from the boat’s British origins.

“Time washes away aboard Visit Seattle,” explains Paolo. “It’s more of ‘how far did we go and how much distance is left’ that matters.” Letting my ears wander, I hear stories of markers rip-
ping out of the mast, steep heels, and heavy wind gusts - I can only imagine what could possibly go wrong. When asked how to cope with the unknown, crew member Andy responds, “you just have to focus on one task at a time. It’s big and scary, but big and awesome.” He jokes, “It’s something I can talk about at dinner parties for the rest of my life.” For Eric, “It too shall pass” remained his mantra during the life-threatening journey across the Pacific.

Despite nerve damage, ripped sails, and lesser injuries, the Visit Seattle crew isn’t letting up. They took off on April 29 and will be heading through the Panama Canal as we’re off to press. Their latest onboard addition is a pH sensor meant to track ocean acidification in unprecedented ways. National Oceanic and Atmospheric Administration (NOAA), partnered with the University of Washington, Sunburst Sensors, and Visit Seattle to raise public awareness about ocean acidification. Increased carbon dioxide levels in the atmosphere are making their way into the ocean, resulting in increased acidity directly affecting ocean organisms and inhibiting their abilities to produce shells. These changes have been recorded over the past 30-40 years with noticeable fluctuations in shellfish farmer’s larvae; even our salmon population is affected. Our global seafood ecosystem is at risk. This Sunburst Sensor will continue to accompany the Visit Seattle crew through the Panama Canal and up the East Coast, monitoring ocean acidification throughout this 6,000nm leg. The data will be available in the next several months. We bid all our Clipper sailors farewell and safe passage on the last few legs of this incredible journey. You can follow along at clipperroundtheworld.com.

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Crow’s Nest Yachts has announced that the renovation of their San Diego location is complete and is now open for transactions. Crow’s Nest Yacht’s San Diego, purchased by Eric Pearson and Michael Selter in December 2017, was in need of a remodel. The Polynesian-inspired exterior and interior have been refurbished and a modern décor fills the 1,650 square-foot office space. Their private, 23-vessel sales marina has been upgraded and a repaved parking area leads to the front door.

“We wanted our ‘fit and finish’ to reflect the style, elegance, and practicality of our yacht inventory and our own personal taste,” said Pearson in a press release. “Now we’re proud to announce that Crow’s Nest San Diego has been brought up to the highest contemporary standards, befitting our vision for the next iteration of this legacy brokerage.”

They’ve hit the ground running and have already completed four vessel sales, including a 120’ Sovereign. Crow’s Nest Yachts will be attending the San Diego International Boat Show June 7-10. Besides San Diego, Crow’s Nest Yachts’ franchise has two other waterfront locations, owned and operated separately, in Newport Beach and Seattle.

By Evin Moore

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Pacific Marine Expo Dates Announced
By Eva Seelye

Last year, the Pacific Marine Expo brought 6,000 visitors from 40 states and 24 countries to experience, demonstrate, and enjoy products and activities from over 500 marine industry exhibitors. Denielle Christensen, event director for Diversified Communications, produced the previous years’ shows. She states, “With the continued growth and strength of the West Coast fishing and workboat industries, we expect another outstanding year in 2018.” After surveys and consultations held with 2017 Expo attendees and exhibitors, the 52nd Pacific Marine Expo at CenturyLink Field Event Center is set to take place November 18-20, 2018.

Christensen explains, “the show offers everything for those in the commercial fishing and marine industries under one roof,” which is how the theme, ‘Just Add Water,’ came to be.

“If you make a living on the water,” Christensen says, “you just can’t afford to miss it.” So, gather your questions, start your wish list, and mark your calendars to attend during the third week of November. To exhibit, contact sales director Chris Dimmerling at cdimmerling@divcom.com. Attendee registration will open in June. Check out the Pacific Marine Expo website at pacificmarinexpo.com for more information.

Business Notes

Experience with Diesel, Gas, Outboards, and Sterndrives
Yamaha, Suzuki, Caterpillar, & Cummins experience an asset
Yacht systems troubleshooting & repairs
Boat handling experience required
Full-time, year-round employment, seasonal overtime
Top pay based on experience and benefits

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Maritime Law Firm Expands
By Eva Seeley

Schwabe, Williamson & Wyatt – one of the Pacific Northwest’s top law firms – recently announced the opening of their newest office in Anchorage, Alaska. By doing so, they have expanded their Transportation, Ports, and Maritime industry group to 29 attorneys, strengthening their presence along the West Coast. Herbert Ray, Philip Lempriere, and Zach Berne were hired for the Alaska expansion and bring to the table a combined total of over 60 years in the maritime industry. With their regulatory and environmental knowledge, and years of service in all 13 International Group of Protection & Indemnity Clubs as well as China and Korea P&I clubs, the three attorneys will complement Schwabe’s maritime practice.

Ray has practiced in Anchorage for almost 30 years where he developed a diverse general litigation practice that includes environmental, securities, maritime, commercial, insurance, malpractice, and white collar criminal matters. Serving as lead counsel during response operations, Ray represents clients in casualty responses in Alaska and along the West Coast of the United States. He practices before administrative agencies, in state and federal courts, and in commercial arbitrations. Berne focuses on environmental, maritime, security, and insurance affairs and is eager to learn about all maritime matters. Lempriere is a shareholder in the Seattle office. He served as both a third officer and deck cadet aboard U.S. ships, and has legal experience in almost every aspect of maritime law.

Together, the three plan to grow Schwabe’s presence in Alaska and assist clients specifically in the transportation, ports and maritime; natural resources; and real estate and construction industries.

Steve Rae has been managing Canadian sales and service for Lowrance since 1988 and is now promoted to be Navico’s Country Manager for Canada.

Navico is the parent company to the Lowrance®, Simrad®, and B&G® brands. They have over 1,500 employees globally and distribute to more than 100 countries worldwide. Rae will be handling the company’s three marine electronics brands from Vancouver Island, B.C., as well as overseeing their new Edmonton-based service center that opened May 30.

Rae managed Canadian sales and Service for Lowrance before joining distributor CMC Electronics in 2008 where he served Navico Canada. He then returned to Navico as a territory manager in 2010.

There’s no better production cruising sailboat for exploring the world’s oceans, hot or cold, than the Hallberg-Rassy 46. Liberation II is a great example of this very popular blue water cruiser with many desirable features including: factory hard dodger, electric winches, watermaker, easy chairs in the main salon, and a tremendous amount of spares and extras. She’s well prepared for heavy winds with stayail and storm jib or light winds with her cruising spinnaker. Her leaky decks show minimal wear and are in excellent condition for a boat getting to be this age. We sold this boat to her current owner in 2011 and sailed the five-day passage down the coast to San Francisco from Seattle. At no time did anyone feel unsafe. The boat had a very nice motion in the seaway, never slamming or pounding. Going beyond what he would like, and has put her on the market. She owner has found that he does not use her as much as he would like, and has put her on the market. She is ready and waiting in Fort Lauderdale for her next steward.

- Brad Baker
Letters

We here at Northwest Yachting love hearing from our readers. Below are a few correspondences we’ve received. If you’ve got two cents to share, feel free to send us a snail mail letter to Northwest Yachting Magazine, 7542 15th Ave NW, Seattle, Washington, or an email to editorial@nwyachting.com.

C&C Get Together

Hello Northwest Yachting,

I saw your recent article titled Rendezvous Roundup and wondered if you might add our rendezvous to your list. Even though we’re technically in Canada, we do get several US boats attending every year.

Regards,
— Annette

NWY: Hello Annette, thank you for writing in. We knew a few events would get through the cracks! We’ll be sure to add you into future roundups. In the meanwhile, we can list that information here for our C&C enthusiast readers:

C&C Rendezvous
August 10-12, Telegraph Harbour Marina, Thetis Island, BC
Hosted by the C&C West Coast Owners Group
Join us at our 26th annual rendezvous for a weekend of all things C&C! The event kicks off with the Friday evening meet & greet on the dockside patio. Saturday is a full day with tech talk, boat viewing, and potluck dinner in the pavilion. More information and online registration is available at cncrdv.org.

Fiberglass Flub

Dear NWY,

It is nice to be included in the Rendezvous Roundup, but you pictured a Glaspar not a Glasply.

Best,
— Karen Stromme

NWY: You got us! We’ve made the correction to our digital side to help right our trespass (and in an attempt to cover up the evidence). Thank you, and knowledgeable readers like you, for keeping us honest. Boating is a lifelong journey of learning, afterall!
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What’s the best way to arrive to Trawlerfest in Bremerton, Washington? On a trawler, of course! When invited by the new owners of a Kadey-Krogen 50’ Open, the company’s newest build, I leapt at the chance for a functional sea trial and private ferry to Bremerton. What’s that saying about two birds and one stone?

First, some context for the uninitiated. Kadey-Krogen as an American yacht brand is about as established as it gets, although they’ve been building them in Taiwan (like just about everyone else in the industry) since 1977. When describing a Kadey-Krogen, the terms “traditional” and “classic” are often used for good reason. These motor trawlers have clear aesthetic inspiration from the fishing boats of the North Sea, with slightly curved lines, pronounced bow, high freeboard, and generally salty air. However, a Kadey-Krogen is a luxury yacht first, with a large salon, generous accommodations, and machinery made to keep up a 7- to 9-knot cruising speed for as long as possible. These are popular for liveaboard, long-distance cruising for a reason.

Flash forward to 2018, and the 50’ Open exterior looks very much like her forebears. In this era of storied brand names throwing aside their signature looks in favor of completely encasing their new builds with glass windows, slapping on a plumb bow just ‘cause, and blowing up the beam for a fifth mini-bar, it’s refreshing to see builders like Kadey-Krogen stick to their guns. The majority of boardings will take place at the swimstep, which is modest but perfectly functional. There are also two boarding doors port and starboard in the cockpit and port and starboard up forward at a higher level for taller docks. The robust transom opens to provide access to the covered cockpit. This transom means business, a contrast to many other contemporary builders’ moves to open, lazy weekend, semi-covered cockpits with giant swimsteps aft. The Open 50’ is the transom of a proper open water boat.

The rest of the 50’ Open’s exterior maintains the philosophy of open water consideration, notably the single forward walkway starboard sheltered by fiberglass all the way to the bow where high railings take over the supporting role. The walkway wraps around the wheelhouse to port at the bow, and another robust fiberglass structure serves as both walkway shelter and a forward-facing bench accessible through a pair of beefy doors. One should feel confident walking about in even the foulest of weather. Interestingly, the single stairway up to the gigantic flybridge is located inside, another design option that errs on the traditional and safe. Above is a second helm station with lots of seating and a dinghy davit with plenty of space for tender stowage.

---

**Specs**

- **LOA:** 52’9” • **Beam:** 17’5”
- **Draft (two engines with half load):** 4’6”
- **Displacement:** 68,000 lbs.
- **Tankage (Fuel/Fresh):** 1,240 gals./400 gals.
- **Local Dealer:** Kadey-Krogen Yachts, 800-247-1230
- **Web:** kadeykrogen.com
There’s also dual wing stations forward on the main level, one port and one starboard. Between all the control angles and the bow and stern thrusters, the fine maneuvering on this yacht may be about as precise as it gets. The owner on this maiden voyage had zero problems navigating the Ballard Locks, despite never having done it before. This fine control was on full display to me as I scribble down my notes and tended the stern line.

However, what’s truly novel about this new Kadey-Krogen is not the exterior, but the interior from which the Open takes its name. The interior is 100 percent luxury modern, fully embracing the popular trend to do away with interior partitions between salon, galley, and helm station. All three exist in the same palatial space inside, the salon (with seating, large table, and deployable flat screen TV) is aft, galley oriented port amidships, and helm station with small table is the furthest forward. The build we explored featured an American cherry interior that is a great wood to lighten up an enclosed space. One notable feature in the galley is an electrically deployable appliance garage that should keep those toasters and blenders out of sight and safely stowed under the granite countertop.

Moving down a spiral staircase forward brings a visitor to the accommodations and into the guts of the yacht. The version I saw had a three-stateroom and two-head layout, the star of the show being the increasingly ubiquitous master suite with island-style berth and en suite head. It is down here where one also has access to the engine room.

I was very impressed with the seven feet of standing headroom and ease of access for maintenance, for I have flashbacks of contorting into tiny lazarett es to get to equipment. The model I was on had twin John Deere 4045TFM85 125-bhp diesel engines with 24-V DC electric start. Single and double screw options exist.

As far as performance goes, a typical cruiser will be running at 1,700 rpm on the Open 50’. In our test on a calm day with our two engines and less than 10 knots of wind as a variable, we burned about two gallons of diesel per hour at 1,700 rpm that yielded about 6 to 7 knots. When we opened the throttle up to 2,500 rpm, the fuel burn increased into the 7 to 12 gallons per hour territory at about 10 knots. Clearly, she’s good at what she’s meant to do; put in those long distances at around 1,700 rpm and 6 to 8 knots where she sips the fuel. Her motion was easy and sea-kindly, handling large wake from passing container ships and the Seattle-Bremerton ferry with fitting grace.

So, what’s the verdict? The Kadey-Krogen 50’ Open successfully carries on the torch for the storied line, drawing from decades of yacht building while innovating to stay fresh. The open interior is a good step forward, and at times it was hard to believe that I was on a yacht with only 52’9” length overall. Feedback is all minor. Perhaps the space between the captain’s chair and the forward table is a bit of a squeeze, and maybe the Dutch doors leading out onto the deck from the wheelhouse eat up the walkway space a little awkwardly. She does burn a lot of fuel at higher rpm, but what yacht of this class doesn’t?

If you want a proper seaworthy trawler to live comfortably aboard and see the world, the Kadey-Krogen 50’ Open should be on your short list. While the base price is $1,549,000, Kadey-Krogen is a highly custom builder and a typical completed build will cross the $2,000,000 threshold.
Sanlorenzo Yachts have been around for a while, but you don’t see too many of them out here on the West Coast. Founded in 1958 by Gianfranco Cecchi and Giuliano Pecchia near Florence, Italy, the forward-looking company has been expanding ever since with an emphasis on the sleek and modern. The new Sanlorenzo SX88 luxury motoryacht, available through a local broker, is certainly a head-turner that spares no expense.

The SX88 is touted by the manufacturer as a crossover of popular flybridge motoryachts and the company’s Explorer class builds. The aesthetic focus is definitely on making expansive open spaces. The cabin’s sides are almost completely glass, making an already palatial interior feel even more open. Outside, a large cockpit for entertaining is made gigantic with a tender garage transom and a swim step that looks more like a staging area than a step. The flybridge is about as big as they come in a layout that blends the uncovered bridge with the covered wheelhouse and additional entertainment space. If all this expanse is still not enough, the wide, protected walkways on both port and starboard lead forward to the huge foredeck. What’s there, you may ask? Even more padded hangout space. The SX88 comes with a standard 900-horsepower Volvo IPS 1200 inboard diesel pod drive.

If you’re on the hunt for a large, modern, luxury motoryacht with sleek styling and a vaguely spaceship vibe, the Sanlorenzo SX88 should probably be on your short list. If interested, local dealer Stan Miller Yachts can help you out.

Specs

**LOA:** 88’ • **Beam:** 23’6” • **Draft (max):** 5’5”

**Displacement (half load):** 144,000 lbs.

**Tankage (Fuel/Fresh/Black):** 2,245 gals./540 gals./145 gals.

**Local Dealer:** Stan Miller Yachts, 206-352-0118 [Seattle]

**Web:** stanmilleryachts.com
R55 Fly / Virtess 420 Fly & Sedan / R40 Fly & Sedan / S45 / S40 / S36

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1977 MATTARAS 46 Sportfisher
$298,500 Diego Gomez - Alameda

1984 45’ CHR 45
$75,500 Ben Bottoms - Seattle

2000 41’ SEARAY 410 Sundancer
$94,000 Tom Mowbray - Alameda

2003 38’ MERIDIAN 381 Sedan
$150,000 Diego Gomez - Alameda

24 HT

28 Cabin & TTop

37AC

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A Pacific Northwest boater can hardly be faulted for not knowing about Greenline Yachts, for the brand has yet to make major headway in the area. Now partnered with a local dealer, this Slovenian company may be poised to be an instant success in the area. Why? Hybrid diesel-electric motors. Essentially the Prius of the sea, Greenline Yachts seem to be finally bringing the technology that has been the dream of eco-, noise-, and fuel-conscious boaters to the mainstream.

The Greenline 39 is a newer, mid-sized addition to the fleet that’s a good example of what the brand offers. The guts of a Greenline is where the line truly breaks new ground, where a super-sized battery bank is paired with a diesel-electric engine to offer the best of both worlds. On the 39, the standard AGM battery bank packs a battery capacity of 7.2 kWh, while the lithium-phosphate battery option has a 11.5 kWh capacity. The battery bank is charged one of three ways: shore power (when docked), a standard cabintop roof of solar panels (when anchored), or via the diesel drive (when underway).

Thanks to this design, the skipper can cruise in either electric or diesel mode when desired. Each cruising method has its pros and cons. For the 39, burning diesel yields better performance and range, reportedly max speeds of 18 or 25 knots (depending on engine option, 220 vs. 370 horsepower) and a range of 1,000 nautical miles at 7 knots. Cruising in electric mode yields a modest 6-knot max speed and 4-knot cruising speed, but only about 20 nautical miles of range; it burns no fuel and is nearly silent. It’s easy to imagine burning fuel up to the San Juans and then poking around in electric mode between ports or anchorages.

We’re eager to hop aboard one for a proper look, for this kind of technology is in high demand. If the Greenline 39 or the line in general have caught your eye, you can contact the local dealer, Ocean Trawler Yachts.

**Specs**

- **LOA:** 39’4”
- **Beam:** 12’4”
- **Draft:** 2’11”
- **Displacement:** 15,432 lbs.
- **Tankage (Fuel/Fresh/Black):** 184 gals./105 gals./21 gals.
- **Local Dealer:** Ocean Trawler Yachts, 206-659-0710
- **Web:** oceantrawleryachts.com

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**NORTHWEST YACHTING | JUNE 2018**
Newly announced to the successful Fountaine Pajot luxury catamaran line from Australian based Multihull Solutions is the New 42, available now for order for a June 2019 arrival. The first glimpses of this build show a couple or family cruiser with a strong resemblance to the Saona 47, another build from the line. The New 42 comes from the ubiquitous architects of Berret Racoupeau Yacht Design.

Right off the bat, the gigantic covered cockpit catches the eye with sumptuous seating and a deployable swimstep with access to the water via two stern sets of stairs. The expansive layout could even make this yacht a good candidate for charter. The elevated helm station is situated up a few stairs and to starboard as a sort of hybrid-center cockpit arrangement. An advantage of this elevated helm is surely a commanding view for ease of navigation. There’s even more lounge-style seating forward.

The interior layout comes in two different arrangements, the Maestro and the Quatuor. The main difference is that the Maestro features a master stateroom in the starboard hull (with en suite head), while the Quatuor has two guest staterooms in the same hull (with two en suite heads). The cabin, complete with lounge-style salon and galley, is naturally massive and takes full advantage of the generous beam allowed with the two hulls. Between the large windows, all-glass doorway, and modern styling, this is very much a forward-looking design with little or no nostalgia factor.

To learn more about the Fountaine Pajot New 42, contact local dealer Signature Yachts or look on fountaing pajot.com.au. The first orders in the USA are being made now for a June 2019 arrival. Pricing available upon request.

New & Notable Boats

Fountaine Pajot
New 42

Specs

LOA: 41'3" • Beam: 23'7" • Draft: 4'1"
Displacement: 23,000 lbs.
Tankage (Fuel/Fresh): 124 gals./185 gals.
Local Dealer:
Signature Yachts, (206) 286-9004
Web: signature-yachts.com
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On the Hunt

Lowrance FishHunter 3-D / $199.00

Remember those red-and-white bobbers from our days as beginner fishermen? Lowrance took that design, enhanced it, added some high-tech features, and came up with something that could change the way you fish. Their FishHunter 3-D is a clip-on, castable transducer that sends real-time 3-D sonar images with depth and fish-finding data back to your boat, which are then transferred to your smartphone via Wi-Fi.

The FishHunter app connects your iOS or Android device to the bobber, so you have an immediate idea of what’s happening up to 156’ below the surface. Use the app to log catches, waypoints, follow your friends as well as live stream catches around the world!

Devices like these swam their way into the boating industry over the years, but what sets this high-tech gadget apart from others is that no data plan is required; your smartphone is all you need. At only 4 oz., the bobber floats effortlessly on the water’s surface, resulting in a stronger Wi-Fi signal for uninterrupted connection within a 200’ range.

The Lowrance Fish-Hunter 3-D features five tri-frequency transducers to relay five different fish-finding views. The same technology is used to map earth’s massive geological formations like canyons. This bobber isn’t quite at that level, but it’s highly capable at mapping out rivers and areas just offshore. You can even map your favorite fishing spots or an entire lake by throwing it behind your boat. An integrated LED light makes it easy to see in dark situations. It is pretty cool to have all this tech in such a compact, portable device. The Lowrance Fish-Hunter 3-D is available at lowrance.com for $199.00.

Juice on the Fly

Personal Blender and Portable Juicer Cup / $20.99

The delicious art of juicing no longer has to be a luxury with the Personal Blender and Portable Juicer Cup. This new and improved multi-functional juice blender is wireless, complete with a 2000mAh built-in lithium battery that can be recharged by any power bank, cell phone, or other USB devices.

Take it aboard your vessel, to the gym, on a road trip, to the beach, you name it! This personal portable juicer has six stainless steel blades in for quality mixing. Stop by your local farmers market, throw in a couple of berries, veggies, or whatever your heart desires, screw on the lid, and flip on the magnetic-sensing switch for a quick and easy protein shake, juice, or smoothie on the go. If the lid is opened or the cup isn’t screwed on to the base all the way, the device will automatically and immediately shut off.

Attach the portable juicer to your backpack or bag with its sling rope, and when you’re thirsty, unclip the blender, unscrew the lid, and sip out of the soup cup mouth. Its small size also makes it easy to clean and store. To clean, simply fill it with water and turn it on. After several seconds, dump the water and you’re done! It’s also made of environmentally friendly materials and food-grade silicone materials with a spill-proof lid. Choose one of three colors: Green, Pink, and Blue. Available online at amazon.com from $20.99.
Stay Sand Free

CGear Sand-Free Mat / $49.99+

We all love a beautiful sandy beach, but a sandy boat is just infuriating. Instead of taking a hose to every nook and cranny to rid your vessel of irksome sand, check out CGear’s Original Sand-Free Mat to take care of the problem before it boards your boat.

The mat’s dual-layer resilient weave is not only sturdy, but it acts as a one-way sand trap. Once the sand slips through the top layer of the mat, it’s gone for good. The durable mat supports chairs, tables, and most beach accessories, some buyers even use it as a portable porch. With tough attributes, it ends up weighing a little more than their other mats but it’s not too much to handle—the heaviest is the XL at 11.73 lbs.

If you’re hoping to lay on top of it, make sure to lay down a towel or blanket beforehand for added comfort. For a lighter, softer option, check out their Sandlite Sand-Free Mat. Enjoy a beach picnic without finding sand in your potato salad, sunbathing without sand in your swimsuit, and when you’re ready, wipe off your feet, pack it up, and bring it aboard your vessel.

CGear offers four options of Sand-Free Mats: Sandlite, Original, Comfort, and R.V. Each make varies slightly for your desired use. For example, the R.V. mat is mold-free and non-absorbent while the Sandlite is ultra-thin, flexible, and softer with a handle for easy on-the-go adventures. Because it’s the softest of the selection, the mat can also be used as a towel.

The Original Sand-Free Mat includes corner rings for stakes to accommodate R.V./outdoor living areas for an alternative to concrete patios. Mats come in small, medium, large, and extra-large. If you’re in the market for something more compact and transferrable, the Personal Sand-Free Mat may be your best bet. There’s even a drone mat if your aircraft needs a sand-free landing pad! Colors vary. Purchase yours online at cgear-sandfree.com from $49.99.

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Taco Marine Rub Rail Kit Sale

Upgrade your boat with a rub rail kit from Taco Marine. Available in a variety of lengths, widths, styles and colors, TACO Marine’s convenient kits include rub rail in a continuous one piece coil for seamless installation, insert, end caps, screws and installation guide.

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JUNE 2018 || NORTHWEST YACHTING 45
For the first time ever, Life-Lite™ — a PepperBall® product used by police departments, U.S. Customs, U.S. Border Patrol, and other law enforcement and government officials — will be sold to civilians to put protection back into the hands of the public. Everything about this handheld protection device resembles a flashlight to make it less intimidating to handle and natural to openly carry, but with an added twist. The ultra-bright LED includes a non-lethal PepperBall® that contains a powerful pepper irritant that will incapacitate an attacker immediately. If the aggressor comes within 60’ of you, fire the PepperBall to diffuse the threat. A laser sighting system is also integrated into LifeLite™. When the safety is turned off, the system automatically activates for precise aim and operation.

Store a LifeLite™ aboard your vessel or in your car; carry one in your backpack; use it as a flashlight on walks; keep it with you while camping or even keep one next to your front door in case of a possible threat. LifeLite™ can be used in a variety of situations for ultimate protection, and it’s small enough to store almost anywhere. Each LifeLite™ comes with five live SD™ PepperBall® projectiles, ten inert practice projectiles, three CO2 cartridges (its air source), two CR123 batteries, and a lanyard. It’s important to note that CO2 performance diminishes below 32 degrees Fahrenheit. LifeLite™ is $299.99 at pblifelite.com.

Sailboat Pops

Everyone deserves a sweet treat now and then, and with summer just around the corner, the Snap-Fit Sailboat Pop Molds have us drooling for warmer weather and a delicious nautical-themed popsicle. Create your favorite summer concoction of berries, fruit juices, and more for the kids, and maybe add a little champagne for the adults for an ice-cold boater’s treat. The reusable sticks resemble the hull and keel of the sailboat—the hull doubles as a drip guard and the keel is the handle. Available on amazon.com for $12.00.

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**Pure Fuel**

Keenan Filters / $2,840.00

To get the best performance and longest life from your diesel engine, you'll need to ensure the fuel has zero contaminants and is free of water. Diesel is naturally unstable and prone to forming particles, which can build up to a sludge. The most basic filters can remove these solids, but you'll need a more advanced system if you want it to handle water or test for leaks.

Fortunately, the MK60DP Keenan Filter System cleans fuel while also removing water, working as a back-up fuel pump, and offering integrated internal communication.

The new system is an improved version of the earlier FilterBOSS model from the same manufacturer with redesigned filter manifolds that integrates passages within the filter, allowing fuel to be moved into the offline filter. The fuel bowl can then be emptied and filters replaced without the usual mess.

The new manifolds also reduce the total size of the system, making it more versatile than the earlier model. The internal separation stator and coalescing cone remove solids and almost 100% of the water from the fuel, while the control panel warns operators of water or clogged filters. An alarm and LED light will activate when a problem is detected, guaranteeing cleaner fuel reaches the engine. Top loading fuel filter design ensures easier replacement of components and better maintenance access, all while reducing the amount of system bleeding.

The integrated fuel pump allows fuel to be moved back to the filter for servicing and can also provide fuel pressure in an emergency. The Keenan Filter System allows you to use a smart phone to connect to a remote terminal device, and monitor the filter warming system, activate automatic switching, and control other aspects of the system from anywhere. The filters come in either 60 or 120 gallons per hour (GPH) flow rates.

If you’re on the market, take a look at a fuel filter from Keenan and start from $3.95, find out more at keenan.com and starts at $2,840.00.

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**Waterproof Writers**

Rite-in-the-Rain Notebooks / $3.95

Rite in the Rain is a Tacoma-based company that has been making water- and weather-proof paper products for over a century. Founded by entrepreneur Jerry Darling in 1916, the water proof paper he produced has changed little since then with only a few substitutions for less harsh chemicals. Rite in the Rain has expanded since 1916 to provide specialized documents for dozens of industries, from police, paramedics, and military to mountain climbers and coaches. But no one is exposed to more water, rain, and spray than boaters and anglers. All elements of the notebooks are totally recyclable, unlike other water proof writing options, like poly coated paper.

The ink used is soy based and the liquids used in the manufacturing process are recyclable. These notebooks are natural captain’s logs or notepads to records your catches. Think about picking up something from Rite in the Rain so you can make a vital note in any conditions. Notebooks start from $3.95, find out more at riteintherain.com.
Swiss watchmaker Breitling has introduced a new yachting watch, the Exospace B55 Yachting connected chronograph. The first series of Exospace B55s were chronographs for pilots that imagined the smartphone as an accessory for the watch. A series designed for racecar drivers and motor enthusiasts followed, and now Breitling is adding sea to their domain.

The Exospace B55 Yachting’s key feature is its ability to connect to a smartphone using Bluetooth. A dedicated app allows data transfer to change settings remotely; time zones, time settings, display preferences, and alarms can all be adjusted from your phone.

More traditional features include an electric tachymeter and chronograph that calculates 99 hours, 59 minutes, and 59 seconds with accuracy to 1/100th of a second. The watch stores split times which can be read on the watch’s digital screen or a synced phone. A regatta countdown system has audio, visual, and vibrating alarm and the notched bidirectional rotating bezel can be adjusted to calculate wind direction and find the best regatta start line. If the countdown is stopped by a judge, it’s easy to resync the watch to a new countdown.

The B55 features a lightweight titanium case and either a titanium or rubber strap. The rechargeable quartz electric movement powers an analog and 12- or 24-hour digital display, all visible through a sapphire face with anti-reflective treatment.

The Breitling’s Exospace B55 Yachting watch looks about as high tech and classy as they come. You won’t find one of these at the local swap meet. Find out more at breitling.com, starts from $7,685.00.
Hot Hoses

Revolution Machinery Heated Hoses / $1,000.00+

Spray foam is always an excellent insulation choice – it not only saves between 30-50 percent on annual energy costs and keeps your heating and air condition systems efficient, but it can also reach those hard-to-access spaces most boats are infamous for. If you’re a do-it-yourself kind of person and are looking to take heated spray foam insulation into your own hands, it’s important that you acquire the right hose for a job well done.

Versatility, dependability, and quality is a guarantee with Revolution Machinery Inc.’s High Pressure Heated Hoses. 33 percent lighter than any other hose out there, these premium quality tubes handle fluid temperatures up to 200 degrees Fahrenheit and a maximum pressure of 3500 psi. Its color-coded ends make connecting your hose to the spray machine quick and easy – no more whipping around 50 to 100’ of hose because it was the wrong end.

The exterior nylon sleeve encompassing the hose results in true 360-degree internal heat, unlike those hoses that are wrapped. The sleeve is also self-strengthening – the more you drag it across rough surfaces, the stronger it becomes. Thanks to its External EX Thermo-Wire, these High Pressure Heated Hoses are compatible with about 95 percent of spray machines.

Revolution Machinery, Inc.’s High Pressure Heated Hoses for heated spray foam are available in two lengths – 50’ and 100’ – with a 10’ whip hose length. Purchase yours online at foamdepot.com from $1,000.00.
**Park it up right**

Parkit360 / $1,095.00

Why break a sweat moving boats out of storage when this electric powered trailer dolly could do it for you? Parkit360 Force 5K and 10K dollies move a whopping 5,000 and 10,000 lbs. over almost any terrain.

This powered trailer dolly is completely self-contained with a conventional 12V battery that powers a robust 1.5-horsepower Bosch electric motor with a built-in charger and monitor. This gives the unit the power punch it needs to get the job done. They’re also small and light enough to fit in tight spaces (even inside of a mini cooper) and can easily turn tight corners and maneuver around obstacles. Although containing more machinery than a conventional dolly, it should be just as easy to store and maneuver.

Use is pretty straightforward: attach the dolly to the included 1-7/8", 2-5/16", or 50-mm ball using Stableloc technology exclusive to Parkit360. Then, toggle the switch on the handle with your thumb to move forward or backward. All you have to do is walk behind the trailer as you drive it. Its electric or surge brakes—depending on the model—can be connected to apply while the device is in neutral. 4” wide tires provide ultimate grip, even if just for a slight upgrade.

Provided that the boat ramp is within walking distance, there's no reason why the dolly couldn't act as a mule to bring your ski boat to the lake. How cool is that? Each dolly also comes with a two-year warranty.

These Parkit360 trailer dollies are available at parkit360.com for $1,095.00.

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What’s a day on the water without a delectable seafood dish or two? The Seafood Recipes & Fish app features a variety of dishes from the sea from which you can browse, experiment, and enjoy. Discover tasty salmon, shrimp, scallop, and more recipes. The best part? They’re healthy! Set the butter and heavy cream aside and taste the sea without the added fat.

The complete collection offers more than 2,000 recipes including salad, finger foods, pasta, gourmet, gluten-free, soup, diabetes-friendly, barbecue, comfort food, kid-friendly, Thai, Japanese, low-fat and more. Once you’ve stumbled upon one you’re excited about, save it to your favorites for later. Wi-Fi isn’t required for Seafood Recipes & Fish; the open ocean won’t get in the way of your dinner plans. The app is free to use and available for iOS devices.

If you frequent Washington’s San Juan Islands, the San Juan Islands Insider app may be for you. Not only does this app provide insider info on events, but it rewards you for your exploration! Discover things to do, places to stay, and popular attractions on Lopez Island, Orcas Island, San Juan Island, and Shaw Island. For each destination you visit, you receive points, which can be redeemed at other locations for discounts, free items, and the like.

For example, Rosario Resort on Orcas Island offers 10% off a night’s stay for 50 points and Kings Marine retail store gives 20% off Billabong and Element backpacks for 25 points. For an additional bonus, you receive 10 points just for visiting them! The Island Sound newspaper, fishing charters, kayak and whale watching tours, as well as more excursions, lodges, and shops offer discounts for points.

Navigate through its interactive map to find the Islands’ parks, shops, lavender farms, studios, restaurants, and more. Indulge in tasty Lopez Island ice cream, go whale watching at Lime Kiln Point State Park on San Juan Island, hike Turtleback Mountain on Orcas, and earn points as you go. San Juan Islands Insider is available for iOS devices and on Google Play for free.

If you’ve ever wondered what the life of an Alaskan fisherman is like, worry no more. The Alaska Fishing VR app brings you along for the wild ride through Alaska’s pristine waters. Follow Mike and Malani, a salmon fishing family based in Cordova, as they fish for some of the world’s finest wild salmon thanks to virtual reality technology. Instead of freezing your behind off in Alaska, you can experience it from the comfort of your home.

After choosing to watch via your phone or a VR Headset, you’re suddenly sitting on the wing of a float plane cruising over Cordova’s waters. Throughout the “trip,” you’ll be aboard a fishing boat, flying over glaciers, and cooking up a filet for yourself on a grill surrounded by dense Alaskan forests. Alaska Fishing VR is available on the App Store and Google Play for free.

Orvis — the Macy’s of fly-fishing if you will — created an app with arguably more information than the spots on a rainbow trout. Learn everything from the basics of holding a fly rod to the double haul, to venturing deep into the headwaters of fly-fishing through Orvis’ included informative podcast. The app comes with just about everything you need for a successful school (of fish, that is).

Included with the app is a field guide to the top trout and saltwater flies, each providing an image, description, tips, where to use it, when to use it, and how to fish with it. Search by type, season, hook size, color, region, or a combination of your choice to narrow your search results. Browse 20-plus fly knots by use or name from Bimini Twists to Blood Knots and follow the detailed step-by-step narrated animated video to tie one of your own.

Purchase a fishing license and check regulations through the app for easy access, and keep tabs on more than 300 of the top fly-fishing destination in North America, Central America, and even the UK. Real time fishing updates, flows from rivers, and tide charts are updated on the regular for every saltwater fishery on your device. There’s so much more! The Orvis Fly Fishing app is free for iOS and Android.
San Juan Islands Insider // Free for iOS

App Spotlight

The Island Sound newspaper, fishing, farms, studios, restaurants, and more. Inquire to find the Islands' parks, shops, lavender, turtleback mountain on Orcas, and earn points as you go. San Juan Islands Insider is available as well as more excursions, lodges, and charters, kayak and whale watching tours, herbal remedies, discount points. The Islands Insider app may not get in the way of your dinner plans. The app is free to use and available for iOS devices.

San Juan Islands Insider // Free for free.

Mountain on Orcas, and earn points as you go. San Juan Islands Insider is available as well as more excursions, lodges, and charters, kayak and whale watching tours, herbal remedies, discount points. The Islands Insider app may not get in the way of your dinner plans. The app is free to use and available for iOS devices.

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The brain and the guts of the MDA-4 is where things start to get interesting. Equal parts radio and AIS receiver, the device is meant to be a communications workhorse and primary navigational resource aboard. On the VHF side, it features a wired handheld channel up/down and power high/low microphone with long cord and channel 16/9 quick access button. The device is compatible with all USA, Canada, and international channels as well as private channels. The RF (radio frequency) output power of 25W is on par with other similar radios out there in the professional and commercial sphere (like the also new Icom M605). The 25W foghorn could also come in handy around these parts and a distress signal is available, all good for safety.

But the radio is just the beginning, for the dual channel AIS receiver is what really puts this unit on the map. The AIS complements the VHF nicely because the user can receive information about other AIS using ships (name, heading, coordinates, etc.) via the AIS and then hail the vessels with the VHF as needed. The next step is to somehow get an AIS transponder into the unit, for that would allow the skipper to make direct calls to other AIS users and also broadcast his or her own position via AIS. However, receiving AIS is far better than nothing, and not standard in a VHF by any means.

The MDA-4 is further amplified by NMEA2000 and NMEA0183 connectivity. For those of us with an integrated NMEA system on board, this feature will allow you to fully integrate the MDA-4 into your boat’s suite of systems. In other words, that AIS data from the MDA-4 will be able to be displayed on your compatible multifunction display and overlaid on your digital charts, for example. The optional accessories add even more capabilities. The full-function remote command microphone will be popular for those who want to do it all from the wheel and is essentially a long-cord handheld microphone but with all the control buttons in the palm of the user’s hand. The GNSS 66 Channel GPS Smart Antenna is a no-brainer, as it brings GPS to the unit. Although installing it is no problem (simply plug in the tiny black box and you’re set), this does seem like the kind of accessory that should be integrated into the housing of the MDA-4 as standard. Nonetheless, it’s there and useful if you want to display your GPS coordinates on the LCD screen or across your NMEA systems.

All in all, the new Si-Tex MDA-4 VHF Radio looks like a great option for boaters of all stripes on the market for a VHF-AIS combination unit with plenty of nice bonuses. The price is great too, with a MSRP of $459 for the base device. The Remote Command Microphone Bundle accessory is $119.95 and the GNSS 66 Channel GPS Smart Antenna is $59.95. You can learn more or search for a local dealer at si-tex.com.
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Queen of the Mayans
The Mayan Queen IV is a luxury superyacht that is often seen around Puget Sound this time of year where she even navigates through the Ballard Locks on occasion. The 305' superyacht is owned by Mexican billionaire Alberto Baillères from Mexico City who has mining, retail, and insurance interests. The jaw-dropping yacht was launched in 2008 in Germany by the firm Blohm & Voss. Her estimated worth was somewhere between $140 and $150 million when built. The Mayan Queen IV is a regular to these waters where she takes advantage of our world-class summer cruising grounds. Keep an eye out for this beauty, she's in the area!
Refined Adventure

Dimensions:
42’ 2’ / Beam: 13’ 6’
Displacement (Full): 20,800 lbs.
Cruising Speed: 30 knots
Economy at Cruise: 1.35mpg/22gph
Propulsion: Volvo IPS 500/600

Fuel/Fresh/Holding Cap.
675/135/45 gal.
Range at Cruise: 845 miles
Comfort: 2–3 Berths (Queen)
5–7 Sleeping Capacity
Head & Enclosed Shower
Cockpit Freezer

www.lindellyachts.com
We are Fishing!

Brothers and sisters, we’re ready to fish! June is a great time to kick off the festivities. It’s been a long winter, so time to get that boat ready and get some seafood groceries. As always, please research the state and provincial regulations before you hit the water. You don’t want to get slapped with a ticket to start the summer. I did that when I was 14 years old, riding my dirt bike to work in the Eastern Washington hay fields one sunny June morning many moons ago. The sheriff got a good laugh about me bucking bales for the next few days to pay the ticket. He could have written me up for a lot more than he did, however. The good old days.

But here and now, we may have some halibut opportunities in Washington, but this is usually the month when folks head north for extended trips in British Columbia and Alaska.

Halibut, lingcod, rockfish, and salmon are the big draws. Consider running your own boat up or booking with a lodge. A week reeling in fish amid some of the most beautiful scenery on the planet is not a bad way to kick off the warm season.

Washington will have some salmon fishing open the later part of June. Rockfish can also be had in some coastal areas and it’s really a good time to go after the lingcod in the Northwest. In the interior salt waters, fishing may be regulated to depths shallower than 120’ of water. Bouncing lead head jigs with curly tailed plastics can be lights out. Find a drop off with some kelp and jig your offering from 30’ to 120’ downhill.

Make sure to drift from shallow to deeper water or you will hang up. Cod will also take bait in this manner. In places like the San Juans, there is a size limit of 26” to 36”. This lets the big breeder female fish grow and keep producing babies. Out on the coast there aren’t the same restrictions.

Cod fishing is often done in very deep water with heavy pipe jigs. It’s a run out to the grounds, but it can be well worth it. It’s an interesting difference in habitat between the inshore ling and their rocky haunts and the offshore bank and flats dwellers.

There’s always the possibility that albacore tuna will show up in June. It’s been a bit slower the last couple years for June tuna but that can change anytime. The bite can turn on as the fish show up further south. If your own boat isn’t set up for tuna, consider booking a trip with a charter boat. Going with an experienced tuna captain is a great way to learn the ropes and get some longfins. Larger boats with overnight capacity are available, or try one of the smaller, faster six-pack day boats. The tuna are a real blast to fight and great eating. Canned albacore you caught yourself, flavored to taste, and put up on your own is the best around. Fresh tuna sashimi with soy and wasabi isn’t bad either.

When it comes to finding tuna, it’s useful to keep in mind the sea surface temperature. Tuna are considered warm-blooded because they regulate their body temperature thanks to a process known as counter-current blood exchange. They hang out in warm waters where they spend less energy maintaining their internal furnaces, but feed in the productive cold waters. If you can find that temperature edge between hot and cold, you’re probably going to land right on top of ‘em. Science!

Last, but not least, prawns rock on, especially in the San Juans! Marine Area 7 West has been open a longer
On Watch
By Peter Schrappen

Northwest Boating Blitzes The Hill

The boating world comes together each year for 64 hours in Washington, D.C. to hear about the top issues facing the $121 billion industry at the American Boating Congress (ABC). This year featured roundtable discussions about the most pressing issues facing the industry, a series of A-list speakers (including EPA top administrator Scott Pruitt, Department of Interior Secretary Ryan Zinke, and Fox News anchor Chris Wallace), and visits with elected members of Congress. Bottom line; there’s way more to the ABC than one-way meetings.

Each year brings a different flavor to the ABC and this year was no different. What set this year’s event apart was the unprecedented access our sector had with the current administration. Typically, a handful of top staff would show up but this year there were some high-level political players such as the aforementioned cabinet members plus top economists speaking to the strength of economy. The multitude of topics gave the 260 attendees the chance to learn more and hear specifics about the most important issues of the day. Here are some important points:

Tariffs: Aluminum tariffs are not helpful to reducing the cost of boating. As Rep. Derek Kilmer (Democrat-Bremerton) said, “As a general rule, I’m not for bigger barriers in trade.”

Workforce Shortage: Boating has a serious threat when it comes to finding a workforce today and in the future. There are both short-term and long-term challenges finding workers who can build and fix boats. The National Marine Manufacturers Association President Thom Dammrich said it best; “Frankly, the problem is there aren’t enough workers. It’s not that there aren’t enough workers that are trained, there just aren’t enough workers. The solution is legal immigration.”

Ethanol: While not as heady a topic as with previous ABCs (this was my seventh), its perennial status keeps it on our agenda. With the Renewable Fuel Standard mandating an increase to 15% of fuel to consist of ethanol (what’s called E15), it’s imperative for our coalition to provide alternative solutions. These include:

1) Ensure that E10 (10% of the fuel is ethanol), which is safer for marine engines, remains widely available at gas stations across the country.
2) Develop a pro-active education campaign to protect the American public from the corn lobby. As E15 enters the market, consumers need to be warned and informed about its dangers.
3) Promote safer renewable fuels like biobutanol.

Closer to home, Northwest Marine Trade Association’s President George Harris, Mayor David Baker of Kenmore, Washington, and I blitzed Congressional offices on our one day on The Hill. We met with ten of the 11 members of the congressional delegation (or their staffs) and highlighted two issues of utmost importance: securing Ballard Locks funding and the importance of recreational fishing to the boating businesses in Washington.

The good news with the Ballard Locks funding is that it ranks with mom and apple pie when it comes to mainstream opinion. The bad news is that such a vanilla topic is darn near impossible to elicit passion for funding the $12 million needed to replace the Locks’ culvert valves. From a sales perspective, the logic of bringing up the Ballard Locks ahead of sportfishing is that it gets the customer (i.e. the lawmaker) nodding and in agreement that this is important. As they say in sales, the first “yes” is the most important to get a deal completed.

If the Ballard Locks are a true no-brainer, recreational fishing remains a binary choice for elected officials. It’s important to note that recreational fishing occurs on 70% of recreational boats (last year it was 60%) and as Jeff Angers, President of the nonprofit Center for Sportfishing Policy, told me, “What’s good for [recreational] fishing is good for boating.”

At this point of the 15-minute meetings, I would hand over the conversation to George Harris, who was recently appointed to Governor Inslee’s task force to save the Southern Resident killer whales. George would guide the conversation away from mentioning the elephant in the room (i.e. Boldt Decision) and towards how recreational anglers disproportionately get squeezed on their fishing opportunities compared to commercial and tribal anglers. We had the most momentum when we focused attention on a common enemy, seals and sea lions who gorge on Chinook salmon.

Time will tell what deliverables come from this experience. One stalwart truism that ties these seven annual ABC meetings together is already quite apparent: it’s so much easier for our group to ask for something if we have a relationship already in place before that ask occurs. Flying cross-country back to my Seattle home from this trip (and having snuck in a tour of Thomas Jefferson’s Monticello while I was there), I reflected on my time in D.C. It’s easy to rag on our nation’s capital but if you put on a different lens, I’m darn proud to call myself an American after a week like this past one.

Peter Schrappen is the NMTA’s Government Affairs Director and the Clean Boating Foundation’s Executive Director. Additionally, he serves on the boards of the Boating Safety Advisory Council, Washington Boating Alliance, and U.S. Superyacht Association.
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Spot Prawn Tips for Summer

After finishing my first season as a chef at Roche Harbor in 1993, I was asked by then Harbor Master Bart Mathews to work the Seattle Boat Show with him. As passersby stopped at our simple booth, I began to appreciate how much Roche Harbor means to the boating community. Flash forward 25 years to today, and my love for the resort, our guests, and the staff have made working at Roche far more than a job.

Spring in the San Juan Islands may signal the start of the boating season for most, but for Island fisherman and seafood chefs like me, it means the long-awaited spot prawn season is open. A true Northwest delicacy, these tender, buttery crustaceans are in my opinion the most flavorful shrimp you will ever eat. The most common method of cooking spot prawns is to boil them whole in salted water, then peel them and dip the tails in cocktail sauce or warm butter. This classic method is an amazing experience, but they can be so much more. Here I include a few of my favorite shrimp recipes that can be made with shrimp from your local market, but if you are able to get a hold of some fresh spot prawns you will be hooked.

When fishing for spot prawns or getting them from a local fisherman, it best to get them live and hold them on ice until ready to serve. Spot prawns will only live a few hours, and for the best tasting prawns the heads should be removed. After the heads are removed, they can be held for a couple days on ice in the refrigerator or frozen in a container filled with a saline solution (1 teaspoon salt to 1½ cups water). The prawns will last 6 to 12 months frozen.

When local sources aren’t available, buying shrimp and prawns can be confusing as there are many different types of shrimp available in today’s market. Look for wild Mexican white or brown shrimp from the Pacific or the Gulf of Mexico. They are simply the best alternative. If you cannot get wild, farmraised tiger shrimp are a good substitute. Also buy the largest shrimp you can find, the sizing of shrimp is based on the count per pound. A common large size is a 16 to 20 or an average of 18 shrimp per pound. I use the U-8 size or less than eight per pound, these two-ounce shrimp are very impressive on the plate.

Spot Prawn and Avocado Soup

Serves 6 (12-oz. servings)
1-lb. spot prawns or shrimp, 21-25 count, peeled and deveined, tail removed
4 cups shrimp stock (see recipe)
2 tablespoons Thai red curry paste (purchased)
2 avocados, sliced ½”
1 pint cherry tomato, sliced 3/8”
1/4 cup cilantro sprigs
1 each Serrano chili, sliced 1/8”
1/4 cup anchovy-parsley oil (recipe follows)

This simple recipe can be an appetizer to a larger meal or an entrée. Pacific spot prawns are an excellent choice for this soup because of their intense buttery flavor and soft lobster-like texture.

In a saucepan, bring the shrimp stock to a boil and add Thai red curry paste. Stir shrimp stock until curry paste is dissolved. Reduce heat to simmer. Meanwhile, prepare the avocado, tomato, cilantro and chilies. Choose a wide-rim bowl for this soup and warm them in the oven prior to serving the soup. Arrange the vegetables in the bottom of the bowl in a colorful mixed arrangement. Add the shrimp to the simmering shrimp stock and cook shrimp until they start to curl and turn light pink, about 4–5 minutes.

Place the cooked shrimp in equal amounts in each bowl, then pour the shrimp stock over the prawns and vegetables. Garnish the soup with the anchovy-parsley oil. Serve immediately.

Note: Do not overcook the shrimp. Cooking the shrimp properly will insure that they are not tough and rubbery. As the shrimp begin to cook they will begin to curl and turn from white to pink; as this happens, pull a shrimp out of stock and cut in half. If the meat is white, the shrimp is cooked, if translucent more time is needed.

Anchovy – Parsley Oil
1 cup Italian parsley rough chopped
1 cup extra virgin olive oil
4 each anchovy fillet
1/2 teaspoon white pepper

Using a food processor, add all ingredients and puree to a fine paste. Place in an airtight container.
Shrimp Ceviche with Avocado

Ceviche is a popular seafood dish served in the coastal areas of Latin America. Many regions claim to have first created ceviche, but Peru honors this citrus-infused raw seafood specialty as their national dish. Nearly 2,000 years ago during the Inca age, the Moche people, living in what we now call Peru, used fermented juice from local banana passionfruit to eat and drink with fish. Most historians agree a Moorish woman, who accompanied the Spaniards, brought ceviche to Peru from Granada. It is typically made with fresh raw fish and shellfish that have been marinated in lime or lemon juice and seasoned with chili peppers and aromatic vegetables.

The process of marinating or cooking the raw seafood in the acid from the citrus is called maceration. The recipe below is a hybrid of the best ceviches I have enjoyed in my travels in Mexico and Central America. I have made this dish with many types of local seafood and served it as an appetizer. In Peru, ceviche would be served with corn on the cob or slices of cooked sweet potato. Ecuadorian ceviche is made with a lemon and tomato sauce. In Central America, ceviche is served in a cocktail glass with soda crackers, tomato ketchup, mayonnaise, and Tabasco sauce.

Health Note: While ceviche is considered a healthy dish, poor sanitary conditions in preparation may lead to illness. Raw seafood can also be the vector of various pathogens, viral and bacterial, as well as parasitic creatures. Women should avoid eating ceviche during pregnancy.

Makes 3 cups

1 lb. spot prawns, 26-30 count, peeled and deveined
1 cup fresh lime juice
6 Roma tomatoes, seeded and diced ⅛”
1 red onion, diced ⅛”
½ cup ginger beer
12 cilantro sprigs
1 jalapeno, seeds and ribs removed, minced
2 each avocado, diced ⅛” (optional)
1 cucumber, seeds and skin removed, diced ½”
½ cup cilantro, finely chopped
2 teaspoons sea salt

Place raw shrimp in a glass bowl and cover with lime juice to marinate (“macerate” to cook) for about 10 minutes, or until the shrimp turn opaque. Meanwhile, place the chopped tomato, onion, jalapeno, avocado, and cucumber in a large non-reactive (stainless steel or glass) bowl. When the shrimp have turned slightly pink and opaque, strain the juice off the shrimp into another container and reserve.

Note: It is important to not over macerate the shrimp as they will become rubbery. Removing the lime juice will stop the “cooking” process.

Dice the shrimp into ½” pieces and add the bowl of chopped vegetables. Pour the reserved lime juice marinade over the shrimp and vegetables. Add cilantro, sea salt and pepper to taste. Toss gently as not to break up the avocado.

Serve immediately in a chilled bowl and splash the ginger beer over the top of ceviche and garnish with cilantro sprigs. Serve with tortilla chips or fried plantains.

Fireworks Cocktail Sauce

“What’s in that cocktail sauce that makes it so hot but so good?” I am asked when guests enjoy our prawn and avocado margarita cocktail at Roche Harbor. My sauce is made with two types of horseradish, the first is traditional ground horseradish that we all know as a condiment served with prime rib, but the second is Japanese wasabi. This ground green powder when combined with water and a little vinegar gives our nose a little jolt of happiness, like a good sneeze. Similar to Chinese mustard, when you feel the burn, never breathe out through your nose, only breathe in and you will avoid the heat. This sauce is made with just the right amount of wasabi to give each bite a wonderful refreshing flavor.

Note: The wasabi and water mixture should always be combined separately for the best results. Fireworks cocktail sauce can be refrigerated for up to 10 days.

Makes 2 cups

1 ½ cups Heinz ketchup
2 tablespoons horseradish, pure prepared (not sauce)
2 tablespoons fresh lemon, juice
¼ cup water

In a small bowl combine ketchup, lemon juice, and horseradish. In a separate bowl, blend the wasabi and water together until a smooth consistency is achieved. Add the wasabi mixture to the ketchup mixture and combine thoroughly. Place in a non-reactive container and refrigerate overnight before using.
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We arrived that afternoon at No Name Cove (aka Tracy Arm Cove) in Holkham Bay, Southeast Alaska, ready to see our first tidewater glacier the next morning. To our delight, chunks of ice dotted the bay and we quickly snagged one for our icebox. Now, as I admired the sparkles, I realized with awe that I was looking at ice formed some 300 years ago, prior to both the American Revolutionary War and the Industrial Revolution.

Since that first cruise to SE Alaska, my husband Steve and I have made five more trips in our Annapolis 44 sloop, Osprey. Glaciers have been highlights of each trip. Their blue and white ramparts towering over our boat awe us and the roar of calving ice gets our adrenaline pumping.

Southeast Alaska’s tidewater glaciers run in an arc starting at Le Conte Glacier near the mouth of the Stikine River, continue north up the continental side of the archipelago, and then west to Glacier Bay. This distribution makes it easy to visit one or more glaciers on a cruise to SE Alaska’s main tourist destinations. It also makes possible a glacier safari – a voyage that will let you see almost all SE Alaska’s tidewater glaciers plus the region’s icefields, mountain glaciers, and evidence of past glaciation.

A glacier safari, like any cruise to SE Alaska, requires that you and your boat be prepared. Approaching an active glacier requires navigational skill and an understanding of how glaciers and the icebergs spawn move and change. Well-maintained machinery, enough anchor rode for depths of 100’ or more, and a spare propeller are all critical. Paper charts that show the contour lines of land and glaciers are also useful.

**PLANNING YOUR GLACIER SAFARI**

Your glacier safari will fall naturally into two segments with opportunities to restock in Juneau in between: the Frederick Sound-Stephens Passage area from Petersburg to Juneau and the voyage from Juneau out from Icy Strait to Glacier Bay. Either segment is ideal for having guests onboard. While in Juneau, you can take a land trip to the Mendenhall Glacier with its interpretive center.

**FREDERICK SOUND & MORE**

As you leave Petersburg heading north and enter Frederick Sound, the vista grows wider and the mountains steeper and closer to the water. You are in glacier territory. From here you can go either southeast to the Le Conte Glacier or northwest to Baird Glacier in Thomas Bay. Most boaters will choose to make Baird Glacier their first glacier. The narrow, current-swept entrance to Le Conte Glacier is clogged with ice and boulders and is dangerous.

**Baird Glacier, Thomas Bay:** Baird Glacier enters Thomas Bay between two bold granite headlands. Its main attraction is an outwash plain formed by river sediment flowing under the glacier. It’s a botanist’s playground with dwarf magenta fireweed, yellow lichens, and fields of blue...
SAWYER GLACIER
Nearest Anchorage: No Name Cove, 24 nm
Glacier Status: Retreating and thinning. Grounded.
Notes: Vividly colored rocks recently uncovered by retreating ice. Seal pupping habitat.

SOUTH SAWYER GLACIER
Nearest Anchorage: No Name Cove, 25 nm
Glacier Status: Retreating. Actively calving.
Notes: A trip up Tracy Arm is like a “boat trip through Yosemite Valley.” Seal pupping habitat.

DAWES GLACIER
Nearest Anchorage: Fords Terror outer cove 14 nm; No Name Cove, 32 nm; Woods Spit, 29 nm.
Glacier Status: Retreating. Very blue ice. Active calving.
Notes: Domes and u-shaped valleys from past glaciation. Seal pupping habitat.

BAIRD GLACIER
Nearest Anchorage: Scenery Cove, Approx 1 nm
Glacier Status: Retreating and thinning.
Notes: Glacial outwash plain makes for fascinating hike.

LECONTE GLACIER
Nearest Anchorage: Petersburg 24 nm
Glacier Status: Southernmost tidewater glacier in North America. Retreating.
Notes: Not recommended for anybody but professionals due to difficult entrance with no navigational aids.
lupines. Arctic terns wheel and call overhead, and the chill wind from the glacier whistles across the plain.

To reach the outwash plain, anchor in Scenery Cove on the east side of Thomas Bay and take your dinghy across.

Find a nook among the river cobbles and pull the dinghy above the tide. Be sure to take a portable VHF radio. If you get into trouble, it could be days before other boaters visit the plain.

**HOLKHAM BAY**

**South Sawyer, Sawyer:** Holkham Bay in Stephens Passage offers two classic fjords with three tidewater glaciers within the boundaries of the Tracy Arm-Fords Terror Wilderness Area. Tracy Arm, the more northern of the two arms, is home to Sawyer and South Sawyer Glaciers, while Endicott Arm hosts Dawes Glacier. All three glaciers are retreating, Sawyer Glacier grounded (meaning that it retreated to where none of it floats independently of the sea floor) in 2017, but the other two are still actively calving.

Entering Holkham Bay is magical. Large blue and white icebergs sit on the terminal moraines that mark the entrances to Tracy and Endicott Arms, while steep mountains shrouded in mist hover above. Eagles are everywhere, perching on ice or diving for fish. Seals and whales frolic among the ice.

Tracy Arm Cove is near the entrance and provides a scenic and secure base from which to approach Sawyer and South Sawyer glaciers. Ice conditions can change from day to day, and boats returning from trips to the glaciers can give you updates on conditions up the inlet.

From the anchorage, it’s 21 nautical miles to the turnoff to South Sawyer Glacier and another several miles north to Sawyer Glacier. Even fast powerboats will take a whole day getting there and back when the ice is thick.

Traveling up Tracy Arm is like taking a boat trip up Yosemite Valley with domes, half-domes, U-shaped valleys, and sheer rock walls striated by past glaciation. Calving from South Sawyer Glacier can be so extensive that boats may not be able to get close. If so, continue north to Sawyer Glacier. Sometimes called North Sawyer, Sawyer Glacier lacks the drama of South Sawyer, but its blue and white ramparts and newly revealed red rocks make for great scenery. As you travel toward the glacier, keep your eye on your chart plotter, which will show the extent of the glacier’s retreat in the image of your boat’s icon traveling across the displayed glacier. Your depth sounder, however, will show several hundred feet of water.

If the approach to South Sawyer is partially clear, work your way through the ice as far as you can, turn off the engine, and drift. You’ll hear the boom of calving and the snap, crackle, and pop of melting ice all around you. It’s like floating in a giant daquiri or margarita.

Seals give birth and raise their pups on the ice in front of South Sawyer. It’s fun to watch them, but stay as far away as you can. If your boat’s movement separates a pup from its mother, they may not find each other again.

**South Sawyer, Dawes:**

Dawes Glacier - Endicott Arm: The inlet runs 32 nautical miles to Dawes Glacier, requiring either a very long day or an anchorage in Fords Terror to break up the trip. Be cautious; ice can clog the approach and even work its way into Fords Terror. The journey is a feast of color as the dark green of spruce and hemlock gives way to the red rust of newly exposed bare rocks. Finally, you arrive at the base of the intense blue glacier.

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**MOUNTAIN VS. TIDEWATER GLACIERS**

A glacier is a large mass of moving ice. Snow becomes a glacier when it becomes deep enough for its weight to cause it to recrystallize. Mountain glaciers form high in the mountains and move downhill like rivers of ice. Tidewater glaciers are mountain glaciers that terminate in the sea. That’s where things get exciting as seawater erodes the glacial face and the glacier starts calving.

Mountain and tidewater glaciers are always moving as new ice forms at the top and flows downhill like conveyor belts. If more snow falls at the top in the winter than melts in the summer, then a glacier advances. But if the ice melts before reaching the bottom, the glacier retreats. The conveyor belt still moves, but it’s now shorter.

Tidewater glaciers calve whether they are retreating or advancing. To tell which a glacier is doing, look at the land immediately down inlet. If there’s no vegetation, the glacier is retreating.

Tidewater glaciers have a natural cycle of retreating and advancing. As a glacier advances down a fjord, it pushes a pile of dirt ahead of it underwater. If a glacier retreats before reaching open water, it leaves the dirt behind in the form of a bar, called a terminal moraine. If instead, the glacier pushes the moraine into deeper water, the ice loses its support, collapses, and begins retreating. When a retreating glacier reaches land, a new moraine builds, and the process starts again.

But to this process, we can now add a new twist: thanks to climate change, ice now accumulates at a slower rate and a grounded glacier that would have advanced in the past, now keeps retreating uphill. According to the Glacier Bay National Park Fairweather Guide, ninety-five percent of Alaska’s glaciers are thinning, stagnating, or retreating.
GLACIER BAY INLETS

In 1794, when Captain George Vancouver sailed through Icy Strait, Glacier Bay was a mere five-mile notch. By 1879, when John Muir explored the Bay, its glaciers had retreated 40 miles. Today you can travel 60 miles up the bay. Traveling north up Glacier Bay has been likened to sailing back in time. You start with the “present,” a forest of hemlock and spruce at the bay’s entrance. As you move north, the forests give way to low-

Continued on Page 70
lying bushes, which in turn give way to lichens and mosses until you reach the distant “past” — barren brown landscape with glaciers beyond. As tourists, we appreciate Glacier Bay for its glaciers, wildlife habitat, and scenery. But the U.S. Congress preserved Glacier Bay as a natural laboratory showing how glaciation and deglaciation change the landscape and biology. Active research is still underway.

Once in Glacier Bay, you can visit both the western inlets of Reid, Johns Hopkins and Tarr with their active calving glaciers and the eastern Muir Inlet that serves as an astonishing reminder of how much the landscape has changed.

**Reid Inlet:** Reid Inlet is the only place in SE Alaska where you can anchor in front of a tidewater glacier (Reid Glacier) and go ashore to touch it. A glacial moraine at the inlet’s entrance sports fields of flowers and a freshwater marshland that was a tide flat only ten years ago. The melting of heavy glaciers is causing the land to rise. This small inlet makes a good base from which to explore Johns Hopkins and Tarr inlets.

**Johns Hopkins Inlet:** With three actively calving glaciers—Johns Hopkins, Lamplugh, and Gilman — you can spend a whole day watching glaciers. Because of its origin high in the mountains, and because of climate change, which increases precipitation which falls as snow at higher altitudes, Johns Hopkins Glacier is the only tidewater glacier in SE Alaska still advancing.

Several smaller glaciers in the inlet no longer reach tidewater. As they shrink, they reveal a tectonic mélange of faults and varied rock types. To protect critical seal habitat, the Park Service closes Johns Hopkins Inlet to all vessels from May 1 - June 30.

**Tarr Inlet:** As you approach Tarr Inlet, you’ll see the magnificent sweep of the Grand Pacific Glacier coming down from Canada. Up close the Grand Pacific morphs into a dark silent glacier, covered with dirt and rocks: the Darth Vader of glaciers. Kittiwakes hover in the mist off its face calling “mew, mew, mew.” Immediately west of the Grand Pacific Glacier, the blue ramparts of Margerie Glacier tower above the water.

**Muir Inlet:** Recently bared rocks appear to glow in the afternoon sun as you motor up Muir Inlet. The inlet is closed to motorized vessels north of 59º 27’N from June 1 to July 15, a restriction that leaves the once great Muir Glacier out of sight. Case ment Glacier and Riggs Glacier are still visible. McBride Glacier has retreated around a corner, leaving a surreal landscape of icebergs adrift in a shallow lagoon.

Glaciers aren’t the only attraction of this spectacular park. You can see whales, sea otters, sea lions, brown and black bears, and herds of mountain goats.

After leaving Glacier Bay, swing by Taylor Bay at the southern tip of the Glacier Bay National Park and Preserve to see the 24-mile-long Brady Glacier. If you’re lucky and have clear weather, you may also enjoy a view of the Fairweather Range and the Brady Glacier from the outer dock at Elfin Cove in Cross Sound. The sight of this magnificent glacier glowing in the sunset, is a fitting end of an inspiring and thought-provoking glacier safari.

**SAFETY IN THE ICE**

Describing Tracy Arm, the US Coast Pilot® 8 Alaska advises, “Glaciers can be very active, and huge blocks of ice fall off their faces. These can generate waves ...as high as 25’; however, a small boat can ride the waves safely if it keeps a few miles distance from the glacier face and avoids getting packed into the ice flow.” This is good advice for all glaciers in SE Alaska, although the National Park Service recommends a quarter-mile distance in Glacier Bay. As you approach a glacier, keep in mind it can calve from underwater, not just off the face. A giant block of ice once surprised us by shooting into the air from the base of Dawes Glacier in Endicott Arm.

Remember, you’re navigating through ice, not icebreaking. Glacier ice moves constantly, propelled by currents. The ice around you may ride deeper than your keel and may move in a different direction. Go slowly, watch for leads, and if necessary, stop and drift until the ice opens. The risk is not usually hull damage but propeller damage. The most dangerous time may not be when you are close to a glacier (unless you are too close) but when the distances between ice chunks is large enough to lure you into picking up speed.

Watch out for dark blue ice, which is denser, floats lower, and is almost invisible. In 2013, we struck one of these low-floating ice bergie bits head-on despite having two people on watch. As the boat rode over the ice and back down the other side with a thud and a splash, we heard the distinctive clunk of propeller hitting ice. We limped to a Juneau boatyard to change to our spare propeller.

Icebergs can float far from their source. Navigating among them in the fog can be spooky. Use your radar, go slowly, and keep a respectful distance. Icebergs can roll over suddenly when their undersides erode and they become unstable. It used to be popular to go onto icebergs in your swimsuit and have your picture taken: an extraordinarily foolish thing to do. Cruising among glaciers is exciting, challenging, awe-inspiring, and dangerous. Be safe.

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Below, left to right: Walking on the shore at Reid Inlet; Wild mountain goats roaming the hillside in Muir Inlet; Ilarging into the air from the base of Dawes Glacier in Endicott Arm.

Elsie Hulsizer is the author of Glaciers, Bears and Totems: Sailing in Search of the Real Southeast Alaska (Harbour Publishing, 2010) and Voyages to Windward: Sailing Adventures on Vancouver Island’s West Coast (Harbour Publishing, 2005 and 2015 [paperback]).

Visit her website at elsiehulsizer.com and follow her blog at sailblogs.com/member/ospreyvoyages/

You can find more of her photos of SE Alaska’s glaciers at flickr.com/photos/elsiehulsizer/albums
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These buoyant recreational watercrafts are here to stay as one of the fastest-growing sports in America and are a perfect complement to the Pacific Northwest boating lifestyle. There’s a lot to love about SUPs, especially as complements to a boating trip. Their highly-versatile nature makes them great adventure companions, and because they rely solely on human power, the environmental noise and fuel consumption impact is non-existent. What’s more, the many customizable mounts for hard boards and the capabilities of inflatables make for easy on-board stowability. From fitness and yoga to racing and fishing, there are many ways to experience the water aboard a SUP. They are also low-maintenance and cost-effective once acquired. Today, SUPers have formed
Most boards feature either planing or displacement hulls. To be more precise, bow is the correct term because every paddleboard has a flat hull – it’s the bow that changes from board to board. Planing bows are flat, wide, and resemble that of a surfboard’s. They’re perfect for leisure paddling, yoga, and beginners; as well as taking on whitewater rapids. Displacement hulls have a pointed bow that’s ideal for fitness, racing, and touring.

**HISTORY OF THE SUP**

Stand up paddling seems like a new fad, but humans have in fact been standing on water-ridden vessels for centuries. Pottery shards from 3,000 years ago depict fishermen of ancient Peruvian civilizations standing and surfing the waves on their reed boats (Caballitos de Totora) to shore after a fishing trip. Many additional SUP cousins followed close behind. But in the recreational sense, the pioneers of paddling for leisure and sport are believed to be the Hawaiians.

One glorious day in the ‘60s, a surfer grabbed an outrigger paddle and used it to propel his long board out to the distant wave break. The earliest photographic evidence shows “the father of surfing” Duke Kahanamoku demonstrating this new paddle style. Two other surfers, John ‘Zap’ Zapotocky and John “Pops” Ah Choy, are believed to be pioneers alongside Duke. Behold, and by accident it seems, this new and exciting water sport was born. From Hawaii, California, and Florida, to Australia, the UK, France, and eventually the world, stand up paddling spread across the globe.

Most boards feature either planing or displacement hulls. To be more precise, bow is the correct term because every paddleboard has a flat hull – it’s the bow that changes from board to board. Planing bows are flat, wide, and resemble that of a surfboard’s. They’re perfect for leisure paddling, yoga, and beginners; as well as taking on whitewater rapids. Displacement hulls have a pointed bow that’s ideal for fitness, racing, and touring.

Below: Seattle alone offers over 36 launch sites for you to explore. From the Ballard Locks to Alki Beach, we challenge you to discover them all.
Above: The first SUP was used by the “father of surfing”, Duke Kahanamoku, to train for surf competitions. Today, one can find SUPers surfing container ship wakes, river rapids, and choppy currents in addition to natural wave breaks.

**BOARDS 102: DIMENSIONS**

Volume and weight capacity are also vital when choosing a SUP. To get the most out of your board it must displace the correct amount of water for your weight. Combined, these two factors determine stability. Bow type also comes into play here. If you’re below the weight capacity of a planing nose board, you’re good to go, but with a displacement hull, if your weight exceeds what the board can handle, you’ll sink into the water. If you’re too light, the board will feel too heavy and uncontrollable.

Next, settle for a length. For an everyday board, check out the 10’ to 12’ options. Women often use the next size up 12’6” board for professional racing. Then comes the 14’ board, the most common length for racing. Both the 12’6” and the 14’ are also great for long-distance adventures when speed matters. The longer the board, the faster it is. Some boards can get up to 20’ long!

It’s often a good rule of thumb to match your body type with the SUP board width. If you’re smaller, go for a narrow board and vice versa. End up with a board that’s too wide for your body, and your stroke might be a little out of whack. Smaller children up to about 5’4” should stick to the slimmer boards: 29” to 31” wide. Medium-sized paddlers 5’6” to 5’9” should consider 32”-wide boards while taller individuals should consider 33” or wider. Inflatable boards tend to be 6” thick which can be difficult for smaller paddlers. If you’re going on extended tours with extra gear, steer towards the wider end of the 25” to 36” spectrum. Anything over 31” offers greater stability and additional space while a narrower board offers greater maneuverability and efficiency.

Board thickness is often overlooked but is just as important in the paddling world. The thicker the board, the more weight it can support. So, if you want a narrower board for speed and agility, increase thickness to support your weight. If you’re going the inflatable route, a 6”-thick board will be extremely stable (great for yoga) but look for a 4” thick board if you’d like better control.

There are hundreds of board companies out there, so how do you choose? BIC, Isle, Pua Hana, and BOTE are quality manufacturers, but just like your board, every company offers something a little different. If you’re a little overwhelmed, we get it! It’s a lot of information to process all at once, so check out the sidebar for a specs breakdown according to your desired SUP activity!

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**WHERE TO RENT**

Just like any big purchase, it’s important to explore your options. “Don’t just go to Costco and buy a cheap board,” stresses Casey. “Take a lesson or rent one first. See what you like. See what works for you and your lifestyle. Think about lifting, carrying, and paddling your board, then put the money down.”

An avid Costco fanatic myself (oh, the samples!), I feel the urge, but paddleboards aren’t cheap. You could save yourself a few returns with a rented trial run or a demo-to-purchase scenario. For those near Seattle, Casey recommends some local outfits. The Northwest Outdoor Center on Lake Union offers SUPs, kayaks, and paddle gear, as well as drysuit and wetsuit rentals. Urban Surf is another Lake Union option; maybe you’ve seen the crowd at Urban Surf on a sunny day at Gasworks. This extensive surf shop rents 11’, 10’6”, and 12’6” boards. If you have one you’re thinking about purchasing, Urban Surf also allows up to two demos towards the purchase of a new, full-priced SUP.

**SAFETY FIRST**

Half of life is accessories. Stand-up paddling is no different. As far as paddles go, you can’t go wrong with a carbon fiber make. They’re light and durable. Why add extra weight where it’s not needed?

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**CHOOSE YOUR BOARD**

- **Touring:** A 12’6” board works great for your average day on the water. But for extra mileage and long-distance paddling for areas like Puget Sound, try the longer 14’ models.
- **Racing:** There are four racing classes: 10’-12’, 12’6”, 14’, and 14+ boards. The longer the board, the faster it is. It depends on your race preference.
- **Fishing:** These boards tend to be wider, heavier, and extremely stable. BOTE Paddle Boards—the Hobie of SUPs—offers all kinds of fishing-related attachments and high-stability boards. You can find these at most West Marine stores. They’re trendy too! Win, win! Boteboard.com
- **Yoga:** Find a heavy, stable, and wide board with great traction, something along the lines of a fishing board. Because of their weight and stability, these are not great boards for paddling. ISLE has a great selection of yoga-capable boards. Islesurfandsup.com
- **River:** Inflatable boards are recommended. They’re tough and can bounce off rocks without a problem. There are a few specific hard boards with several layers of fiberglass to endure the harsh nature of river paddling, but inflatables tend to be the most common for this sport for this niche.

Continued on Page 76
DOWNTOWN

SAILING SERIES

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JULY 26 Splash N’ Detail • AUGUST 2 Emerald Harbor Marine
AUGUST 9 Palisade • AUGUST 16 Northwest Yachting THE RUTTEN RACE

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A dihedral blade splits the water in two directions, similar to that of a pointed bow. This combination will reduce stress on both your arms and wrists. Composite, aluminum, and fiberglass shafts are also common paddle types. Choose between adjustable or stationary paddles based on your needs.

Every paddler must have a life jacket on board. If not worn, it must be attached somewhere to your board. Consider getting a life jacket that allows a lot of arm rotation; this way you can wear it without much restriction. Life vests with CO2 cartridges are great for more experienced or racing paddlers. A sound-producing device such as a whistle, and navigation lights such as a flashlight or headlamp are also required while on board.

We’ve established that SUPs are a lot like surfboards, so why not continue the trend with a leash? Whether it be an ankle leash or one that ties around your waist, a leash could be your savior, especially in rough waters or SUP surfing.

A communication device could make all the difference in an emergency. A waterproof phone, VHF radio, or anything that can contact shore will work. And lastly, it’s often much colder on the water than shore. If you’re not in a wetsuit, it’s helpful to bring along quick-dry, high-visibility layers to maintain a comfortable body temperature. Tie down a dry bag to store these layers. Additionally, booties for the Sound can save your feet from nasty barnacle cuts as well as keep your feet warm, and gloves can also be handy on our infamous overcast days.

**SUP Events**

Paddle your way into the Pacific Northwest’s SUP Community by taking part in lessons, tours, or a race! Salmon Bay Paddle offers beginner’s lessons, SUP instructor certifications, and small group day tours to some of this area’s best destinations. For a little competition, paddle out every Monday at 1900 hours this summer for their weekly Ballard Elks Paddling Races. Visit salmonbaypaddle.com.

**June 11:**

New and noteworthy, Seventy48 made waves in its debut last year, leaving high hopes and intense anticipation for this year’s Tacoma to Port Townsend paddle frenzy. Racers will paddle 70 miles over 48 hours with nothing but sheer strength — that’s right, unlike R2AK, you’re not even allowed a sail. Visit seventy48.com.

**June 14:**

A few longitude degrees north in the heart of Canada’s Sea to Sky Corridor is the Canadian Downwind Champs paddle race. This point-to-point, mass start, downwind surf/ski, SUP, prone paddleboard, and outrigger race is often called one of the most spectacular courses in the world. Visit canadiadownwindchamps.com.

**August 18–19:**

In Oregon, the Naish Columbia Gorge Paddle Challenge takes over Hood River’s Waterfront Park to celebrate stand up paddling in none other than the beautiful Columbia River Gorge. More info at gorgepaddlechallenge.com.

This year’s Northwest Paddling Festival was one for the books. If you missed it, keep an eye out for next year’s schedule to experience the largest event of its kind in the Pacific Northwest. You can find more information at northwestpaddlingfestival.com.

SUPs can go almost anywhere, but that doesn’t mean paddling up to the moored vessel across the bay to say hi is a good idea. Be courteous of your fellow seafarers and respect their privacy; unless they’re offering margaritas, in that case, climb aboard!

Be smart. When surfing breaks or paddling rivers, know your skill level and leave some space between you and other paddlers. It’s not fun when boards, whether they’re inflatable or hard, hit at full speed.

Know thy weather. It’s you, your board, and your paddle, and that’s about it, which means you’re at the mercy of the seas. SUPs can’t combat the elements like larger vessels. Checking the weather and your tide chart before a day on the water is much advised.

**LAUNCH TIME**

Now for the fun stuff: where to launch! We’re lucky to have some of the most incredible waterways here in the Pacific Northwest with so many launch sites, it feels impossible to visit them all. Luckily, we’ve done everything but put the SUP in the water for you in our previous issues. If you have seen our May issue, then you’ve discovered the gold mine that is British Columbia’s extensive marine parks locations in our B.C. Parks Guide. For marine parks and launch sites in Washington State, navigate to our April issue! Hidden launch sites, often concealed at streets’ ends offer access to locations not covered in our guides. To find a launch site near you, or to discover a full list of sites in your region - the popular, the unique and the obscure - check out the interactive map at paddling.com. You’ll find sites you never knew existed! So, here’s to a competitive race season, sunny days, and riding the waves. Happy paddling!

**BEING A STAND-UP SURFER**

Whether you’re stand up paddling, kayaking, surfing, or aboard any other personal watercraft (PWC), it’s important to understand and comply with recreational boating laws and rules to maintain a safe boating environment. Failure to do so and you’re not only putting yourself at risk but are creating a hazardous environment for all.
Asking: $2,195,000 | Location: Dana Point, CA
Eric Leishman 949.496.4848

Asking: $2,150,000 | Location: Seattle, WA
Don Kohlmann 206.223.3624

Asking: $229,900 | Location: Seattle, WA
Mark Gilbert 206.223.3624

Asking: $2,195,000 | Location: Seattle, WA
Don Kohlmann 206.223.3624

Asking: $2,150,000 | Location: en route to Seattle
Don Kohlmann 206.223.3624

Asking: $1,395,000 | Location: Dana Point, CA
Eric Leishman 949.496.4848

Asking: $1,129,000 | Location: Cruising South Baja
Devin Zwick 949.496.4848

Asking: $1,395,000 | Location: Dana Point, CA
Don Kohlmann 206.223.3624

Asking: $1,295,000 | Location: Dana Point, CA
James Leishman 949.496.4848

Asking: $995,000 | Location: Dana Point, CA
Larry Gieselman 949.496.4848

Asking: $395,000 | Location: Seattle, WA
Don Kohlmann 206.223.3624 or Ted Robie 561.653.1932

Asking: $380,000 | Location: Cadiz, Spain
Mark Gilbert 206.223.3624

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I notice a 55 Offshore CPMY that must have come in late. Getting to Panama is a long haul for any vessel, so mostly what you see here are sailboats and trawlers. To see a mid-size cockpit motoryacht is slightly out of the ordinary, and I wanted a look. I am walking down the dock towards her when I hear “Chris! Chris Couch!” It is not uncommon for me to run into people I

Shelter Bay Marina, Colon, Panama. Early December 2015, mid-morning. I am on a trip from Seattle, Washington to Fort Lauderdale, Florida with a 78’ Ocean Alexander. A few days before, I had just transited the Canal for my fifth time. I am holding at Shelter Bay Marina waiting for the northeast trade winds to calm down so I may continue.
Cabo San Lucas, Mexico. Bob had owned his boat for 15 years and cruised extensively in the Pacific Northwest, but had never been offshore. On this trip down the Coast, he wanted to be able to learn all he could about long-range passages.

**THE DREAM: OFFSHORE CRUISING**

Late October, we departed Everett for San Diego. I will never forget the first few minutes as we left the channel, cruising out into Puget Sound. I engaged the autopilot and it immediately started hunting left and right of the selected heading.

“How long has the autopilot been doing this?” I asked.

Bob answered, “Oh, as long as I can remember.” I went into the settings and changed two of the autopilot’s parameters. Suddenly, as if by magic, for the first time in years, the autopilot started doing what it was supposed to do. We just started laughing.

I encounter this often, where a boat owner either just lives with how equipment is performing, or doesn’t fully understand what proper operation looks like. Knowing how your equipment is supposed to operate is the first step in troubleshooting a problem.

**PULLING THE TRIGGER**

Bob’s education and trip preparation started the moment I first met him on the boat. My fourth Canal transit a couple of years earlier had been on a 64 Offshore, so I was very familiar with Offshores and their systems—especially their fuel tank and manifold layout, which is relatively complicated. We went through the boat stem to stern looking at every piece of equipment and system. We identified anything that looked like it would need fixing or maintenance and catalogued anything that would need to be secured or stowed further for the offshore environment. We reviewed the maintenance for the main engines and generators, noting any additional maintenance they needed. We not only looked at the boat in terms of the trip to San Diego, but her extended schedule. Critical items and spare parts were discussed such as...
Coast entrances north of and including San Francisco. This journey would involve three port stops for fuel where we would stay the night and four legs involving an overnight run. For the uninitiated, running overnight can be a very intimidating experience. Unless it is a clear night with a full moon, you don’t see anything. You are in a sea of blackness where you don’t even see the water.

The trip to San Diego went according to plan. Bob got eight days of hands-on experience with his vessel in the offshore environment. By the time we arrived in San Diego, he was happy and confident that he and his wife would be able to negotiate the upcoming journey down to Cabo. It was my hope that I had given him a good foundation upon which to build the rest of their adventure.

PANAMANIACS

Fast forward to Shelter Bay Marina, Colon, Panama. Who am I staring at in disbelief in the cockpit of their 55 Offshore? Why its Bob and Cathy, nearly 3,000 nautical miles away from where I last saw them! After completing the FUBAR trip and ending up in southern Baja, they decided to strike out on their own and just keep going.

Of all my clients—boat owners I have helped, assisted, and taught—nothing has given me more satisfaction than seeing those two and what they had accomplished. I felt very proud of them and happy to have played a small part. Bob and Cathy realized a dream, a dream that I know many boat owners share. They took that leap into the unknown, jumping off the proverbial cliff.

MY JOURNEY TO THE HORIZON

I remember the first time it really felt like I was jumping off the cliff into the unknown. Oddly enough, it was my fourth Transpac. Crossing number one was aboard a 95’ U.S. Coast entrances north of and including San Francisco.

There are three basic rules I follow when running overnight:

Pick really good weather. There is nothing worse than being in rough water with no outside visual reference.

Ensure your route is well offshore outside any hazards such as crab/lobster pots.

Cover or dim as much of the instrumentation as possible to ensure the darkest pilot house environment possible.
Coast Guard Patrol Boat. I was taking her from San Diego to Hilo on the Big Island. I had the comfort of having a 378’ Coast Guard Cutter shadowing and providing fuel twice along the way. Crossings two and three were on a 165’ converted oil industry seismic survey vessel being used as a supply vessel for a Seattle-based fishing company.

Crossing number four would be my first in a smaller motoryacht. She was an 85’ Broward that I picked up in Fort Lauderdale, Florida, and was taking to Honolulu, Hawaii. She had been extended with a Euro Transom and fuel tanks added. Her total fuel capacity was at 7,000 gallons, which is why the client bought her. He wanted a boat that had Transpac range.

San Francisco was my departure point. At 2,060 nautical miles, it is the closest West Coast port to Honolulu. I would have a crew of four with me. I remember standing on the Golden Gate Bridge looking to the west and feeling very small and alone at the prospect of crossing in such a small vessel.

Back in 1999, the forecast models were not nearly as good as now and only went out five days. At an average speed of 10 knots, this trip would take nine days. Even though I would pick the best weather I could, I would still be rolling the dice for the last half of the trip.

I will never forget cruising out under the Golden Gate Bridge just as the sun was coming up and pointing her west-southwest, cruising past the Farallon Islands into 2,000 miles of open ocean. I will also never forget the deep satisfaction I felt as I saw Diamond Head on the horizon, and realized not only what I had done with this small vessel, but also that I did it safely.

With that trip and with every trip I have ever executed to this day, I place my faith in my detailed preparation, meticulous planning, and safe and prudent decisions surrounding the weather. Bob and Cathy owned their boat for 15 years when they took that leap. The point is not how long it takes to realize your dream, but that it is possible to realize your dream. It is possible for you to reach that destination that lies beyond your horizon.

What is your dream trip? What is your fantasy voyage? What is that destination that lies just beyond your horizon? I will admit, that even after 40 plus years and 160,000 plus miles, even I still have a little anxiety before I start each trip. With each trip I make, I will invariably run into boaters who are doing the West Coast, a good number of them for the first time. I can only imagine that if I have a bit of trepidation before making that jump, what must be going through their minds?

How do you take something that seems very daunting and insurmountable and make it easy? How do you take a long voyage of thousands of miles and make it shorter and seemingly easier to accomplish? You break it down into its component parts. You take one long voyage and divide into several shorter easy-to-manage legs. You take each leg and treat it as a trip unto itself. The component parts of any trip are preparation, planning, weather, and safe and prudent decision making.

PREPARATION:

Ensure that your vessel is properly maintained, equipped, and secured for your voyage. Ensure all persons onboard have the necessary ID and or passports. Double check that you have the necessary paperwork for your vessel.

PLANNING:

Length of the legs and cruising speeds are important. I aim for 10 knots. For most motoryachts, 10 knots is the best compromise between speed and fuel burn. Other factors include time en route, estimated fuel required (ensure you leave yourself at least 20 percent reserve), tidal currents, and time of departure and arrival.

Call or email the next port or marina to guarantee moorage. For travel between countries, email the next marina and agent of your estimated arrival and make sure your Zarpe (departure clearance) and crew list is in order from the departing country. When first entering Mexico, ensure you have the necessary paperwork: insurance, import license, fishing licenses, crew list, etc.

WEATHER:

Start watching the forecasts several days out. Use a set of weather limits that you set for yourself (winds, seas, wave periods, etc.). For example, if you are going into the winds and seas, nothing more than 10 to 15 knots and a 2’ chop is acceptable. If going with the wind and seas, nothing more than 20 knots and a 4’ chop. With ocean swell, nothing under a nine second period. The period should at least equal the height of the swell. For example, ‘10’ at ten seconds is my rule of thumb. Once you have identified a possible weather window, then continue to watch it for several days to ensure that the forecast remains consistent.

DECISION MAKING:

There is nothing more important than making safe, prudent decisions. Especially with the weather. Any trip is possible given the right weather. Do not be in a hurry, for the weather determines your schedule, not the calendar.

Left: Captain’s view of a glorious sunset at sea off Guatemala.
Right: A close encounter with a humpback whale off Cape Mendocino, California.

Captain Chris Couch is a successful Pacific Northwest-based delivery captain who has been widely used by companies like Alexander Marine for the last 26 years. He has been at the helm through the Panama Canal five times and on four transpacific crossings. His book, The Checklist, is a fantastic resource that covers just about everything relevant to a PNW Boater. You can buy The Checklist, check out his other publications, or contact him at compassheadings.com.
Sometime during November of 1785, Scottish poet Robert Burns penned the poem *To a Mouse* from which John Steinbeck drew inspiration for his American classic *Of Mice and Men* over 100 years later. A farmer accidentally destroys a mouse’s den in the field with his plow. As the “wee, cleeket, cowran, tim’rous beastie” runs to and fro in apparent disbelief and horror at the random destruction of her well-crafted burrow, the farmer reflects (modern translation):

That small bit heap of leaves and stubble,  
Has cost you many a weary nibble!  
Now you are turned out, for all your trouble,  
Without house or holding,  
To endure the winter’s sleetly dribble,  
And hoar-frost cold.

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**NORTHWARD HO!**

**The 2018 R2AK Starting Gun Fires**

The Race to Alaska (R2AK) 2018 begins on June 14 at 0500 hours in Port Townsend, Washington. What’s the status of Team Wright Yachts and our managing editor who is on the team?

Sometime during November of 1785, Scottish poet Robert Burns penned the poem *To a Mouse* from which John Steinbeck drew inspiration for his American classic *Of Mice and Men* over 100 years later. A farmer accidentally destroys a mouse’s den in the field with his plow. As the “wee, cleeket, cowran, tim’rous beastie” runs to and fro in apparent disbelief and horror at the random destruction of her well-crafted burrow, the farmer reflects (modern translation):

That small bit heap of leaves and stubble,  
Has cost you many a weary nibble!  
Now you are turned out, for all your trouble,  
Without house or holding,  
To endure the winter’s sleetly dribble,  
And hoar-frost cold.
But little Mouse, you are not alone,
In proving foresight may be vain:
The best laid schemes of mice and men
Go often askew,
And leave us nothing but grief and pain,
For promised joy!”

So goes that mouse’s burrow, so goes Team Wright Yacht’s original R2AK schemes as we adapt our plans. Now the R2AK starting gun is upon us! To the reader, there’s a good chance that you will read this when we are fighting a nightmarish tidal swing in the fog somewhere off the British Columbia coast. In a sense, this entry of our ongoing R2AK adventure is a time capsule from our team’s status and inner workings from the few weeks before the race begins. I look forward to reading this again from the finish line, but I also nervously bite my lip at the thought of eating my words after washing out despite our best laid schemes.

DUDE, WHERE’S OUR BOAT?

Followers of this saga will recall that much of the last entry from the April 2018 issue feature The Journey was spent training with hospitable members of the Northwest Multihull Association (NMA) while our racing vessel was coming together in Ho Chi Minh City (aka Saigon) in Vietnam. Our boat, a Corsair 970 Sport, is one of Corsair Marine International’s newer racing builds with roots in Farrier designs, which have done well in R2AK’s of yore. The Journey summarized an exciting trip to Vietnam in March where I finally got to see our trusty build, dubbed Wright 1 by Wright Yachts owner and team sponsor Rob Wright; its completion and shipping to the states imminent.

As I write this mere weeks from June 14, Wright 1 is a handful of days off the West Coast in a shipping container on a cargo ship. What’s with the delay? Part of it is the reality of life as a yacht broker. Our team is essentially taking Wright’s inventory for a 750-mile joyride for this race, and we are subject to the same paperwork themed delays that yacht brokers reading will empathize with.

“It didn’t help that I fit a Corsair Pulse 600 onto the order as well,” says Wright. “As a broker, it’s nice to save on shipping costs, but I certainly didn’t anticipate all the additional behind-the-scenes delays in getting Wright 1 over here!”

Fortunately, once Wright 1 does get here, we’re all hands-on deck for commissioning and have the logistics squared away with iconic Ballard boatyard CSR Marine Services in Seattle, Washington.

“Nigel Barron [a manager at CSR] heard I was doing the race,” recalls Team Wright Yachts teammate Scott Wallingford with a grin. “He just shook his head and said, ‘You ***ing idiot.’ Ha!”

MEANWHILE...

Although it is tempting to sit on our butts and stress inhale beers in our unofficial office, the Sloop Tavern, while we wait for Wright 1, we’ve been advancing our chess pieces as much as possible in the meanwhile. We even raced NMA Commodore Jeff Oaklief’s trimaran Ruf Duck too hard in the Blakely Rock Race of the Center Sound Series race back in March and tore the jib and main. Readers who were involved with that race will recall the 25+ knot gusts, heavy fog, and drizzling rain. Although a disaster for an owner’s pocketbook, as far as R2AK training value is concerned, races like this one are ideal. Throwing in reefs during high winds, wrestling with jib sheets on the loose, learning to communicate loudly yet calmly, and maintaining an unconquerable upbeat attitude are all vital R2AK skill sets.

With Oaklief’s Ruf Duck out of commission, NMA’s Vince DePillis stepped up to get us on the water and our trimaran hours up. Many an afternoon was spent at “Vince’s Sailing School” where I learned...
the subtle art of the butt scootch with the extra-long tiller in-hand, the quirks of running downwind in a tri, how to pop the sails to free when the long batons catch on the rigging during low-wind tacks, what a Barbara hauler is, and the list goes on.

Spinnakers were raised and lowered on a whim and reefing maneuvers called spontaneously. Feedback has become nit-picky, the tricks more advanced. Multihull greenhorns, we no longer be.

HUMAN POWER AIN’T EASY

Once upon a time, I wrote our R2AK team announcement feature article in the January 2018 issue Team Supreme and I exalted the human-powered contraption that we were cooking up. At the time, our teammate and local genius Li Sung, a PhD candidate at the University of Washington’s Ocean Engineering program and Navy officer, was in communication with the ace Australian and Vietnamese craftsmen at the Corsair Marine International factory. Elaborate, multiple-peddle drive systems were envisioned as the sketches piled up.

“This thing is going to rival the International Space Station!” I’d declare to anybody who was curious. Wee tim’rous beastie, indeed.

Flash forward to now, and our lofty ambitions have come to Earth. Turns out, PhD students are a busy lot and factories across the Pacific are difficult to coordinate with. What we have now is a more basic, but certainly effective, transom-mounted unit that relies upon a pre-fabricated Sea Cycle Water Bike drive.

Sea Cycles are made in Michigan and, while primarily geared toward lighter day-use kayaks and catamarans, should get the job done nicely. We are hoping for breezy conditions this year, where the racing-oriented Corsair 970 Sport should be able to strut her stuff properly.

“We’re hitting the ellipticals,” says Sung. “I’ve been aiming to dish out 150 kWh per 30 minutes as a goal.” In other words, regardless of how we fair in the race, we should have some nice glutes to show off to the ladies at the Alaskan beaches.

GRUB, GEAR, AND Z’S

While our absent boat and evolving human-powered element have kept our hands wringing, the other factors of the race are not to be neglected. These finer points, like what kind of food we’re packing, our personal gear items, sleep rotations, charting potential courses, strategies, and more are firmly in our immediate control.

“Scott is kind of the foodie of the team,” jokes Sung. “Let’s just get a bunch of freeze-dried stuff, add hot water, and boom! Think of all that saved weight, right?”

“I just want to eat right and stay in a good mood,” says Scott. “Boil a bunch of eggs, throw together some simple recipes. What’s wrong with real spaghetti and meatballs?”

These kinds of details are largely in the Confidential folder as of now, as this magazine issue hits the racks with two or so weeks to spare before the starting gun. Rest assured, we will report on these finer points in detail post Ketchikan. As far as personal gear is concerned, we are cross-referencing the official R2AK recommended gear list with the official Swiftsure International Yacht Race personal gear list. These two resources, built out of years of collective on-the-water learning, should keep us as safe as we can realistically be.

STATS ON OUR MINDS

When I talk strategy, I invariably drift again toward the Confidential folder. However, it is safe to say that we are taking notes from the experiences from past teams. For the curious, r2ak.com is an incredible resource for information about this year’s race to graphics of hard numbers from previous years. Kudos goes to Anthony Gould.
Bigger, Better, Boatier.

WE’VE GOT A NEW HOME ONLINE

We’ve redesigned our website to bring you new stories every day and put expert boating advice close at hand, all in a fresh new look. But we haven’t stopped there – you can now browse hundreds of boats for sale online as well as view and place classified ads on the web and in print. We’ve also streamlined the online subscription process and added new payment methods for buying subscriptions and placing classified ads. We’re happy to bring you all the Boating coverage you love, and hope you’ll come take a look at our new online digs.

N W Y A C H T I N G. C O M

Check it out.
The top five teams of R2AK history (listed first to fifth: MAD Dog Racing [2016], Pure & Wild/Freeburd [2017], Big Broderna [2017], Skiff Foundation Jungle Kitty [2016], and Big Broderna [2016]) all had some key common traits and tactics worth looking at. Firstly, all of them have a length overall of over 30’ save for last year’s winners, Pure & Wid/Freeburd that was aboard a 28’ Custom Tetzlaff trimaran not unlike our Corsair 970 Sport. With a length overall of 31’10” and modern touches like large floats and a carbon fiber racing mast, our boat should be among her peers as a top performer. Big Broderna, that’s been a top finisher in both 2016 and 2017, uses a similar Corsair 31-R trimaran (skipped by Nels Stranberg) that Wright 1 should be comparable to.

Interestingly, two of the top five finishers are not trimarans, although they appear largely surrounded by trimarans in the overall rankings. MAD Dog Racing, a 32’ Marstrom Catamaran, has secured itself as an R2AK legend as the top finisher. With no cabin and an extremely light, pure racing design, it really was first or last for the team when they made the record time of 3 days, 20 hours, and 11 minutes in 2016. MAD Dog’s time still stands uncontested, with Pure & Wild/Freeburd coming in second at 4 days, 3 hours, and 5 minutes last year. For context, Big Broderna came in a heartbreaking six minutes behind Pure & Wild/Freeburd last year, and the other rankings are all minutes or a couple of hours apart. For the curious, no, Big Broderna is not slated to race in 2018 in a third-time’s-a-charm attempt (at the time of this writing at least).

Another interesting statistic is that seven of the top ten finishers raced in 2016. To me, this suggests either a breezy year or a batch of exceptional teams (or both). For Team Wright Yachts, this translates to us training more to be exceptional and offering many sacrifices to the wind gods.

As far as strategy goes, the majority of the top performers spent no to minimal time at anchor and put in consistent progress at all hours of the day in all manner of conditions. For our three-man skeleton crew, keeping the boat competitive while getting enough rest to sustain us for multiple days will be critical to success. EXCELSIOR!

By the time you read this, Wright 1 will be on Puget Sound waters, shiny and new. Scott and I (and Li if we can talk him into it) should be living aboard, fitting in sailing sessions before work in the morning and in the evenings before bed. We’ve got a few multi-day, against the tide challenges we’re scheming. We’ll be pouring over charts, checking weather, loading ration, and kissing our loved ones goodbye (hopefully not forever).

What’s a plan if not a work in progress, anyway? Sure, we may resemble the wee tim’rous mouse from Burns’ poem with our original schemes destroyed. But that mouse didn’t die in the poem, and I like to think she took a calm, reflective moment before building a better, plow-proof nest for an even more comfortable weathering of the coming winter. We of Team Wright Yachts endeavor to do the same. Wish us luck!

When I last wrote about this year’s race in the April 2018 issue, a total of 23 teams were registered. As I write this now in mid-May, that number has ballooned to 38 registered teams, making for a much more competitive field. Teams range from paddleboarders like Steve Rhoades of Team Extreme Sobriety on a Blakeley Board SUP to Team Ziska, the longest vessel at 38’ (a monohull Morecambe Bay Prawn). Check out the teams and their stories on r2ak.com! What’s more, every team carries a tracker that uploads their location onto a live-action map in real time on the website, so you can follow along with the action during the race from the comfort of home.

Among the few non-essential items aboard will be a taiaha given to me by a Maori leader during previous travels in New Zealand. It was with great honor that, after combat training in which I learned to stick out my tongue and aim for my opponent’s head, shoulder, hip, knees, and genitals, that I received the gift. Depicted on the spearhead is the likelihood of an ancestral warrior, who is said to live through the weapon. The tongue of the depicted warrior on the spearhead is not to touch the ground out of respect for the ancestor. Hopefully it will serve as a motivational symbol for us and not be needed as an anti-bear measure.

Continued from Page 84
BIGGER AND BETTER THAN EVER
OUR EXPANDED DRY LAND SHOW YARD OPENS THIS SPRING!
WE HAVE SPACE AND WE HAVE LISTING SPECIALS, CALL FOR DETAILS!

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The summer racing series on Puget Sound began with the longest competition of Seattle Yacht Club’s annual Tri-Island Series. The course takes the fleet north and alternates between two turning marks, Protection Island on the odd years, and Smith Island off the north end of Whidbey Island on the even years. The race, once an overnight affair for even the fastest boats, now sees most boats finishing with decent wind in the early hours of the morning. This year, however, was not one for the record books with light wind and strong tides, and most of the racers threw in the towel after hours of struggling to stay moving.

Several boats even found themselves anchored along the Bainbridge Island shore to keep from moving backwards, and with no wind anywhere in the weekend’s forecast, crews had plenty of time to discuss other activities they would rather be doing. While most of the fleet returned home under engine power, there were those that were prepared for the long haul and made their way around the course, scoring points for the first in the series of three races.

Following up Smith Island Race opener, sailors had the tough decision of taking part of Seattle Yacht Club’s Opening Day festivities or taking part in the legendary double-handed event of the season, Race to The Straits. Hosted annually by The Sloop Tavern Yacht Club, RTTS is a double-handed, pursuit-style race, meaning that boats have a set start time based on their handicap, and whoever finishes the race in first place wins the day. The course heads north to Port Townsend where the fleet rafts up for the night, staying onboard the boats and waking up Sunday morning to race back to Shilshole Bay Marina. Registration is limited to 125 boats due to moorage restrictions at Point Hudson Marina in Port Townsend, not to mention the arrival party Saturday night. The race is quick to sell out and for good reason.

This year’s race gave sailors something to remember, with steady wind and sunshine both days, making for picture-perfect racing. By the end of the weekend, gold went to former Olympic champion Carl Buchan out in front onboard his custom racer Madrona, setting the bar high by finishing nearly 15 minutes ahead of Ben Glass aboard Ocelot.
Wrapping up the handicap keelboat racing was part two of the Tri-Island Series, the Vashon Island race on May 12. Contrasting from Smith Island, the forecast was for sunshine and a stiff northerly breeze; and racers were not left disappointed. A downwind spinnaker run with winds touching 20 knots made quick work of getting the fleet down to Commencement Bay off Tacoma.

With the northerly fighting a light southerly, the leading boats ran into a wall of still air off the south end, the wind filled through Colvos Passage leading to some intense tacking duels as leaders defended their spots against boats trying to close in from the rear. The wind held through the afternoon bringing the fleet home with the sun shining.

Once again it was Carl Buchan on Madrona with the game-winning shot, taking Blake Island to the west, traditionally a death sentence, and in doing so jumping ahead of the fleet by a wide margin to win the day for the PHRF group. Up in the big boat ORC fleet, Steve Johnston's recently acquired TP52 Mist ended the day on top. With the work the team is putting into the boat, I expect to see them in that spot more often.

As the various weekly evening racing series continue, the big boat fleet is getting all the safety gear sorted out to head north for the Swiftsure International Yacht race. Hosted by Royal Victoria Yacht Club, the 75th edition of the Northwest classic is sure to deliver with stacked racing teams all the way through the fleet list. Look next month for a full wrap-up of the weekend's festivities along with reports from the final Tri-Island series race.

### Results: Race to the Straits

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### Results: Tri-Island Series

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Hidden away in what midshipman Joseph Sandford described as a “pretty little bay that is concealed from the Sound” is the town of Gig Harbor, Washington. Sandford served aboard the U.S.S. Porpoise, part of a surveying expedition sent by the U.S. Navy in 1841 to explore Puget Sound. The crew discovered a small village inhabited by the Twu-Wal-Kut people, who were living the traditional way, catching and cooking salmon on the beach. It was more than 20 years later when three fishermen slipped past the sand pit into the bay, either looking for a place to spend the night, or blown in by a storm (accounts vary). They liked the harbor so much that they decided to stay. The three—Samuel Jerisich, Peter Goldsmith, and John Farrague—claimed land around Donkey Creek and started fishing the plentiful waters of Gig Harbor.

The town grew with fishing, logging, and ship building as the main industries. Gig Harbor was hit hard during the Great Depression, but locals could always find plenty of fish to eat. By the 1950s, Gig Harbor was much like any small American town, the only exception being that boats were the transportation of choice. The local fishing industry declined through the 1970s, tourist attractions and B&Bs have since sprung up to fill the void.

Today, Gig Harbor’s population numbers around 7,000 and spreads out much farther north and south than the original settlement. The historic waterfront is filled with restaurants and marinas, but locals have preserved 17 net sheds as a monument to Gig Harbor’s past. Not many towns on the water have had more than the original settlement. The local fishing industry declined through the 1970s, tourist attractions and B&Bs have since sprung up to fill the void.

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1. Get in the Spirit

Heritage Distilling Co. (HDC) on the corner of Pioneer and Harborview is not to be missed. Going on five years as the most-awarded craft distillery in North America by the American Distillery Institute, HDC’s house-made spirits are more than deserving of a tasting flight or two. With 22 natural vodka flavors among other unique spirits, it’s easy to spend an entire day tasting HDC’s extensive selection.

Make the perfect cocktail, purchase a growler, and learn the secrets behind their noteworthy creations just a few steps from Gig Harbor’s waterfront. Check out their membership programs to dive deeper into the distilling process. The Heritage Cask Club allows you to customize your own whiskey, gin, or vodka with your preferred flavor(s). For the full three-hour distilling experience, the flagship location a few miles away will guide you through the distilling process from beginning to end in their My Batch program (hailing a ride with your smart device is recommended if you came in by boat). At the end of the tour, visitors take home a small barrel of handmade spirit to age as you please! Program costs vary. See heritageldistilling.com for details.

2. Diving In

“In Learn. Have Fun.” is Harbor WildWatch’s motto, inspiring stewardship for Puget Sound is the goal. This marine and environmental education organization offers interactive and unique activities with the hopes of building enthusiasm about Gig Harbor and the greater Puget Sound’s marine resources. Operating out of Harbor WildWatch’s building in the Skansie Interpretive Center, which features hands-on activities and rotating exhibits. Or, you can get out in the field and feel the sand between your toes on a guided beach walk to learn the habits of marine animals as you encounter them.

In the same current of family fun, explore the Harbor History Museum, which provides hands-on exhibits for a look into Gig Harbor’s heritage. Then, meander outside to explore the property’s fully-restored 1893 one-room school house and Shenandoah, the 65’ fishing vessel currently under restoration. It’s truly a sight to see! Learn more about the Harbor History Museum at harborhistorymuseum.org

3. A Green Escape

A ferry once ushered passengers to and from Gig Harbor and Tacoma before the Narrows Bridge was built in 1940. After a few scrambling attempts to keep the ferry business alive, the landing was closed forever and completely collapsed in a windstorm shortly after. Today, venture south to the mouth of Gig Harbor Bay and the one-time site of the ferry dock for a 180-degree view overlooking the sand spit, Colvos Passage, and Mt. Rainier; the wood stump remnants of the former landing lie below.

Located at 3211 Harborview Drive in Gig Harbor is the Jerisich Dock, providing moorage for $1.00/foot ($20 per night minimum) and easy access to restaurants and shops. Head up north to climb the 100 stairs of Finholm View Climb for the best view of the bay; catch a glimpse of Mt. Rainier on a clear day. Then, swing by Donkey Creek Park, comprised of a meadow and elaborately carved wood benches across the street from the Harbor History Museum. Those looking for a bike trail or a refreshing walk can jump onto the paved Cushman Trail. Dogs are welcome and there are many opportunities to spot wildlife.
4. Shop the Shore

Gig Harbor has no shortage of nautical allure. Shop for all things nautical at The Weathered Cottage. They repurpose, redevelop, and refresh old or forgotten items into something new and exciting. Across the street from Heritage Distilling Co. lies Dolly Mama, also nautically inspired but with a French twist. Shore up the road for their full boutique and gallery—this is merely a waterfront fragment of their full selection.

The Harbor General Store while general, is more than just a quick stop and shop. Sure, it has snacks, supplies, and a few produce items, but it’s also a fully equipped café, deli, and a haven for local treasures. Check out the Gig Harbor Candy Company’s handmade treats while you’re in!

Stop by Ship to Shore Marine for all your boating needs. This two-building complex has one of the best all-encompassing boating selections we’ve seen. A kayak that can turn into a stand-up paddleboard sat afloat in the pond out front on the day of our visit, welcoming us to the colorful array of boating goods just inside their doors.

5. In the BoatShop

Once home to a variety of boat builders, Eddon Boat Park’s historic contribution to Gig Harbor hasn’t been forgotten thanks to the Gig Harbor BoatShop. The not-for-profit facility works to connect past and present waterfront traditions with hands-on activities that focus on boat restoration and repair, boatbuilding, and boat use. Bring out the whole family to build a 12’ Salt Bay rowing skiff in a weekend, volunteer in the shops, take a vanishing or first aid workshop, or simply support their work by renting one of their restoration projects for a day on the water. Keep an eye on their website (ghgbboatshop.org) for the latest programs at this educational and historic waterfront attraction. Costs vary.

6. Events: Get Giggy With It

Gig Harbor hosts the Maritime Gig Festival and Blessing of the Fleet in June to celebrate its rich history, traditions, and economic vitality. With the town named for the gig—a small rowing skiff in a weekend, volunteer in the shops, take a vanishing or first aid workshop, or simply support their work by renting one of their restoration projects for a day on the water. Keep an eye on their website (ghgbboatshop.org) for the latest programs at this educational and historic waterfront attraction. Costs vary.

GIG HARBOR MARINA & BOATYARD:
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HARBORVIEW MARINA:
N 47°17’50” | W 122°35’50”
(253) 858-2234
Amenities & Moorage: Full-service marina offering moorage for boats up to 300 tons, depending on length, with 155 permanent slips.

ARABELLA’S LANDING MARINA:
N 47°20’20” | W 122°34’59”
(253) 877-1973 | arabellaslanding.com
Amenities & Moorage: Full-service marina offering moorage for boats and covered slips up to 44’ and moorage.

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JUNE 2018 | NORTHWEST YACHTING 91
The days of summer may be lengthening and the memories of last winter’s Seattle Boat Show fading, but now is a time of excitement for those of us lucky enough to take the plunge and put ink on a new boat from the event. A few months have passed since the excited handshake between new owner and seasoned broker, and the boat is set to arrive any day, just in time to enjoy the summer! But wait, the broker says, we still must commission. We absorb the news. It’ll be six weeks after the boat arrives to the yard until we get to turn the key and leave the dock for the first time. “Six weeks?! Why can’t I just take it off the truck and GO?” we want to shout, that upcoming salmon opener or sailboat regatta glaring at us from the calendar. Although the let’s-go attitude will serve us well as boaters, commissioning a new boat is a critical step that mustn’t be shortcutted. With exception of a few companies, all new boats are shipped in a semi-completed state and require professional craftspersons to assemble properly. What’s more, all those great custom options we meticulously opted for are often locally sourced and installed during the commission process as well. What does the commission of a new boat look like? How involved should we be as customers in the process? For the sake of the new owners eying the 2018 season as well as the dreamers, we sat down with Nigel Barron of CSR Marine Services in the Ballard neighborhood of Seattle, Washington. Barron and the company have decades of experience working with brokers and boaters across the region to commission all manner of new boats from power to sail. We were lucky enough to catch him between the many projects he juggles during the busy season.

NWY: Let’s start at step one; a person buys a new boat for the first time and is new to the commissioning process. Can you walk us through the process and explain what it is exactly?

Certainly. First off, commissioning a new boat is a symbiotic partnership between broker, who is paying for the invoice, and boatyard. We [CSR] commission a lot of new boats every year, exclusively for some dealers. Whether we’re talking about sail or power boats, they all come in the same way; partially completed. There’s a few brands that are sending over complete builds, but obviously it’s very hard to ship a completed sailboat because you have to ship the mast. The process depends on sail vs. power.

It also depends on where the boat is coming from. Many Jeanneau and Beneteau sailboats are built in South Carolina, for example. Formula is built in Wisconsin, Catalinas in Florida. Many boats are built in Europe or Asia. The process depends on where the boat is coming from, and the big factor is if the boat is coming with the keel on or off. Consequently, the rudders are on or off. For the most part, boats coming from abroad like Europe are coming with the keel off because it’s easier to transport the boat on the cradles that way. We just offloaded a Beneteau like that today; just came off the truck.

The typical process is that the boat arrives, and the dealer, whoever sold the boat or is bringing it in for stock, is paying the truck driver. The dealer always inspects the boat on the truck before they offload it to make sure there’s no shipping damage, damage to the mast, hull, etc.
We do the same checklist for every boat, but it’s hard to go all the way and say that we assume nothing.
duration in the spring and summer for the last few years. With longer open seasons, we see fairly heavy pressure when the season first opens, and then a sharp decrease. License holders go out and get their fill of prawns, and then maybe go out a couple more times when they want a fresh feast. This longer opening really makes sense. With shorter seasons, folks go out in bad weather and strong tides to get what they can, when they can. This makes for a dangerous situation.

Next month is the time for Chinook salmon in the salt waters of the Northwest. We will cover where to find them, how to catch them, and the best way to prepare them for an awesome summer treat. As always, we will go get some!

Kevin’s Pick:
GIBBS-DELTA TACKLE FISHING NETS

Gibbs-Delta Tackle fishing nets come in a variety of shapes and sizes to match your piscatorial quarry. From standard salmon nets to all-purpose boat nets, they all are made with high quality components and less drag on their bags. The Gibbs-Delta catch and release nets offer anglers a choice of mesh that is easy on fish slime and scales, making sure those fish swim away to fight another day. Check out their full line-up and get the whole scoop at gibbsdelta.com.

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This is Pinja, shorthand for her breed of miniature Pincher and Jack Russell terrier. She cruises a month or so a year with her human pals, J. Foster Fanning and Catherine L. Brown, on Aquila, a S2 9.2C on Lake Roosevelt above Grand Coulee Dam. The three of them are members of the Rickey Point Sail Club and love the water!

The idea behind Pets on Boats is simple: take a cute or funny photo of your pet aboard your favorite boat, write a caption, and send it to us with a bio of the pet at editorial@nwyachting.com. Our staff selects the best submission. Monthly winners have the honor of seeing their pet appear in an issue of the magazine!

“I take watch very seriously. Land!”

Pearl’s Pick: Buckle Tote Dog Carrier

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San Juan Islands · Gulf Islands · Desolation Sound · Alaska

Gate 3 · Squalicum Harbor · Bellingham, WA
sanjuansailing.com · (360) 671-4300 · sanjuanyachting.com
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</table>
SAIL

66' Dutch M/C, Corten steel, Ivecco dsl. '94 Refit, 'round the world boat!

52' R. Holland sloop, '83, newer Perkins 8 cyl., diesel, undergoing renov. see soon.

48' R. Perry custom design sloop, '80, Custom design and build, one of two, Perkins dsl.

33' Cheoy Lee 'Clipper', '76, spacious, good condition, Vovlo dsl., Ketch rig, beautiful

30' Newport 30-3, '90 Very nice inside and out, Univ. 4 cyl. diesel

28' Herreshoff Cat-ketch, '03, recent full int/ext. refinishing. An unusual boat in the NW

110' USN Barge, 110'x34', good conversion for shop, quarters, crew?

SAIL

110' USN Barge, '34 2-story on 110'x34', good conversion for shop, quarters, crew?

55' Californian

56' Monk McQueen, '71 beautiful cond., boathouse kept 30 yrs. See photos on this one!

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34' 2-story on 110'x34', good conversion for shop, quarters, crew?

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A Yacht Sales Professional conforms to industry standards of skill, competence and character in service to their clients, through mandatory education and compliance with established Codes of Ethics as a member of a recognized yacht broker trade association.

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WANT TO BE PART OF BOATS FOR SALE?
You may have noticed that our boats for sale list looks different this time. We’ve changed how we organize this list and you can now browse the list on our redesigned website at nwyachting.com/brokerageboats. If you are a boat broker or boat dealer who would like to list your boats with us, please inquire with our advertising sales department - advertising@nwyachting.com. Individual boat owners who want to list boats for sale can also have their boats pictured and listed with details on our website at nwyachting.com/awpcp. To place a classified ad visit nwyachting.com/classifieds.

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The deadline for ad submission is the 5th of each month for the next month’s issue. In the above example, the January issue would have come out on January 1.

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If you refer to our “Place a Classified” page, you’ll see that the “Until it Sells” ad will run up to 6 months. However, if the boat sells BEFORE that six months is up, we will remove the ad per the client’s request. The benefit of an “Until it Sells” ad is that you’re paying only $100 more than a one month ad for ads intended to run for which they were intended. The most efficient way to place your ad is to use the very simple form on our website.

Classifieds


1951 CLASSIC 52’ FAN TAIL TRAWLER One of a kind 52’ Classic Fantail Trawler built by noted Benson Bros. yard Vancouver, BC. Great cruiser/live-aboard, 2 staterooms/heads, stand-up engine room with single 6-71 detroit, 61 twin disk reduction gear, 7 knots/hr at 3 gal/hr., Westerbeke 6.5 KW gen set, 1,000 gals. fuel, 230 gals water, 40 gal holding tank. Large enclosed aft deck, newly covered fly bridge. Will consider trade for a smaller boat. $94,900 (360) 319-8195 or victorjcano3@gmail.com. P696-12


1969 WOOD MONK MQUEEN Best waterfront property, fairly new carpets, upholstery, washer/dryer, chart plotter, and other amenities. Comfortable liveaboard with light bright windows, reasonably inexpensive to maintain. Recent engine, hull, bottom paintwork, sofa bed in large salon in addition to owners suite, can sleep more, walk-in closet, two heads, shower, many charts, 800 fuel, 300 water, 9kts at 3.5mph. Ask $50,000. Write for survey, notes and photos. If you are over 6’1” tall, please don’t call. bucovei@earthlink.net 360 319-9292. P781-11

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TENDERS

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Commissioning a New Boat

Continued from Page 97

100 percent ready to go, to the customer. The brokers usually tell their customers that their boat will be ready for them five or six weeks after arrival to the yard.

NWY: Do you have anything to say directly to brokers? What makes a broker easy to work with?

I gotta be careful here (laughs). On our end, it’s easy to tell which brokers sell more new boats than the others. These brokers have a more refined process. They come prepared with their own detailed checklist, for example. The best sailboat brokers are physically unwrapping the mast so they can inspect it to make sure there’s no abrasion spots or blemishes that might not have anything to do with trucking, but could be how the mast was anodized. Another example is that most boats coming in from Europe are shrink-wrapped. Ace brokers will remove the shrink wrap themselves and thoroughly inspect the boat right away.

Being hands-on like this helps the brokers determine the source of any problems or damage, like whether it was a shipping accident or a factory mistake. Did the factory ship the rudder on the high gloss table, where the rudder banged around and scuffed it up on the truck ride? If that’s the case, that’s not really on the trucker, it’s on the guys that packed the boat up for shipping at the factory that messed up.

NWY: I bet the truckers get thrown under the bus a lot.

Yes and no. Yes, it’s always good to scope out the yard ahead of time if you can. However, the value of a good broker is taking advantage of that local knowledge and expertise. A good broker also should have a network of contacts all over the place, like both coasts, with colleagues that can recommend good yards. Boaters use brokers so they can rely on their expertise, so minimal boatyard research should be warranted. You shouldn’t have to be looking on the internet for the best yards. Brokers are professionals and should prove their worth to their clients, especially during the commissioning process.

NWY: Do people usually survey a newly commissioned boat, or is that sort of superfluous?

Not really because there is an assumption of a warranty. There shouldn’t be a reason to get a survey for a new boat. If there is a problem when you go out in a new boat, you should be covered. A great notable example of customer service is Signature Yachts who offer a six-month checkup to take care of the little things, cracked gelcoat and the like.

The broker-boatyard relationship is supposed to be symbiotic; when the brokers are doing well, we’re doing well. When we’re doing well, the brokers are happy. It requires everyone to do their jobs and then everyone is happy. The system works. Sometimes you get customers who you have to walk back a little bit. Yes, there is a crack. We’re going to repair it in four hours. And you know what? You will find other ones. It’s not the end of the world, everything can be fixed.

NWY: Local options are a part of just about any new boat coming into the Pacific Northwest. We have a lot of local talent around here; what do you see a lot of in terms of local options?

Probably the number one local option is heat. A lot of boats not from around here will have the reverse cycle air conditioning, which isn’t generally enough for a cruise up to Alaska. If you’re in San Diego or Florida, heating isn’t probably on your list of necessities. The problem with those reverse cycles is that they are great for the air conditioning, but not for heating. Even boats that have it installed at the factory will still have a heater installed as a local option, like a Webasto hydronic or forced air system.

Probably a close second to heating is chain. Most of the boats coming in here have 35’ of chain, which is perfectly fine if you’re on the Chesapeake or Tampa Bay where it’s nine feet deep. We almost always have to take out the 35’ of chain on a new boat and put in 150’ feet of chain and 150’ of rode. So that’s probably closely tied with the heater for local options.

Some of the larger boats opt for a watermaker or secondary fuel tank because of Alaskan cruising ambitions. But the two most common local options are heating systems and chain, practical stuff. There are not a lot of places in Puget Sound where 35’ of chain is adequate, usually you’re in 35’ of water! We’re in the Pacific Northwest, not Florida or the Chesapeake.

NWY

The CSR yard is a busy place, especially during the spring and summer months. Here we see a trawler on a hoist and several sailboats on stands.
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JUNE 2018 || NORTHWEST YACHTING 107
Out & About

The exit of spring boating included river Chinook salmon and daffodils. Bring on the summer!

Interested in sharing your Pacific Northwest maritime adventures in Spyglass? Tag us on Instagram at @northwestyachting or #northwestyachting, reach out via our Facebook page (Northwest Yachting Magazine), or email pics to editorial@nwyachting.com for your chance to share your adventures! We pick our favorites and publish them right here every month.

1. **Family Sail:** The Moana soundtrack kept this fun crew (Annie, David, Saylah, Jon, Jen, Hannah, and Lucy) in a tropical state of mind while on a Puget Sound spring sail. Little Hannah led the way! Photo: @annie_spalding / instagram.

2. **Paddle Your Heart Out:** The ever-popular Northwest Paddling Festival (May 11-12 this year) was a hit! The annual Lake Sammamish event has fun for all ages.

3. **Opening Day Making the News!** A King 5 news crew covered the Opening Day boat parade from an Ocean Alexander motoryacht on Lake Washington. The big day deserves big press!

4. **Alaskan underway:** Boat watching is a ‘round the clock activity on Puget Sound, for you never know what may ply past. This gorgeous Alaskan motoryacht with Olympic mountains backdrop was quite the sight. Feel free to send us similar pictures for future Spyglass publication!

5. **Pampered Pearl:** Here we see Pearl, the boating pup of Northwest Yachting magazine’s publisher/owner, Michelle. Pearl’s favorite place in the world is aboard Northwest, the family’s Bayliner 4788 in Elliott Bay Marina of Seattle, with her two duck friends.

6. **Springer:** Oregonian Eric Hogenboom holds up a nice spring Chinook he caught with Jack Glass of Team Hook Up charters in the Sandy River. These fish are great eating!

7. **Anacortes Show a Hit!** The brand new, first-ever Anacortes Yacht & Boat Show was a big hit May 17-20 in Cap Sante Marina. We have a feeling this will be an annual mainstay going forward. What did you think of the show? Write to us!

8. **Clipping through Seattle:** No, carnival was not in town, but the Clipper Round the World race was! The epic race stopped in Bell Harbor Marina for the second time, including the boat Visit Seattle (skippered by the youngest captain in the race’s history, Nikki Henderson, age 24).

9. **Ocean Crossings at Opening Day:** The theme for Opening Day this year was Ocean Crossings, and this American immigrant motif nailed it! Do you see the flag of your family’s origin aboard?

10. **Three-Hour Tour:** This Gilligan’s Island themed Opening Day boat went all out, major props! Looks like they ran the palm trees up the rigging? Genius...

11. **Trawlerfest 2018:** The annual boat show classic Trawlerfest was hosted in Bremerton, Washington for the second year in a row. What did you think of the show? Send us your thoughts!
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