

NORTHWEST YACHTING

NOVEMBER 2018

VOLUME 32, No. 5



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Seattle | 2018
San Diego | 2019



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88' OCEAN ALEXANDER
Seattle | 2019



85' OCEAN ALEXANDER
San Diego | 2018



55' AZIMUT S
Seattle | 2018



44' AQUILA
Newport Beach | 2018



51' GALEON SKYDECK
Newport Beach | 2018



38' TIARA SPORT LS
Seattle | 2019



39' TIARA OPEN
Seattle | 2018

call for special pricing



42' REGAL FLYBRIDGE
Newport Beach | 2018



40' CARVER COMMAND BRIDGE
San Diego | 2018
Newport Beach | 2019



35' REGAL SPORT COUPE
Seattle | 2018



33' REGAL OBX
Seattle | 2019
Newport Beach | 2019



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2002 | **80' GRAND HARBOUR** | \$1,295,000
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2001 | **60' HATTERAS** | \$599,975
Greg Wilkinson | 714.331.7131



2017 | **46' REGAL SC** | \$595,000
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1996 | **58' OFFSHORE** | *call for price*
Michael Vrbas | 949.632.1414



2017 | **31' SEA RAY** | \$238,500
Niel Steenkamp | 206.850.2801

2016 | **30' CUTWATER** | \$249,000
Greg Wilkinson | 714.331.7131



select brokerage inventory



1989 | **120' FEADSHIP** | \$2,995,000
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1994/2017 | **112' CUSTOM WESTPORT** | \$6,485,000
Niel Steenkamp | 206.850.2801

Gregory Marshall Design

2018 | **90' OCEAN ALEXANDER** | \$7,295,000
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2007 | **75' ALASKAN** | \$1,995,000
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2001 | **75' HATTERAS** | \$1,145,000
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2009 | **74' QUEENSHIP** | \$2,499,000
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2017 | **70e OCEAN ALEXANDER** | 2 available
 "Worth the Wake" | \$3,225,000
 "Wakaya" | \$3,195,000
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2009 | **73' WALLY** | \$3,495,000
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1996 | **71' ADMIRAL** | \$1,399,000
 Jason Smith | 206.331.2523



1986 | **68' NORDLUND** | \$669,000
 Jerry Todd | 206.963.6543



1965 | **65' TRUMPY** | \$749,000
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2004 | **64' NORTHERN MARINE** | \$1,100,000
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1993 | **63' OCEAN ALEXANDER** | \$495,000
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1979 | **60' HATTERAS** | \$419,000
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1979 | **60' C&L MARINE** | \$380,000
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1950 | **47' MONK** | \$249,000
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1974 | **45' CHRIS CRAFT** | \$299,000
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 Ray Prokorym | 425.327.0994



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 Jerry Todd | 206.963.6543



1988 | **42' OCEAN ALEXANDER** | \$149,500
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2015 | **37' SEA RAY** | \$249,000
 Tyler Benson | 615.339.8075



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 Henry | 206.427.7167 & Ray | 425.327.0994





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Displacement: 186,000 lbs | Beam: 22'6" | Cabins: 7 | Heads: 7



75' ENDURANCE 750 LRC 2019
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72' ENDURANCE 720 LRC 2019
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68' ENDURANCE 680 SKYLOUNGE LRC 2019
Displacement: 110,000 lbs | Beam: 19 ft | Cabins: 4 | Heads: 6



68' ENDURANCE 680 LRC 2019
Displacement: 105,000 lbs | Beam: 19 ft | Cabins: 4 | Heads: 5



FOR ORDER

65' ENDURANCE 658 LRC 2019
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Price
Reduced

2011 Sunnifjord 38 Custom Pilothouse

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2007 Sea Ray Sundancer 400, Twin 8.1 Ltr. H.O. 420 HP each gas engines with 500 hours, Satellite TV, Raymarine Radar/GPS Plotter/Depth sounder, Autopilot, VHF radio, Air condition/reverse cycle heating, Full galley, two staterooms, Cockpit TV, central Vac. Priced at \$189,900. Call or email Dave Boynton at 206-949-6866 or daveb@hebertyachts.com



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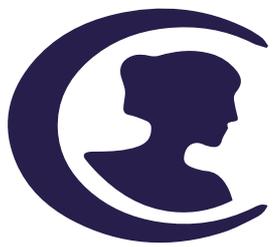


2011 Navigator 5100 Pilothouse, twin Yanmar 530 HP diesels, bow and stern thrusters, factory flybridge hardtop, diesel furnace, air conditioning/reverse cycle heating, dinghy and davit, gen, inverter, W/D, full Ray Marine electronics dual helm, 3 state rooms, 2 heads with showers, and more! Priced at \$595,000. Call or email Dave Boynton at 206-949-6866 or daveb@hebertyachts.com



1999 Bayliner 4788 Pilothouse, Twin Cummins 370 HP diesels, bow and stern thrusters, Air conditioning/heating, dinghy and davit, New Raymarine electronics, 2 heads with showers and tub, 2 staterooms, washer/dryer, generator, inverter, and much more! Call or email Dave Boynton at 206-949-6866 or daveb@hebertyachts.com

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2014 Ranger Tugs R-31
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Patrick Dunlop
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63' NORDLUND 1984 \$475,000



62' HORIZON 2005 \$849,000



60' HATTERAS 2009 \$1,549,000



62' OFFSHORE 1998 \$775,000



88' JACK SARIN CUSTOM 2006 \$1,999,000



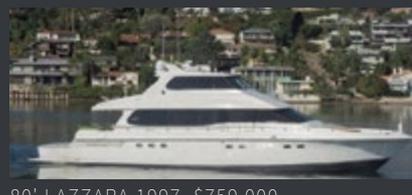
57' NORDHAVN 1998 \$1,195,000



70' HATTERAS 1998 \$799,500



58' OCEAN ALEXANDER 2006 \$995,000



80' LAZZARA 1997 \$759,000



58' OCEAN ALEXANDER 2005 \$899,000



39' BAYLINER 1997 \$109,000



38' SAN JUAN 38 2000 \$309,000



33' TIARA 3300 OPEN 1996 \$69,000



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34' BACK COVE 2014 \$350,000



46' GRAND BANKS 1988 \$255,000



47' TIARA 4400 SOVRAN 2006 \$355,000



BOAT TITLE \$XXX,000



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Photo : 2019 Sabre 38' Salon Express
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NORTHWEST YACHTING

November 2018 || Volume 32, Number 5

Let the River Run

CRUISING THE COLUMBIA

60

Roll on, Columbia, roll on! Captain Chris Couch offers a cruiser's reference to the singular Columbia River, from crossing The Bar to pioneering a way to Idaho. Checking out the river should be on everyone's Pacific Northwest cruising bucket list.

66

MARITIME TRADES: CRISIS & OPPORTUNITY

The maritime industry is facing a crisis of an aging skilled labor workforce. Fortunately, several champions of trades education in Washington are stepping up.

70

LIVE AND LET DRY

Now that the sun-soaked summer is behind us, it can be tempting to put one's boat into dry storage. We take a close look at the Pacific Northwest options.

74

LOUD AND CLEAR

A MASTER CLASS IN MARINE COMMUNICATIONS

The array of marine communication options these days is pretty staggering. Read on for some historical context and a modern take of all things comms.

80

PORTS OF CALL *Tofino, British Columbia*

Beautiful Tofino, B.C. is primed for water-based fun, both as a boating and surfing destination. Get the insider's take here!

82

ASK THE EXPERTS *Thrusters*

Who isn't in love with their bow thruster? This much beloved, often unexamined onboard system gets the spotlight in this month's *Ask the Experts*.

On the Cover

George Sass || georgesass.myportfolio.com



To compliment our Columbia River feature this month, we've selected this cover photo that features *Venture*, the 65' Fleming owned by none other than Tony Fleming himself. Here we see a classic Mt. Hood backdrop near the town of Hood River, Oregon.

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1990 | 46' Grand Banks Classic | \$249,800
Available in Seattle (206) 632-2900



1995 | 44' Sea Ray 440 Exp. Bridge | \$124,900
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1988 | 42' Ocean Alexander 42 CPMY | \$129,950
Contact Seattle Office (206) 632-2900



2000 | 41' Maxum 4100 SCA | \$124,500
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2007 | 39' Meridian 391 Sedan | \$259,500
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2005 | 35' Regal 3560 | \$109,900
Available in Seattle (206) 632-2900



2005 | 32' Tiara 3200 Open Diesel | \$179,500
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2014 | 25' Ranger Tugs R25SC | \$114,500
Available in Portland (503) 381-5467



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The Revolutionary Month



Norris Comer

November is a strange, often macabre, month of transition. The goosebumps of October's Halloween are still fresh as the trees around us become increasingly naked, withered matchsticks whose leaves have mostly flamed out. Beyond the climate, the month is ripe for revolution, ranging from Russia's Bolshevik

Revolution Day (aka Red October) on November 7 to England's Guy Fawkes Day, November 5 (Remember, remember!).

On the nautical front, did you know that the pirate Blackbeard met his end at the hands of British Navy Lieutenant Robert Maynard on November 22, 1718? Yarr, November be a time ripe for transition and revolution as the snows dust the mountaintops and the foulies are put to good use as the winds howl off the Pacific!

Perhaps it's fated that the U.S. has our elections in November, always the first Tuesday of the month (November 6 this year). Yes, I know, I'm tempted to apologize for injecting the topic of election season into our sacrosanct boating cathedral. Like you, I like to keep my politics ashore. If you think Thanksgiving with the relatives can be rough, you've clearly never been trapped on an extended cruise trip with buddies who won't let the news crisis of the day go. Can I please, for the love of all things salty and wild, not have to think about the endless nuttiness of the world and just boat for a few hours? Yeesh!

Regardless of whatever side of the aisle you're on, we do have to step up as voters, even if we care more about boating than what party we're registered with. The irony

is that what we like to do to get away from it all is irrevocably tied to just about every vote on the ballot. Where will the money to maintain public marine use facilities, both urban and in protected lands, come from unless we speak up? When marinas feel the squeeze of onerous regulations, we feel the pain. When marinas get away with polluting our waterways due to lax regulations, we also are on the front lines of the consequences. There's no escape!

To me, being an advocate for boating doesn't hinge upon pledging oneself to any party, establishment, or ideology. My rule of thumb is that if I feel like I'd get a B or better on a quiz on a topic, then I'll share my thoughts. If I'm a C or below student, then maybe it's time to close my yap to listen and learn a thing or two. It always pays to have a trusty foundation of hard facts, the passion fruit of purely emotions-based reasoning often poisons long term.

It's in the spirit of transition that I'm pleased to introduce a new tradition to our magazine, the inaugural *Northwest Marine Champion Awards*. We're officially accepting nominations for our first ever industry and boater award series, dedicated to giving hardworking and hard-playing business and individuals the recognition they deserve. Read on for more details in *Nautical News*, page 16. We'll be revealing the winners in January in time for the Seattle Boat Show, so start nominating the worthy and stay tuned!

I am looking forward to embracing the changes of November, and I hope you do too. Happy boating!
From our helm to yours,

—Norris Comer, managing editor

This Month's Feature Contributors



Jeff Cote is a systems design engineer and owner of Pacific Yacht Systems – a full-service shop delivering

marine electrical and navigation solutions for recreational and commercial boats. Visit their website and blog for info and articles on marine electrical systems, projects, and more at pysystems.ca.



Captain Chris Couch is a successful Pacific Northwest-based delivery captain who has been widely employed

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.



Peter Schrappen currently works for the Northwest Marine Trade Association as their Government Affairs Director

and the Clean Boating Foundation as their Executive Director. Additionally, he serves on boards of the Boating Safety Advisory Council, the Washington Boating Alliance, and the U.S. Superyacht Association.



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STAN MILLER YACHTS



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2018 VIKING 37 BILLFISH IN STOCK IN SOUTHERN CALIFORNIA



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!



SANLORENZO SX88 – IN STOCK

The exciting new crossover yacht from venerable Italian builder Sanlorenzo! An unparalleled combination of interior and exterior space. The SX88 features an aft deck like no other boat on the market – perfect for watersports, relaxing at anchor or socializing at the dock. 2018 model is in stock on the East Coast, contact SMY for pricing and additional availability.

SELECT BROKERAGE LISTINGS

 \$1,749,000 89' Nordlund PH CPMY 1995	 \$3,750,000 88' Ocean Alexander 2010	 \$395,000 67' Tollycraft Pilothouse 1987	 \$399,900 52' Ocean Alexander 520 2005
 \$1,800,000 52' Sea Ray 520 Fly 2018	 \$449,500 49' Grand Banks Motoryacht 1995	 \$429,000 46' Grand Banks Classic 2001	 \$399,000 42' Grand Banks Europa 2002
 \$259,000 38' Grand Banks Eastbay EX 1998	 \$124,900 35' Tiara 3500 Express 1997	 \$224,900 Boston Whaler 345 Conquest 2008	 \$189,000 29' Ranger Tugs 2013



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Community

Get Recognized!

Announcing the First Annual Northwest Marine Champion Awards

By Norris Comer

We at *Northwest Yachting* absolutely love the Pacific Northwest marine and boating scene; the people, industry, environment, culture, and more. We love it so much, in fact, we produce this giant magazine every month for a living. Part love song, part immortal tribute, we take great pride in what we do and always strive to give the hardworking (and hard playing) the recognition they deserve. If a good deed is done in a boatyard and nobody is around to see it, does it make a sound? If we have our way, that good deed will roar with the power of one million horsepower!

It is in the spirit of recognizing merit that we announce our first ever Northwest Marine Champion Awards. This award series is meant to give credit where credit is due in the areas of the marine industry, education, and just plain good folks (and even a furry first mate). The methodology is simple.

Know a hardworking boatyarder? Nominate!



We are accepting nominations from you, the readers, for the categories listed below until Friday, December 14. Send your nominations in a cover letter with your most persuasive case via email to editorial@nwyachting.com.

It is vital that you include details, a story for us to sink our teeth into and be inspired by. Our team here at *Northwest Yachting* will then review the nominations and select winners based upon the strength of their case. Subjective? Surely. Fair? We are but mortals, but that's our creed.

Take a moment or two to review the award categories below and reflect on who in your boating life deserves recognition. Notice that none of these are the "best" of anything.

This is meant to be less of a winner-take-all affair and more of a community celebration for the kind of people we should emulate. The winners will be announced in the January issue, just in time for the Seattle Boat Show limelight. Is a party in order? Perhaps, stay tuned on that one.

Drumroll, please! The categories:

Outstanding New Yacht Brokerage:

This category is recognition for a yacht brokerage founded within the last two

years for outstanding customer service, business practices, and all-around excellence. The "new guys" often need recognition the most, let's give it to them.

Promising New Yacht Broker:

Breaking into the yacht brokerage business can be an uphill climb. This award seeks to recognize the outstanding work of a promising yacht broker who has hit the ground running within the last two years. Promising new talent? Yes, please!

Exemplary Marina Manager:

Managing a marina can be a thankless business. The best-run marina is generally something taken for granted, but it's the result of hard behind-the-scenes work. This award recognizes a marina manager who goes above and beyond the job to facilitate the best possible boating experience for his or her tenants. We salute you!

Terrific Boatyard Employee:

Those who work in boatyards tend to get up early and come home late, covered in paint no less. These hardworking folks have devoted their lives to make what we like to do possible. It is in the spirit of gratitude that we offer this recognition for a

Continued on Page 18

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REDUCED

OUR DOCKS

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OUR DOCKS

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46' ALASKAN 1969 Spacious inside and out. Longtime owner. Shows pride of ownership. **\$125,000**

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92' NORTHCOAST 2002 - TAXES PAID
Custom hard top, teak on the flybridge, new Awlgrip paint in 2010. Contact Dan Wood.



83' BURGER 1967
Once in a lifetime special vessel, kept in state of the art boathouse. Contact Dan Wood.



80' BURGER 1959
Custom built steel motor yacht, major refurbishment & upgrades. Contact Dan Wood.



NEW LISTING

75' VIKING SPORT CRUISERS 2005
C-30s, under 1,000 hours, custom extended hard top, hydraulic swim platform. Contact Dan Wood.

NEW LISTING



57' BAYLINER 2002
Last year of the series featuring Cummins QSM-11 diesels. Contact Dale Partna or Matt Partna.



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



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



65' CHEOY LEE 2000
One owner, always moored in fresh water, WILL TAKE TRADE. Contact Dale Partna.

JUST REDUCED



65' CUSTOM HOUSEBOAT 2014
Original owner, legal liveaboard condo slip. Contact Dan Wood.



91' DELTA 1982
4 staterooms each w/ head & shower, Vic Frank design, sleeps 12-14 adults/kids. Contact Dan Wood.



41' MERIDIAN 2003
2 staterooms, lg salon, extended swim platform, thrusters upgraded to 370 hp. Contact Vic Parcels.



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



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



42' CARVER SUPER SPORT 2007
Super Sport, extra clean, lots of room, large cockpit. Contact Dale Partna.



46' OCEAN ALEXANDER 1987
Ed Monk Jr. design, 4' cockpit, well-maintained CAT 3208s. Contact Dale Partna.



JUST REDUCED

44' SEA RAY 2007
Priced to sell, shows like new, 2 staterooms, roomy guest cabin w/ twin berths. Matt Partna, Anacortes.

JUST REDUCED



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



38' LINDELL 1999
Popular locally-built Northwest cruiser, full elec pkg on all 3 helms. Contact Dan Wood.



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



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



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



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Coast Guard Corner

Narcotics Intercepted by Coast Guard

By Eva Seelye

The Coast Guard cutter *Active* arrived home to Port Angeles after interdicting three suspected smuggling vessels during their 50-day eastern Pacific Ocean patrol. An Air Station Port Angeles aircrew

and an MH-65 Dolphin helicopter accompanied the 75-member *Active* crew (including two Chilean Navy members) during their deployment, and together, they disrupted the movement of more

than \$87 million worth of narcotic drugs; amounting to about 5,749 pounds of illegal substances.

Commissioned in 1966 in Port Angeles, *Active*—a Medium Endurance Cutter—stretches 210' long and conducts nine of the eleven Coast Guard statutory missions. She's routinely employed along the West Coast from the Strait of Juan de Fuca down to Central America for search and rescue, drug interdiction, fisheries enforcement, and homeland security assignments.

Active's Commanding Officer Captain Stephen V. Burdain reflects on his experience: "I have been continuously impressed with the drive, skill, pride, and camaraderie that exists aboard *Active*," he states. "This crew has pushed each other to gain qualifications and proficiency, they have met uncertainty with a resolve to persevere, and they have safely overcome numerous equipment casualties to remain in the fight and achieve success during our counter-narcotics mission. I'm proud to be part of *Active's* crew and look forward to *Active's* continued success in the future."

The U.S. Coast Guard can conduct such interdictions in international waters due to their bilateral agreements with other nations. Coast Guard District Eleven oversees Coast Guard cutters' counter-drug operations in the eastern Pacific Ocean in support of Joint Interagency Task Force-South (JIATF-S).

Boating Safety

First Aid at Sea Workshop Offered

By Evin Moore

On December 3, Washington Sea Grant and the Gig Harbor BoatShop at Eddon Boatyard will be co-sponsoring a Coast Guard-approved "First Aid at Sea" workshop. The class will cover topics like hypothermia and near drowning while at sea. Participants will learn how to respond to shock, trauma, burns, fractures, and choking. CPR training, patient assessment, and use of marine first aid kits will also be taught.



The Gig Harbor first aid workshop is geared toward active boaters.

The Washington Sea Grant, established in 1971 and based in the University of Washington College of the Environment, fosters understanding of the marine environment and encourages sea-related careers.

It's part of the Sea Grant network of colleges that support both those employed in the marine industry and the marine environment itself. The Sea Grant colleges accomplish this through research, technical expertise, and supporting education programs like the first aid workshop.

The workshop will be held at the Gig Harbor BoatShop, located at 3805 Harborview Drive, Gig Harbor, on Monday, December 3, from 0900 hours to 1700 hours. There is a \$100 registration fee or just a \$50 fee for active commercial fishermen. Registration is required. Contact Sarah Fiskén (sfiskén@u.washington.edu) to register or call (206) 543-1225.

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Community

New Recruit Joins Center for Wooden Boats Board

By Eva Seelye

The Center for Wooden Boats (CWB) welcomes Clay Gustaves to the Board of Trustees as its newest member. Clay donates hundreds of volunteer hours to the CWB community every year and is a regular at CWB events.

You can find Clay's wooden boat, a 1956 wooden sailboat called *S/V SEA FEVER*, docked in South Lake Union, and on the weekends, you can almost always find Clay out teaching sailing lessons or at one of the many CWB events.

"The tall masts of the *Wawona* and free public access brought my father and I to the CWB docks



Clay Gustaves

in the mid-1980's. Then a child, the visits inspired great nautical wanderlust," explained Clay as he described what inspired his

involvement with CWB. Vern Velez, a volunteer sailing instructor, convinced Clay to be one as well after he had spent a few years renting sailboats from the livery. The rest is history.

"I keep coming back," Clay continues, "because I know the power and impact CWB's culture of support in learning and inclusion can have on people. It is the anti-yacht-club. CWB has gone from a child's wonderment to family."

The CWB appreciates Clay's long-term commitment to CWB's mission and is proud to have him aboard. If you're looking to become more involved in the CWB or want to take your boat education to the next level, there is still space in many of their November classes. Sign up for their Kitten Boatbuilding project, their Bronze Casting Workshop, or other workshops online at cwb.org.

Environment

Offshore Vancouver Island Earthquakes, a "Reminder"

By Norris Comer

A series of three consecutive earthquakes occurred on the night of October 21 off Vancouver Island, British Columbia between the Pacific and Juan de Fuca plates. While no damage was reported or tsunami warnings issued, the activity was described as "unusual" by Dr. Chris Goldfinger, an earthquake geologist at Oregon State University, to *The Oregonian*.

While these earthquakes don't mean The Big One is imminent, it's probably wise to reflect upon your earthquake preparedness plan, boat and all. We boat in a geologically active region and it always pays to be ready for the worst.

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Department of Corrections

Minor clarifications are in order regarding the *Husky Classics* article in our September 2018 issue. It was implied in the original article that the *Husky II* was built immediately following WWII, while it was actually built in 1958 by H.A. Long of Olympia. Also an error was made that indicated that Knapp and Erickson compared engine measurements for the Conny, when it was actually Berg and Erickson. Corrections have been made in the digital edition.



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My Boat Story

Knot Wafflen's 10,000-mile Journey Concludes

By Eva Seelye

Eight months ago, we covered the story of the 40' Aspen C120 power catamaran *Knot Wafflen's* journey through the azure waters of Mexico with Larry Graf (owner of Aspen Power Catamarans) at the helm, his son Nick Graf acting as first mate, and our managing editor Norris Comer, the man on the scene for this stage of the Alaska to Annapolis voyage. Since the sun- and tequila-soaked days living la vida loca in La Paz, *Knot Wafflen'* crossed Mexico's

countryside overland, navigated the Gulf of Mexico, visited the Bahamas, and continued up the East Coast to end her voyage in Annapolis, Maryland, with the help of Captain Blake Eder and owners David and Sue Ellen Jenkins along for most of the ride. Itching to hear how the last few legs went, we caught up with Larry and David to get the latest on their 10,500-mile adventure.

According to Larry, crossing Mexico wasn't easy. The 40' Aspen

Power Catamaran C120 was hauled out and disassembled in Guaymas to make the 1,600-mile overland trip. Six bolts were removed and 20' of bonding adhesive cut to set free the flybridge, which also affected the engine controls, navigation lights, hydraulic steering, chart plotters, NMEA 2000 bus, and the stereo—all this had to be disconnected, capped, and secured.

A 14-foot wide semi-truck and 75-foot oversized trailer transferred

Knot Wafflen' across Mexico, and bridge construction led to a detour adding about 600 miles to the trip. After a U.S. Customs setback involving wood regulations and Texas' strict thunderstorm laws, *Knot Wafflen'* made it to Galveston with no buffer days to spare. In less than two days of tune-ups, detailing, and a third coat of bottom paint, she launched into the Gulf.

Larry and the crew took off on a grey Sunday morning, dodging



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John Hackstadt

shallow waters and hurricane-shifted markers on their way to New Orleans. "About 20 miles downstream, our Volvo, which had been purring like the proverbial kitten, dropped back to 2,600 rpm from 2,800," explains Larry.

The crew was just about to leave Port Arthur for a 220-mile, open-gulf crossing when the engine acted up. This setback, along with changing weather conditions, required a backup plan: the Intercoastal Waterway. Inspections revealed nothing out of the ordinary; no fuel leaks, no excess water, no loose hose clamps. They then discovered a simple clogged filter, which was repaired after a stop at the West Marine in Lake Charles, Louisiana.

The Intercoastal Waterway stretches for 450 miles, is about



From the flybridge of *Knot Wafflen'* en route to Annapolis the long way.

200' wide, and overloaded with thousands of push barges about 600 feet long by 70 feet wide. "When two barges pass each other, well you can imagine how much space is left for us!" says Larry. He also didn't expect the extensive wilderness they encountered along the way.

"An amazingly vacant kind of an area," he reflects. "You could go 15-20 miles on the way to Alaska and have many places to stop for fuel, but here, you could go 6 or 7 hours at 17 knots and not see a thing ... Most go to Alaska to see wilderness but where you really need to go is Louisiana."

Closer to New Orleans, marine construction facilities came into view. *Knot Wafflen'* passed wrecking yards, a field filled with old oil rig working boats, a steel boat factory, and more before arriving at the Mississippi River locks. After passing through, a Polish tanker nearly ran them over after exiting the locks on the flooded, fast-moving Mississippi; it turns out VHF channels change after the locks. As if that wasn't enough, they were surrounded by other ships and

tugs, all of which were moving at speeds up to 30 knots. They dodged logs left and right in the night, and the 4' river chop wasn't making the feat easier. They eventually made it to New Orleans safely, where they handed *Knot Wafflen'* off to the Jenkins for the rest of the trip.

David, Sue Ellen, and family enjoyed their time in New Orleans before heading off to Apalachicola, Fort Meyers, and other Florida sights before the Bahamas. I had the chance

Continued on Page 24



The Coastal Gulf of Mexico offered very different experiences from the Pacific.

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Spindrift
Hallberg-Rassy 34
2000 • \$155,000

Nearly 500 hulls can't be wrong. 484 to be exact – that's the total number of Hallberg-Rassy 34s produced over a sixteen-year production run. A very impressive quantity for a cruising yacht of this pedigree. Slipping the docklines for a beautiful afternoon sail on Elliott Bay, we were reminded of how sweet this model is. Fenders and docklines stowed, **Spindrift** was soon under sail and off across Puget Sound, her German Frers designed hull easily propelled by her moderate sailplan. At 34 feet, she's small enough so one doesn't hesitate to get away from the dock for an evening sail, but large enough to easily accommodate a family for a few weeks of cruising up North. And like her larger sisterships, she exemplifies the fine construction details, woodwork and beauty of design Hallberg-Rassy is known for.

Lyman Morse Seguin 44 • 1982 • \$159,000

Jenneau 53 • 2011 • \$400,000

PRICE REDUCED

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Nauticat 39 • 2003 • \$295,000

Hallberg-Rassy 46 • 2001 • \$369,000

70 Jensen Expedition 2004 \$2,280,000	41 Sceptre 1988 \$174,000
56 Morgan 1981 \$195,000	41 Sceptre 1986 \$159,000
51 Able Apogee 2000 \$499,000	41 Hunter 410 2000 \$120,000
50 Farr PH 2003 \$495,000	40 Panda 1982 \$124,000
50 Lavranos 1990 \$169,900	40 Panda 1981 \$150,000
48 Chris White Atlantic 2010 \$689,000	39 Cal 1971 \$44,000
47 Chris White Atlantic 2013 \$799,000	37 Beneteau 375 1985 \$49,500
47 Compass 1987 \$120,000	36 Hallberg-Rassy 2002 \$189,000
44 Morris 1995 \$375,000	36 Lindell 2001 \$167,500
44 Outbound 2005 \$385,000	34 Red Wing 2008 \$115,000
43 Hans Christian (Trad) 1978 \$115,000	33 J/100 2007 \$79,000
43 Hans Christian (Chr) 1986 \$119,000	31 Pacific Seacraft 1997 \$89,500
42 Hallberg Rassy 42E 1983 \$154,000	

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My Boat Story

Victorious in Maryland!
Pictured here left to right is
Larry Graf, Sue Ellen Jenkins,
and Capt. Blake Eder.

Knot Wafflen's 10,000-mile Journey Concludes

Continued from Page 23

to speak to David Jenkins as he was en route to the Annapolis Boat Show, and he noted how fortunate he felt to have visited Fort Meyers pre-algae bloom and Apalachicola before the devastating hurricane blasted its shores.

Not long after their Marsh Harbour, Bahamas, arrival, David received a call from their insurance agency about their lack of coverage outside of the U.S. So, without hesitation, they flipped a 180 and made headway for the mainland, taking just seven days to cruise up to Annapolis. Once at port, David picked up Sue Ellen from the Annapolis dock to cruise under the Spa Creek Bridge together. High-fives and popped Champagne echoed through the marina as they celebrated the conclusion of what ended up being their 10,500-mile voyage.

Knot Wafflen' required minimal repairs with the largest being a shaft seal leak, which they had been cruising with since Florida. "Well, now that this epic adventure is over, what's next on the agenda?" I asked David. What does one do after completing a half-circumnavigation of North America?

"Well, we've just about sold the boat," explains David, which Larry confirmed was sold to another couple after less than 24 hours on the market, "and we're going to take a break from boating for a while." But after logging 1,001 engine hours and 10,500 miles aboard *Knot Wafflen'*, he feels a sense of accomplishment. He tells me, "I started this trip pretty inexperienced, now I no longer need Blake. He's my brother-in-

law and he's a nice guy, but I have no interest in boating with Blake anymore." He follows with a light chuckle, "You can publish that, Blake will understand."

During their time off, David and Sue Ellen plan to celebrate their 40th anniversary in January with a trip to Australia and New Zealand and spend this next year with their newly born granddaughter on the East Coast. But don't worry! If you've followed along on this story, you'll be happy to know that David and Sue Ellen have another Aspen on the way—a *Knot Wafflen'* duplicate—and come next October, it'll be delivered and ready for cruising.

They hope to come back to the Pacific Northwest and cruise the San Juan and Gulf Islands and the greater parts of British Columbia's coast. 



Cocktail of the Month

Pumpkin Spice White Russian

Northwest boaters have a lot to be thankful for; beautiful waters, awe-inspiring mountain backdrops, great fishing, and a tight-knit community. So, why not raise a glass in thanks this November with a delicious fall treat? Hopefully you're not too burnt out on pumpkin spice lattes and pumpkin pies to give this Pumpkin Spice White Russian a try. This take on the White Russian swaps the standard coffee liqueur for the fall-themed Pumpkin Spice Kahlúa and adds a hint of cinnamon. Mix one of these up for an after-Thanksgiving dinner night cap, or any time you need a little autumn pick-me-up.

Ingredients

- 2 ounces vodka
- 1 ounce Pumpkin Spice Kahlúa
- 1 ounce half-and-half (or cream)
- Dash of cinnamon

Make the Drink

Directions: Mix the vodka, Pumpkin Spice Kahlúa, and your choice of heavy cream or half-in-half into a short, large tumbler glass. Stir ingredients together and add a dash of cinnamon. Experiment with standard coffee liqueur and pumpkin spice syrup if Pumpkin Spice Kahlúa is not available. To add additional holiday spirit to your drink, honey the rim of a short, large tumbler glass and dip it in orange and yellow sprinkles. 

We're thirsty for more recipes, so send yours on to editorial@nwyahting.com for a chance to appear in the next issue.

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72' Ferretti "Diamond Girl"



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40' Bayliner



40' Tollycraft



38' True North



36' Hinckley



40' Ta Shing Panda "Cinnamon Girl"



47' Beneteau



44' Worldcruiser



43' Beneteau



40' Hinckley



40' Beneteau



37' Bavaria



34' Gemini

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- 40' Tollycraft Sport Sedan '93.....\$165,000
- 38' True North '07.....\$249,000
- 36' Egg Harbor '78.....\$44,950
- 36' Hinckley Picnic Boat '01 \$225,000
- 36' Monterey '57.....\$60,000
- 34' Tollycraft Sport Sedan '90.....\$72,500
- 32' Grand Banks Sedan \$37,500
- 27' Ranger Tugs R27 '15\$150,000
- 25' Rosborough 246 '00.....\$49,500

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- 37' J Boats 37C '89.....\$79,900
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- 34' Gemini 105Mc '05.....\$115,000
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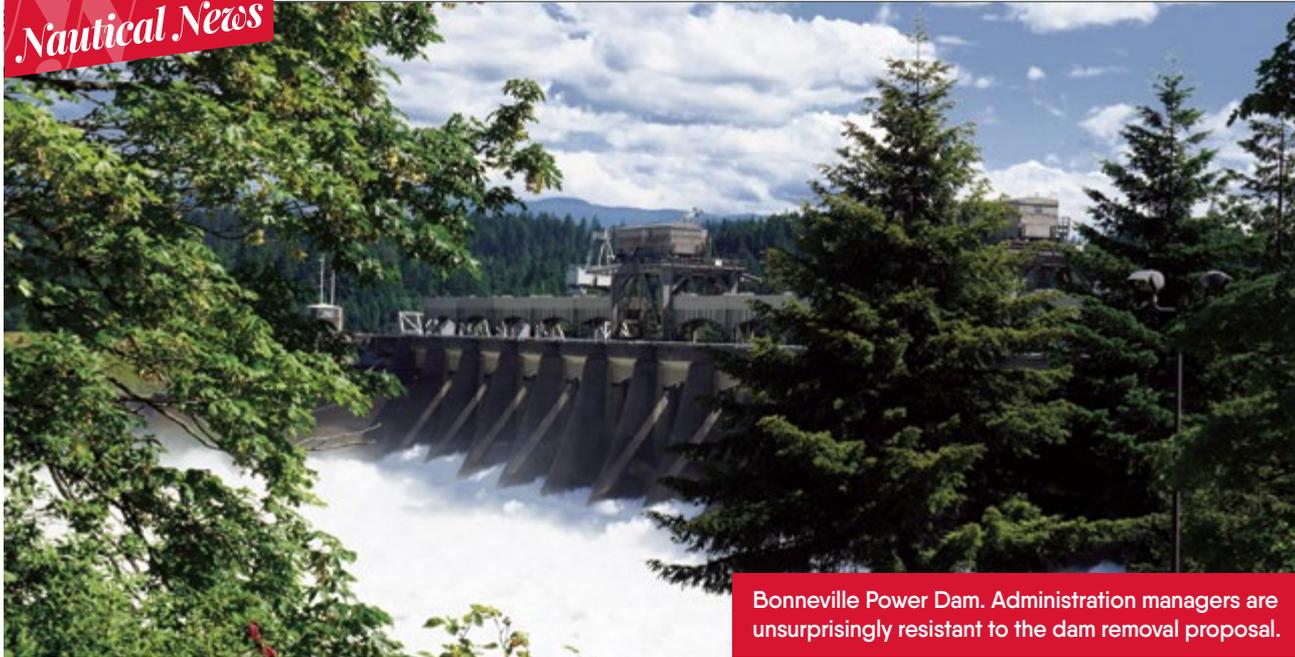


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Bonneville Power Dam. Administration managers are unsurprisingly resistant to the dam removal proposal.

Environment

Scientists Propose Breaching Dams to Save Orcas

By Eva Seelye

It's a race to save our southern resident killer whales from extinction and the limited availability of Chinook is deemed a contributing factor to their downfall. According to the Seattle Times, leading killer-whale scientists and researchers believe part of the solution is to breach the Lower Snake River dams.

Orcas need Chinook (their primary prey) year-round and the Lower Snake River and Columbia River spring salmon runs are often their last supper before the food-scarce winter months settle in. These particular Chinook's size, fat content, and timing are vital to our southern resident killer whale's diets,

keeping the whales healthy and fed until the Fraser River summer runs, but the dams are negatively affecting the sheer number of Chinook returning to the Columbia and Snake Rivers.

Director of the Center for Conservation Biology at the University of Washington Sam Wasser, and Deborah Giles, resident scientist at the University of Washington Friday Harbor Labs and the research director for Wild Orca, wrote a letter to Gov. Jay Inslee and co-chairs of a governor's task force on orca recovery expressing these life or death concerns.

They wrote: "We believe that restoration measures in this

watershed are an essential piece of a larger orca conservation strategy." So vital in fact that... "We believe that southern resident orca survival and recovery may be impossible to achieve without it."

Chief scientist for Orca Conservancy David Bain, scientist Katherine Ayers, and other related scientists signed the letter as well just after J50 passed - the latest of three recently-deceased southern resident killer whales.

Three southern resident killer whales have passed in the last four months; one from L pod and two from J pod with the most recent being J50 declared deceased on September 24, 2018.

However, Bonneville Power Administration (BPA) isn't so keen on the idea. BPA managers urge the importance the four Lower Snake River dams are to the region, and that orca whales have plenty other outlets to hunt Chinook.

Scientists are not necessarily asking for the full removal of all the dams, but rather to increase spillover of the Columbia River and Snake River dams to create natural river conditions, and ideally breach the Lower Snake River dams. The removal of the Lower Snake River dams has been debated for over a decade, and the ruling on the federal judge-backed dam removal won't conclude until 2021, which is too late in scientists' opinions. "Orca need more chinook salmon available on a year-round basis as quickly as possible," the scientists wrote.

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Sailing

International Schooner Association Founded

By Evin Moore

One of the largest gatherings of classic and replica schooners took place this fall in Cannes, France, with the 40th Régates Royales international yachting show. On the evening of September 28, ten owners of those schooners gathered on board the *Puritan*, a schooner owned by Tomas de Vargas Machuca, and signed a charter to form the International Schooner Association.

Proposed by de Vargas Machuca and his captain Simon Pandolfi, the association was created with the intention of running regattas and events exclusively for classic schooners. Schooners often participate in classic yacht regattas, but they have very different sailing characteristics, which leave them at a disadvantage under the current rating system.

The association was created to give schooner owners the chance to participate in schooner races and name a "Schooner of the Year."

Plans are already being made to hold the first event in Capri, Italy, next year. While based in Europe, the association intends on being fully international and Americans are already represented in the membership.

So, if you're a schooner owner or enthusiast, spread the word about the association and see about membership. The formation of the association has been encouraged by the International Maxi Association, the officially-sanctioned international body whose function is to structure and encourage all types of maxi-class yacht racing worldwide.

Andrew McIrvine, Secretary General of the IMA, who was invited as a guest to the launch party commented: "This organization is

a wonderful addition to the maxi world.

Modern classes may come and go. The interest in preserving these magnificent craft suggests that they will outlive them all." Head to internationalmaxiassociation.com to learn more.



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Boats Afloat has been a Seattle boating industry mainstay for decades. The era ends in 2020 with a move to Everett.

Boats Afloat Show Moves to Everett in 2020

By Norris Comer

The Boats Afloat Show, formerly known as the South Lake Union Boats Afloat Show, is officially moving to the Port of Everett come September 2020. The decision to move the show was recently announced by the Board of Directors of the Northwest Yacht Brokers Association (NYBA), the organizing force of the 40-year-old event. Boats Afloat will continue at Chandler's Cove like normal next year.

According to a newsletter penned by Bonnie Robertson, the Executive Director of NYBA, tenants of Chandler's Cove Marina received a hand-delivered letter in late September from Vulcan, the property owner. The future of the property has

been in flux in recent years as Vulcan has expressed a desire to develop the property. To what? It remains unclear, but whatever it is, it doesn't involve the boating-oriented businesses that currently exist there who've been asked to leave.

Not only is this a blow to the heart of Seattle's marine industry, but removing the moorage makes the Boats Afloat Show impossible and the Seattle Boat Show (the largest such show on the West Coast) will no longer be able to use the location as one of the three in-water sites.

The Vulcan letter stated, "Given the restrictions and complexities of waterfront development, we still do not have a definitive

timeline for the redevelopment and/or renovation effort; however, we are committed to maintaining a vibrant waterfront amenity for the city of Seattle and our target plans currently incorporate existing uses on the site, including office and slip space for yacht brokerage firms."

Robertson continued in her newsletter, "They [Vulcan] expect to have a better idea regarding a timeline in the next three months, which means there is a good chance that another lease extension may be offered." The Seattle squeeze, resulting from the unprecedented boom of the last decade, has put the pressure on all land use, and the valuable waterfront is in short supply.

"It is no secret that Seattle is facing some growing pains - accessibility, affordability, and space are at the forefront of my concerns," said Robertson. "The Port of Everett is an exciting opportunity for change. With it will come a brand-new marina, a host of amenities to include

fine dining and luxury hotels, ample (free!) parking, a gorgeous park-like setting, and much more space to allow us expansion for trailer-boats, tenders, and booth displays."

The Boats Afloat Show has promising numbers to back it up. The last show in September 2018 drew a reported 7,000 attendees, 200 boats on display, and a VIP industry night with over 1,000 high-profile people. Clearly, the show has momentum. The timing for the Everett move is also fortuitous as a recently announced \$6.5-million development investment in the Port of Everett was announced in September.

The construction, which includes new facilities, should be completed by September 2020, making what is widely considered the largest public marina on the West Coast even more boat friendly. The lesson here may be that if Seattle doesn't want boating business, there's plenty of excellent cities on Puget Sound that will be happy to host. **BN**



Boats Afloat's future home, the Port of Everett, is widely considered the largest public marina on the West Coast.



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Jim Pivarnik Returns to Port of Port Townsend

By Eva Seelye

Jim Pivarnik spent 15 years as deputy director at the Port of Port Townsend before re-routing to the Port of Port Kingston for a leadership position. Two years later, Pivarnik has announced that he will be returning to his home port for a year as Interim Executive Director, after which he plans to retire.

"When I left here to go to Kingston it was a different time, a different commission, and a different feeling," Pivarnik said in reflection. He continued, "The reason I came back was that I realized, through this process, I left my own community. Port Townsend has been my home for 20 years, and given the opportunity to come back and be part of helping my community was really important to me."

Pivarnik entered the Port of Kingston at a chaotic time, but under his leadership, lawsuits were settled and relationships rebuilt. He reflects, "I think we were successful in getting some of that trust back," he said. "I feel that's one of my best accomplishments."

However, Pivarnik's last year in the workforce won't be all that easy. The Port of Port Townsend is underfunded with two degrading Point Hudson jetties and other decaying infrastructure that needs to either be repaired or replaced. Most of the port was built back in the 1960s with little-to-no maintenance since.

The port has also encountered issues with finances and leases. Pivarnik isn't concerned. He explains that the port's issues are due to many factors, one being how the government works. He continues to explain that "a lowly assistant manager of a port does not make decisions. It's a process. That is not only an executive director's job and not one commissioner's job, it's the job of the body politic. This is what we need to do."

Pivarnik has two additional tasks on his to-do list during his next 12 months at Port Townsend. He explains, "The stormwater project is the biggest thing we're doing. There are 450 jobs related to that. We gotta get it right," he urges. Secondly, he hopes to revisit and

rework the Northwest Maritime Center's proposal to manage the Point Hudson Marina campus to satisfy all who are involved.

Of all the projects he plans to take on in the next year as deputy director at Port Townsend, he feels the toughest job will be finding a successor. He continues, "As treasurer of the WPPA

[Washington Public Ports Association], I know the pool out there. We should really try to find someone who understands this community. I came from Salem, Oregon, and I had a dream that I could fit into this community. I did. It can be done."

BY



Jim Pivarnik

Business Notes continues on page 86

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22'	2012	J/70.....	\$34,900
22'	2008	Chris Craft Lancer.....	\$30,000

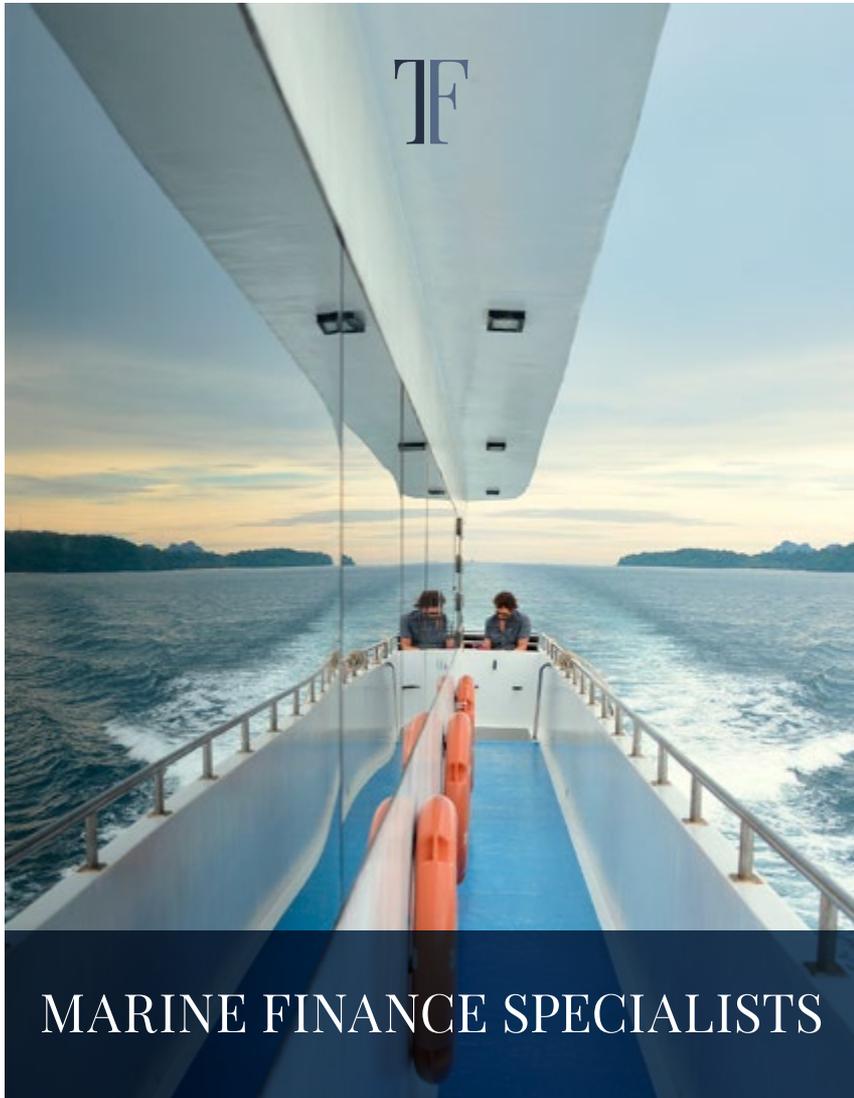


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Letters

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, 7342 15th Ave NW, Seattle, Washington, or an email to editorial@nwyachting.com.

Bad Boater Alert

Dear *Northwest Yachting*,

I'm the owner of an elderly steamboat and also a member of the Northwest Steam Society. The engine in my boat is in the neighborhood of 100 years old. The boat's length is 25 feet. My top speed is 5 knots.

On the evening of Sunday, August 12, at approximately 7:30 PM, my wife and I were returning to Coulon Park, Renton, after spending a pleasant afternoon at anchor in Andrews Bay despite the smoky haze from the forest fires. Off the eastern shore of Seward Park, near one of those white cylindrical buoys that read "7 knots" in an orange circle, a motor yacht appeared from the north, southbound at high speed, planing speed.

You [incoming vessel] were more than twice, possibly three times our length, your decks crowded with people, and you passed us less than a boat length away, dragging an enormous wake. I shouted to my wife to hang on as I turned into it (she claims she heard you shout "Sorry!" as you passed).

Our fifty-year-old hull climbed your wake and launched off the top of it, falling into the trough with a shudder that shook the boat that a second later was repeated. Because of this rough treatment, as a steamboat, a slug of water from the boiler went through the engine. I am still assessing the damage that may have occurred.

You had a half-mile of waterway to choose from and yet you decided to alter course and pass us 50 feet away. You're lucky everything happened so fast that we didn't get the name of your boat or think to video the event, but, maybe that's your reason to go so fast?

You are not the only boat out there! Have some consideration!

— Ryan Plut, S.S. *Inchcliffe Castle*, Renton, WA

NWY: *We at Northwest Yachting are upset and saddened about this story. One wonderful aspect of our Pacific Northwest boating culture is that boaters tend to be more considerate than average; folks run their generators more conservatively at quiet anchorages to be nice to their neighbors, we mind our wakes around others, we care about the environment and don't crowd whales, we yield port to port like we're supposed to, etc.*

This nameless speedster should learn from this story. Being a jerk on the water isn't how we do things in the Pacific Northwest. We wish your vessel a speedy recovery and hope that you've had a great summer on the water otherwise.

It's a Small Ocean

Dear *Northwest Yachting*,

My husband Garth and I were amused and happy to notice that the August [2018] issue Marshall Islands article [9 *Degrees North*] features the "Big-Ass Red Trailer" that Garth designed and built while we were in Kwajalein, so we could haul *Verella* to fix her transducer. We sold it when we were done and it's fun to see how it lives on, hauling all sorts of boats. It's nice to see an article covering this little-known gem of the Pacific. Keep up the great articles.

Thanks,

— Wendy Hinman, author of *Tightwads on the Loose* (which features the story of the birth of this contraption)

NWY: *What a small world! To put it humbly, Garth is a legend and savior to all Kwaj boat owners who otherwise wouldn't be able to haul their vessels out for repairs, so we thank you for your hard work! It's always a fun surprise to learn about those who've left their mark on this tiny island nation and vice versa. Kommol, as they say in Marshallese, for writing in, Wendy!*

Dare to Adventure

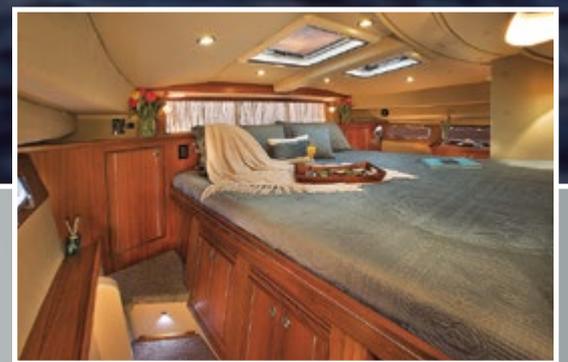
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Horizon FD77 Skyline

A brand-new build joins Horizon Yachts' Fast Displacement (FD) series—the FD77 Skyline—straight from the drawing desk of designer Cor D. Rover. With an overall length of 80' 6", the FD77 is the smallest of the family that ranges up to the FD125 Skyline, although nobody should consider the FD77 to be diminutive. While sleek and modernly styled, this cruise-ready yacht is made to leave the dock behind for the long haul over rugged waters.

Starting at the conspicuous sky lounge, both enclosed and open flybridge versions are offered depending on a client's tastes. The fundamental layout remains the same either way, with captain and first mate chairs at the forward helm station, plenty of sheltered entertainment space, and aft space for the dinghy and davit system.

Interestingly, FD77 features a large swim step and opening transom, however the space holds what the builder calls a beach club, which is mostly space for entertaining vs. a purely utilitarian tender garage.

Specs

LOA: 80' 6" • Beam: 22' 10"

Draft (half load): 5' 7"

Displacement: 169,300 lbs.

Tankage (Fuel/Fresh):
2,700 gals./400 gals.

Local Dealer:

Emerald Pacific Yachts, (206) 587-0660

Web: emeraldpacifyachts.com

A head and crew quarters are also accessible via the beach club.

One design feature that grabs the eye are the simply massive ceiling to floor windows integrated into the superstructure of the build. New yachts in general are seeking to add maximum window space for increased interior natural lighting, but it's hard to imagine more raw surface area being devoted to the cause than what's on display with the FD77. Of course, palatial interior space is included within. The lower deck contains three additional staterooms, each massive. Two of the staterooms are VIP-style, meaning queen-sized beds, a desk, en suite head with the works, TV, closet, and more.

A few of the defining design features, including the iconic bow shape (penned a high-performance piercing bow by the manufacturer), have modern engineering logic behind them. For example, an extra strong collision bulkhead is meant to give the FD77 plenty of strength, and integrated tunnels built into the hull is decidedly contemporary. The FD 77 is powered by a standard duo of CAT inboard diesel C18A 1,136-horsepower engines.

All in all, the new Horizon FD77 Skyline looks like a natural addition to the Horizon Skyline family. The first ones are in the building stage at the time of this writing, but there should FD77s available through the local dealer, Emerald Pacific Yachts, come 2019. Feel free to reach out to them for more information and pricing.



Aspen 32 CC



Burlington, Washington-based Aspen Power Catamarans officially launches itself into the weekender/runabout category with their new Aspen 32 CC (center console). We saw a prototype model at the recent South Lake Union Boats Afloat Show and had to ask company founder and head designer Larry Graf more about it. The 32 CC deviates from her more cabin- and flybridge-centered sisterships with an open center console layout, although a simplified queen-sized berth and enclosed head can still be found below.

Immediately notable are the two outboards off the transom, a 200-horsepower on starboard and 70-horsepower on the port to balance the asymmetrical proa hull design. This moves the boat away from

the inboard set-up of most Aspen designs. However, there is still that Aspen catamaran proa hull at work under the water that should provide similar performance and fuel efficiency that Aspens are known for. The 32 CC is long and narrow, built more like an arrow than most power catamarans, thereby avoiding the common error of blowing up the beam at the expense of seaworthiness.

What's apparent aboard is that the 32 CC is made to be an entertainment platform. Transom bench seating at a removeable table, integrated foldable seating back-to-back aft of the seating behind the helm, and a forward lounge built around another removeable table translates to plenty of guests. It's easy to imagine multiple families

or a bunch of pals invading Lake Union in one of these on a nice summer day. Perhaps the 32 CC could make a good chartered day-tour platform? While the prototype at Boats Afloat didn't feature the queen berth and enclosed head below, the addition should make the 32 CC a good island hopper.

Overall, the newest addition to the Aspen Power Catamarans family appears to be an experiment for the brand and potentially a way to burst onto the center console scene, while offering many of the design fundamentals Aspen fans are famil-

iar with. If interested, reach out to Aspen Power Catamarans for more information or pricing.

Specs

LOA: 34' 8" • Beam: 10' • Draft: 1' 10"

Displacement: 6,200 lbs.

Tankage (Fuel/Fresh/Black): 80 gals./25 gals./30 gals.

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J/99



The celebrated J/Boat family has a new addition with the recently announced J/99, currently under development at J/Composites in Les Sables d'Olonne, France. Named after the build's 9.9 meter length overall (32' 6"), the J/99 is billed as an offshore speedster built off the successful elements of her sisterships—the J/121 and J/112E.

Racers will be drawn to the familiar recipe for J/Boat performance success, namely the touted versatile sail plan, balanced hull form, and efficient cockpit that seems to echo much of what racers like about J/Boats. The J/99 has been described by designer Alan Johnstone as suited for short-handed offshore sailing, although details on that remain scant at the time of this writing. The J/99 will be tiller-driven and hyper-responsiveness is likely. The carbon fiber bowsprit with bobstay is a prominent feature.

One interesting standout is the not completely spartan interior, which is the norm

on such race-oriented builds. With twin aft cabins, a large sit-down and forward-facing navigation station, a simple but perfectly serviceable L-shaped galley, and private forward head with sail locker, there's certainly more going on down here than contemporaries like a Melges 32.

The spacious salon is built around a large folding table built around the mast. Even when taking on infamous races like

the Fastnet or Chicago-Mackinac, crews should be well taken care of.

All in all, what we know about the J/99 is relatively limited as of now, but the racers among us will no doubt be keen on updates as the first hulls are built. If curious about the J/99 or J/Boats in general, the local dealer Sail Northwest may have more information.

Specs

The full specs for the J/99 haven't been released at the time of this writing, but we'll keep you updated as the first hulls reach completion.

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NEW 58' HANSE 588 2018
\$899,500 Contact San Diego Office



45' HANSE 455 2017
\$379,000 Kenyon Martin - San Diego



NEW 41' HANSE 418 2019
\$299,000 Contact San Diego Office



NEW 38' HANSE 388 2018
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38' DEHLER 38 2016
\$235,000 Diego Gomez - Alameda



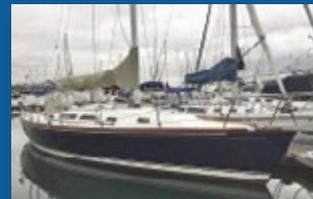
42' TARTAN 42 1981
\$115,000 Ben Bottoms - Seattle



40' FARR 400 Turbo "BLUEFlash" 2011
\$284,900 Kenyon Martin - San Diego



40' Ta Shing PANDA 40 1985
\$109,000 Ben Bottoms - Seattle



38' SABRE 386 2006
\$235,000 Bob Pistay - Seattle



36' J/111 2011
\$209,000 Diego Gomez - Alameda



56' HATTERAS Sportfisher
\$189,500 Diego Gomez - Alameda



56' SEARAY Sundancer 2008
\$429,000 Tom Mowbray - Alameda



38' SEARAY 380 2000
\$120,000 Tom Mowbray - Alameda



38' SAN JUAN 38 2001
\$359,500 Kenyon Martin - San Diego



33' HUNT Surfhunter 33
\$195,000 Diego Gomez - Alameda



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Beneteau Gran Turismo 40



The Gran Turismo line is the French boatbuilder Beneteau's break into the express cruiser family. A cruising yacht in a sportboat package, the Gran Turismo (GT) 40 is a newer version of the popular GT 38. Straight from the desk of Italian superyacht design firm Nuvolari-Lenard, the GT 40 is about as Euro-modern as it gets.

Part of what makes the GT 40 so sleek is its design and power. The build is pushed along by a pair of cutting edge Volvo D6-370 inboard diesel engines, yielding

a reported 30-knot cruising speed and 38-knot maximum speed. Additionally, the GT 40 features what the manufacturer is calling the Air Step 2 hull design. The concept involves a V-shaped step under the hull with hard chines aft that act as air intakes to create a sort of cushion of aerated water. While we'd need to consult with a few naval engineers to confirm those claims, the zippy cruising and maximum speeds provide some hard evidence to the builder's case.

What's impressive about the performance is also the onboard accommodations being moved. The swim step leads directly into the large cockpit, which is mostly enclosed with glass and a retraceable sunroof. Two walkways forward, guarded by high rails, also lead from the cockpit to the huge sun lounge on the foredeck.

If one continues past the modern-racecar style helm, a short set of stairs leads into the salon and galley with more seating. A large, full-beam owner's berth is forward in the V, while a more economical guest berth is aft. The fully enclosed head is also down here.

If you're looking for a performance-minded vessel to take you on multiday or longer adventures and are crazy about that sleek European style, the Gran Turismo 40 may just be the ride for you. If interested in more information or pricing, you can contact the local broker, Denison Yacht Sales.



Specs

LOA: 40' • Beam: 12' 8" • Draft: 3' 7"

Displacement: 16,861 lbs.

Tankage (Fuel/Fresh/Black):
172 gals./106 gals./21 gals.

Local Dealer: Denison Yacht Sales, (206) 686-5400

Web: denisonyachting.com



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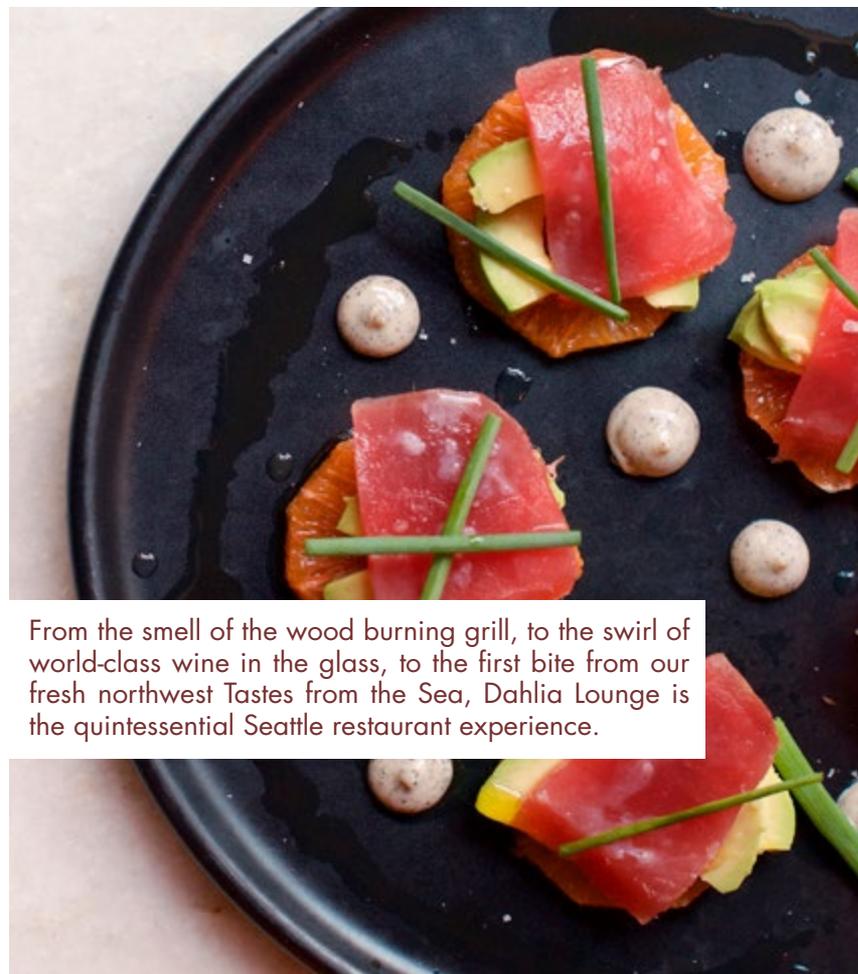
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46' Nielson Trawler 1981



72' McQueen 1977



57' Bayliner 5788 2000



46' Nielson Trawler 1981



39' Azimut 2000



39' Carver Cockpit Motoryacht 1993



39' Bayliner 3988 1998



36' Monk 1988



33' Devlin Kingfisher



31', 33' or 36' Devlin Red Salmon

Lobster Yacht 2019 - NEW BUILD



28' Bayliner 285 w/trailer 2006



27' Devlin Black Crown 1993



27' Maple Bay 1987



25' Shearwater Cabin Cruiser 2005



25' Devlin Surf Runner 2004



24' Elliott Bay Launch w/ Trailer 1983



22' Devlin Surf Scoter 1992



53' Skookum Ketch 1984



43' Slocum 43 1987



43' Hunter Legend 1992



43' Wauquiez Amphitrite 1984



41' Ericson 1968



41' Islander Freeport 1979



39' CAL Mark III 1981



37' Nautor Swan 1980



35' Cooper 353 Pilothouse 1982



33' Wauquiez Gladiateur 1983

Coming Soon



32' Ericson 32-200 1990



32' Gulf Pilothouse 1988



28' Freedom Sloop 1987



20' Pacific Seacraft Flicka 1983



18' Seascope & Trailer 2015



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Sargo 25



The feisty Sargo 25 may be the smallest of the Finnish builder's boats, but it looks like a text-book example of the term "little big boat" as it struts a combination of features rarely found together on the same build, especially of this size.

Many of these features are apparent upon approach. A swim step off the stern and integrated bench-style seating define much of the relatively modest cockpit. A double-gate style railing aft separates the cockpit from the swimstep nicely, providing security but leaving stern access open. The engine is also accessed through a floor hatch in the cockpit and is quite generous.

Interestingly, the deck layout includes a completely walkaround cabin, allowing easy access to and from the foredeck. The bow features that Nordic ladder opening, perfect for boarding or disembarking Viking style. The flat hardtop also looks like the perfect place to keep the dinghy.

With such large walkways and generous

deck space, how big can the Sargo 25's cabin be? Almost magically, the modestly sized cabin features generous standing headroom, captain and first mate chairs at the helm, a galley, family-style seating around a deployable table, enclosed head, and two separate berths/staterooms.

How?! The answer is, quite simply, some of the most innovative and clever uses of interior space one can possibly imagine. The aft berth is located directly under the family seating and table, and the deployable galley that's cleverly integrated forward near the helm. Some old

school ingenuity is at play here, the designers clearly fans of the old video game Tetris.

The Sargo 25 is powered by a single engine, the standard being a Volvo inboard diesel between 225 and 300 horsepower. In this range, the top speed is reportedly somewhere in the lively 33- to 38-knot range.

All told, the Sargo 25 puts the pocket back in pocket cruiser, and they should be well-suited to exploring our rugged Pacific Northwest waters. If interested, you can learn more and inquire about pricing from local dealer Inside Passage Yacht Sales.

Specs

LOA: 25' 8" • Beam: 8' 7" • Draft: 4' 3"

Displacement: 7,055 lbs.

Tankage (Fuel/Fresh/Black):
79 gals./79 gals./10.6 gals.

Local Dealer: Inside Passage Yacht Sales, (360) 298-1111

Web: insidepassageyachtsales.com



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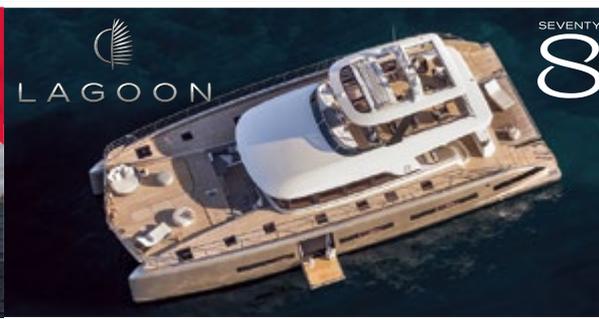



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LAGOON

Arrives December

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2019 LAGOON 40 #n39: **SAVE \$19,500**



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- 42' GRAND BANKS EUROPA '99 **SOLD**
- 38' BAYLINER 3888 '92 **SOLD**

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- 47' VAGABOND KETCH '83 249,900
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- 46' JEANNEAU 469 '13 **SOLD**
- 44' BRUCE ROBERTS 44 PH '83 49,500
- 44' NAUTICAT 44 MS '80 **Reduced** 185,000
- 42' CATALINA Mki '94 **New Listing** 114,500
- 42' CATALINA Mki '92 **New Listing** 110,000
- 41' ISLAND PACKET SP CRUISER PH '07 **New Listing** 319,000
- 41' SCEPTRE PH '88 **Sale Pending**
- 40' JEANNEAU 409 '16 **SOLD**
- 40' JEANNEAU SO 40 '02 **New Listing** 130,000
- 40' JJ40 '90 **Reduced** 99,500
- 40' C&C 121 '02 **SOLD**
- 40' NAUTICAT 40 PH '85 **New Listing** 149,900
- 40' SCHUCKER 436 PH '72 **New Listing** 69,000
- 39' JEANNEAU 39i '08 **Reduced** 159,500
- 39' JEANNEAU 39i '07 149,500
- 38' ISLAND PACKET 380 '03 **Sale Pending**
- 37' ISLAND PACKET 370 '08 275,000
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- 35' CAL Mk II '85 **Reduced** 33,900
- 35' NAUTICAT 35 PH '87 **SOLD**
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- 35' ISLAND PACKET 35 '90 **SOLD**
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- 51' JEANNEAU YACHT 51 '19 **Come See - 4 SOLD!**
- 49' JEANNEAU 490 '19 **Sale Pending**
- 49' JEANNEAU 490 '19 **Arrives March** 519,796
- 44' JEANNEAU 440 '19 **SOLD**
- 44' JEANNEAU 440 '19 **Arrives December** 399,982
- 41' JEANNEAU 419 '11-'18 **34 SOLD!**
- 41' JEANNEAU 419 '19 **Limited Edition** 285,545
- 41' JEANNEAU 410 '20 **Sale Pending**
- 41' JEANNEAU 410 '20 **Arrives September** 327,645
- 34' JEANNEAU 349 '19 **Arrives December** 189,942
- 44' ISLAND PACKET SP Cruiser PH '19 479,000
- 35' ISLAND PACKET 349 '19 **Sale Pending**
- 42' LAGOON 42 '19 **Ready Aug. France** 637,085
- 40' LAGOON 40 '19 **Arrives December** 529,854
- 38' LAGOON 380 '19 **Value Priced - Call**



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At the touch of a Button

Bullseye Fishing Tracker

Keeping track of fishing data and marking great spots from last year can be the thing that separates a good season from a mediocre one. You probably should do it, but who wants to constantly interrupt their day writing notes? The Bullseye Fishing Tracker from ANGLR solves that problem with one handy little button that can seamlessly keep track of fishing details without interrupting your concentration.

The Bullseye is a Bluetooth-paired device that can be clipped, stuck, or attached to nearly all clothing. Once it's connected to the ANGLR app on your smartphone, one click is all it takes for the Bullseye to collect all the data you'll need surrounding your catch. Air temperature, water temperature, wind data, barometric pressure, water gage, moon phases, time, and GPS location are

all automatically saved in the app, and the camera on your phone is opened to snap a quick picture of your prize. Push the button twice and create waypoints to mark obstacles or great locations for review later.

Because ANGLR knows the value of fishing secrets, all the data collected by the app is stored securely and set to private settings by default. The app takes your data and creates fishing trends regarding time of day, weather conditions, GPS location, and tackle

used so you can make smarter decisions in the future.

The Bullseye is waterproof and practically weightless, just attach it anywhere and fish without it getting in the way. The

button does not need to be recharged; each Bullseye has a two-year battery life and can be replaced when it runs out. If you want to effortlessly take your fishing to the next level, check out the Bullseye Fishing Tracker on anglr.com, priced from \$29.99.



The Bullseye is as simple as it gets, keeping your hands free and your eyes on the prize.

A Sport with a Reward

YayLab Softshell Ice Cream Ball

Homemade ice cream just got a lot easier and a heck of a lot more fun. If you're familiar with the process, making ice cream at home typically requires a saucepan, an ice cream maker, and almost constant stirring. With the YayLab Softshell Ice Cream Ball, simply load up the Softshell Ice Cream Ball with any of your desired ingredients on one end and ice and rock salt in the other. Then, close the ball and play kickball, soccer, catch, or whatever you'd like. The shaking, rolling, and bouncing mixes and freezes the contents inside. In just 20 to 30 minutes, crack it open and scoop your delicious pint of ice cream straight out of the ball and into your bowl for a tasty treat. Fun

games followed by dessert to top it all off; it doesn't get much better than that.

An included recipe booklet will help get the juices flowing. The Ice Cream Ball is created with durable, food-safe, BPA-free materials and is easy-to-clean as well as dishwasher safe. The pint-sized ball measures approximately 8.5" wide, and the quart size is a little larger at 9.5". When full, it weighs about 7.5 pounds – use it as a medicine ball and hey, maybe you'll get a solid workout in, too! To expand your recipe collection, try Flavor Fountain flavorings (sold separately). Purchase your Softshell Ice Cream ball on Amazon for \$46.99. It comes in Orange, Blueberry, Raspberry, and Lime. Play ball!



Slow-cooked Meals, No Fuel Needed

Solavore Solar Oven

We don't know about you, but slow-cooked anything has our heads turning and our taste buds dancing any time of the year. But what happens when you're out and about in the great outdoors, exploring obscure coves, camping along the coast, or simply want to save fuel and electricity? Don't even get us started on the fire ban that's become a regular occurrence here in the Pacific Northwest.

For all you foodies out there, we have good news; hot slow-cooked meals are still obtainable. In fact, the Solavore solar oven eliminates the need for fuel completely to make it usable anytime and anywhere, given

you have a little overhead sunlight.

The Solavore solar oven eliminates the need for fuel and avoids the possibility of forest fires by employing solar energy to slow-cook your meal. Energy-packed sunlight enters the oven through a heat-resistant plastic film and is absorbed by the dark interior and pots. Internal reflectors increase power and the tough outer case acts as insulation.

The slow cooker preserves vitamins, taste, and tenderness like a crockpot, but is better for the environment, and according to one review, "It's so easy to use a 5-year-old could do it, and they wouldn't burn themselves like they could on a stove." The solar oven comes with two 3-quart pots that can feed a total of eight to ten people. No fire, no smoke, no fuel, no problem; \$199 from solavore.com.



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This rugged electric heater with built-in adjustable thermostat keeps the cabin warm on the chilliest nights. The anti-freeze setting is a great winter storage solution that automatically turns on when the weather drops to 38° F (3°C), ensuring the air temperature in the room remains above the freezing point.

Caframo

To view these products and other great winterizing ideas visit
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Lantern Lunacy

Luci Outdoor Inflatable Solar Lantern

Waterproof, ultra-light, and solar-powered; what else could you possibly want in a lantern? Inflatable? That's one of its features too! The Inflatable Solar Lantern LUCI 2.0 is perfect for small boats. At full capacity, these LED lanterns measure 4.25" high and 5" wide, but when collapsed, they're just about half an inch tall. Throw it in your backpack, suitcase, nav-station, purse, emergency kit, or any other compact space.

Adjust brightness according to your needs with its four different modes: low, bright,

super bright, and flashing. No need to worry about keeping track of batteries or added battery weight because these versatile Luci lights are solar powered. They're great for camping, boating, racing, and even kayaking as exhibited by Race to Alaska (R2AK) competitor Roger Mann who strapped them to the stern of his kayak during the race.

With two straps – a fixed top strap and a bottom adjustable strap – you can attach the Luci Outdoor virtually

anywhere. At full charge (approximately eight hours in direct sunlight), the lantern emits up to 24 hours of light on its highest setting. See the charge level indicator to determine when your Luci Outdoor lantern needs a little sun.



The lantern has won multiple awards including the 2014 Katerva Sustainability award and is the company's most versatile light thus far! Purchase your Luci Outdoor 2.0 online at mpowerd.com for \$19.95.



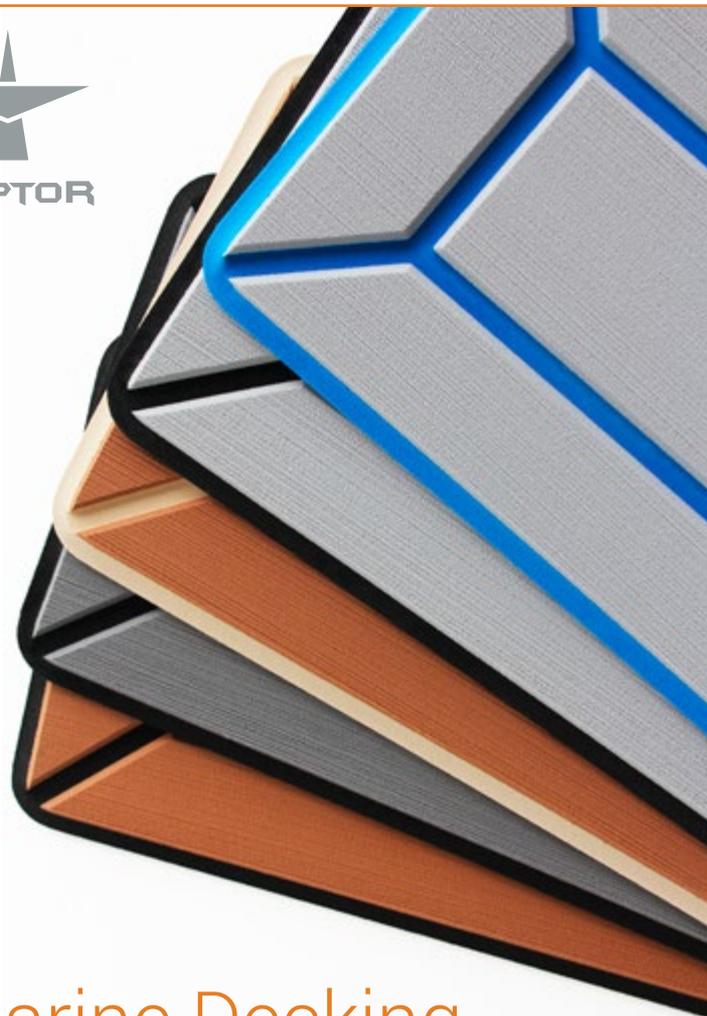
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Bare Necessities

Barebones Living Backpack Cooler

At the end of a long hike on a summer day, the only thing that would make the view better is an ice cold drink in your hand. Unless you wanted to drag a cooler up a mountain, a warm swig of bottled water will have to suffice. But those dark days are over with the Backpack Cooler from Barebones Living. This backpack evenly distributes up to 20 cans across your back, making for easier transportation. Pour in a little ice and rest assured that your drinks will stay cold for up to 24 hours, thanks to its five layers of poly nylon.

The backpack features a built-in bottle opener on the handle

and real leather trim. A semi-rigid internal frame, reinforced base, and rust-resistant zipper means the Backpack Cooler can stand up to any rugged trek. An inner lining is made from anti-microbial material and can be easily removed and cleaned, while the exterior can be cleaned using a damp cloth. Barebones Living was founded with the goal of making positive change in the world and getting people back out into nature. A backpack full of cold drinks will certainly encourage us to spend a little more time in the great outdoors. Find yours online at barebonesliving.com, for \$80.

All the Goods, All in One Place

Insulated Stow Away Bottle

Convenience is a beautiful thing, and inventor Houston Max took convenience to new coves with the Insulated Stow Away Bottle. This stainless steel bottle holds liquids of any temperature and on-the-go essentials below deck in its hidden compartment. Genius. Fill the top with your favorite beverage and stash your keys, credit cards, ID, headphones, lip balm, and/or snacks into this water bottle and bring it with you wherever you go: the beach, the pool, the gym. Take it on your boat, kayak, or paddleboard.

The liquid compartment holds 24 fluid ounces (about two cups) and its wide mouth makes the

bottle ice cube friendly. The lid screws on and features a loop for easy carrying or fastening. The bottom compartment is watertight, so all your belongings will stay just how we like them — dry.

Houston Max, the maker of this innovative product, realized how many people simply crammed their car keys, credit cards, and the like into their shorts pockets and saw the demand for a multi-purpose

water bottle. With this new design, your pockets can circle back to their original purpose: housing your hands. Pick up a Stow Away Bottle of your own at uncommongoods.com for \$39. What's in your pocket?



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Big Power, Small Package

Westerbeke 5.0 MCGA Generator

Westerbeke first started making marine generators in 1937 and has been on the cutting edge of design ever since. In September, the tried and true Westerbeke brand released a new compact low-carbon monoxide (CO) gasoline generator for marine use. Their fresh-off-the-assembly-line 5.0 MCGA features multiport electronic fuel injection (MPI).

This MPI system allows for reduced CO emissions, greater fuel efficiency, and a push-button start. In addition to the MPI system, the 5.0 MCGA's electronic speed control maintains the engine at a constant speed, which nearly eliminates "bogging down" when load is applied. A water-cooled, returnless fuel system reduces the chances of vapor lock when operating in high temperatures.

The 5.0 MCGA operates at an electronically controlled 1,800 rpm, a much lower speed than the standard 3,600 rpm. The low speed 1,800 rpm keeps the generator running longer, more



efficiently, and significantly quieter than their 3,600 rpm counterparts.

Most 3,600 rpm generators need sound shielding to achieve the same sound rating as 1,800 rpm generators. The 5.0 MCGA is easily started with a one-touch start and stop control panel and running hour meter. The generator is field convertible between 5.0 kW, 60 Hz, 4.2 kW, and 50 Hz. With a

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Short Take

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Marshall Haas, CEO and co-founder of Peel, believes that less equals more. "Doing less of what we don't enjoy, saying no more often, and limiting what we spend money on leaves us with more for the few things that really matter," he says. And his personal belief is transferred into Peel products, designs, and processes. Maybe all you need is a simple, wallet? If so, purchase yours online at buypeel.com for \$49 in either black or brown.



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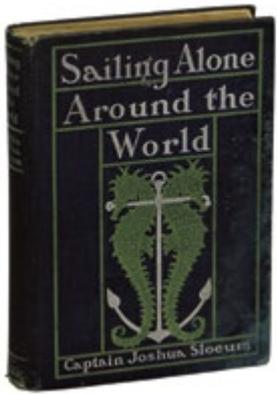
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Podcast Preview // Sailing Around The World Alone

Next time you're on a long car ride or spending a day fishing alone, why not listen to the firsthand account of the first man to sail around the world solo? *Sailing Alone Around the World* by Joshua Slocum is not only an excellent maritime adventure story, it is a classic of the travel memoir genre that can be enjoyed by anyone. The book is broken up into 22 episodes podcast style, each episode is about 20 minutes long.

Slocum sailed from Boston, Massachusetts, on April 24, 1895 on a 36' sloop oyster boat named *Spray*. He continued to his native Nova Scotia and from there to Gibraltar, Brazil, through the Strait of Magellan to Australia, across the Pacific to South Africa, and finally back to Boston. Along the way he faced fog, fatigue, storms, and gear failure. He dodged pirates and defended himself from the Yaghan natives in Tierra del Fuego. Along the way he developed a primitive, mechanical auto-pilot and bragged that he crossed 2,000 miles of the Pacific Ocean without once touching the helm. His book was hugely successful, and he met with Teddy Roosevelt and Mark Twain. If you're yearning for a classic adventure story, go to mytuner-radio.com/podcasts and get listening. Available for free.

App: CBP ROAM

Free for iOS & Android



In an effort to streamline entry into the U.S. for pleasureboaters arriving in remote locations, the U.S. Custom and Border Protection (CBP) created the ROAM app to allow

travelers to report their entry over a smart device, and recently expanded their ROAM app to include entry into Washington state. Basically, U.S. law requires the skipper of all pleasure boats to report their arrival to the nearest Customs facility. ROAM is a free app from CBP that allows you to report your entry over your phone or from tablets located in local businesses.

To use the app, enter your biographic, travel, and conveyance information, then submit it for review by a CBP officer. The officer may also initiate a video chat to further interview you. Users of the app can also apply for Verified Traveler status, which can further expedite entry into the U.S. If you're a boater who loves to head north in search of great waters, download the ROAM app and it's smooth sailing ahead. Find out more at cbp.gov/travel or download the app free for iOS and Android.

App: River Data

\$0.99 for iOS & Google Play



The worrisome days of unpredictable river fishing are in the past. Fishermen, kayakers, and even scientists trust the River Data app to give them up-to-date

information on over 14,000 sites. In this app, all river gauges are present, not just a subset, and National Weather Service data is visible for any of the many sites.

Enjoy a full featured graphical view of gauge data from 1 to 119 days provided by USGS: waterdata.usgs.gov. View yearly historical peak steam flow for sites and receive alerts via email or text for any happenings in the area. Stumble upon a favorite spot? Store it for quick access in the app.

Don't know how to get there? Get driving directions to any site with the navigation feature. And what's a good fishing trip if you can't share it with your fish-frenzied friends? Share your gauge data with your buddies via the app's built-in social sharing option.

App: Offline Survival Manual

Free for Android



There's something to be said for time away from real life, but with this level of disconnect, it's helpful to have a resource to help with the unknown. The Of-

ffline Survival Manual app could be your savior or a fun side hobby depending on the situation. This app can be used completely offline and contains a variety of useful survival information including how to make fire, build shelter, find food, first-aid, and more tips for emergencies, or even just on an afternoon hike. Learn what plants you can eat and which to avoid, how to sterilize water, and basic medical remedies while out and about, among other life-saving tips and tricks.

This app covers everything from trapping, snaring, and storing fish and game to dangerous animals and what to look out for in varying environments. For the full list of survival features, check out the free Offline Survival Manual app's description on the Google Play store or Android store.



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Hotwire

By Jeff Cote

Auto-Routing, A Crash Course

A Auto-routing software for boats first appeared over five years ago when Garmin took their road-based navigation to the water. Since then there have been a myriad of updates, technological advances, and new players in the marketplace. The basic idea is that you can enter a start and finish coordinate on an electronic chart and the algorithms in the software will determine the safest route based on the description of your boat and the navigational aids on the chart.

Garmin refers to it as “auto guidance” while Navionics (owned by Garmin), Raymarine, and Navico (Lowrance, Simrad, and B&G) refer to it as dock-to-dock auto-routing. To start, you enter your boat’s safe depth, width, and height parameters. Once you enter your starting point and your destination, the software will plot waypoints (a route) for you to follow. It can also provide the total distance, time to your destination, and fuel consumption.

The first time I used the software, I entered the actual draft of my boat, which was a mistake. I should have used the depth of water that I felt comfortable with! My boat draws 6’ but I would prefer to be in 10’ of water. In the initial setup, you can either enter 10’ or enter 6’ with a keel offset of 4’. The challenge, in shallow water, is to remember if you set the keel offset or not. And remember, the depth calculation is based on a zero tide.

One of the best applications of auto-routing is trip planning. I commonly find myself wondering where I should go next. Ultimately, part of that decision is the distance to the next destination. Using the auto-route feature, I quickly calculate the distance to various destinations around me. Having those realistic routing distances readily available allows me to decide how far I’ll go on my next destination.

Pictured below is a sample auto-route from Illahee, Washington to the Point White dock. You can see the two red warning triangles marking shallow water. Not pictured are wayward deadheads.



Quite often the system will plot the shortest route possible, however, many areas in the Pacific Northwest contain traffic separation zones and shipping lanes. These will show up as warning triangles along the route. In these cases, you can tap anywhere along the navigation route and drag the waypoint to where you want it to clear an obstacle. When you release the new waypoint, the software will automatically re-calculate the route and update your distance and time to destination.

While you are underway, you can watch your progress and see the updated stats. Another cool feature is that you can browse through services and points of interest like marinas, restaurants, or marine repair shops. Using Navionics or the Garmin Active Captain App, you can call directly from the app to either a VHF channel or a telephone number to confirm a slip assignment or make reservations. You can even get fuel prices and write reviews. If you have a compatible chartplotter you may be able to transfer auto-routing information and software updates from your smart device.

If you are using a mobile app, it relies on the internal GPS receiver of your device to determine location. If your device does not have an internal GPS, you can automatically pair it with your compatible chartplotter via Bluetooth, and the chartplotter will give you the GPS information. GPS Exchange Format (GPX) is more or less the standard data format that the marine electronics industry uses, which allows you to share files with friends and other chartplotters. You can still use an SD card and the apps will automatically share routes, waypoints, track logs, software updates, screenshots, and sonar recordings.

When choosing a navigation system, it is important to understand the difference between raster and vector charts. Most multifunction displays have charts available in either format, but apps usually use only one. A raster chart is basically a photocopy of a paper chart and require significantly more digital storage. However, if you are familiar with paper charts, there is little-to-no learning curve. Vector charts are a digital copy of a raster chart and allow you to access additional information as you zoom in. That is how you can view details about marinas and even access social media.

The bottom line is that auto-routing is a very cool feature, but it is based on electronic chart information and is not a replacement for safe, visual navigation practices. Give it a try!

NWY



Jeff Cote is a systems design engineer and owner of Pacific Yacht Systems – a full-service shop delivering marine electrical and navigation solutions for recreational and commercial boats. Visit their website and blog for info and articles on marine electrical systems, projects, and more at pysystems.ca.

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Ruby Kiss On Ice

This awe-inspiring shot captures the Shannon 60 Motorsailor *Ruby Kiss* exploring S.E. Alaska's Dawes Glacier up Endicott Arm. *Ruby Kiss* was owned at the time by cruiser Bruce Slayden who remembers his adventures aboard fondly. "We had *Ruby* commissioned in Newport, Rhode Island and headed south in a December snow storm, then cruised the Bahamas, Exumas, and Cuba before heading through the Panama Canal," says Slayden. "We headed up the West Coast to Prince William Sound for the summer and then back down to Glacier Bay, Tracy Arm, and south."

Slayden and crew then wintered in the Sea of Cortez before heading over to Hawaii, ultimately returning to Seattle and land life. It seems that between her twin 100-horsepower Yanmars and roller furling ketch rig, *Ruby Kiss* could take on anything. She was recently sold by Swiftsure Yachts. Who knows what adventures lie before her? Oh, if only boats could talk!



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Kevin's Catch

By Kevin Klein



Salmon and Squid and Sharks, Oh My!

November is a down time for big water fishing in the Northwest, but it's still a good time to give thanks for the opportunities we do have. Don't winterize that fishing boat! There are still fish to be caught, especially in Southern Puget Sound.

When it comes to blackmouth fishing in the Sound, tactics and terminal tackle are simple. These 5- to 15-pound salmon are on the feed, so finding bait is key. Most hot spots will be on points, banks, and bars. Smaller spots around ledges can be productive places to find salmon as well.

One of the main bait fish in the diet of resident Chinook is sand lance or candle fish. This prey is found on the bottom. Whether downrigger trolling or jigging, most salmon will be within 10 inches of a sandy floor. Don't be afraid to bounce your downrigger balls in the mud or sand to entice a strike. Use lures such as Silver Horde Coho Killers or Ace Hi Flies when trolling to mimic the baitfish that blackmouth are feeding on. Tie these on 36' to 48' of leader behind and 11" flasher. Feeder Chinook are voracious and the bite can be fast and furious around the tide changes. They are also

very good on the BBQ or in the smoker, and provide a good change of pace around the holidays for dinner, dip, or gifts.

Fishing for squid can be a fun and productive pastime in Puget Sound this time of year. This is mostly a nighttime activity and can be done from public piers or by boat. Squid are attracted to light, so taking advantage of existing lighting or creating your own light source with spotlights or underwater lights can be effective. Squid jigs are available at most tackle stores in the region and are easy to use. When you're at your local store picking up gear, also ask them for tips on how to catch them.

As a simple primer, cast out to the edge of whatever light you are using and let the jig fall. Then twitch and reel in until the lure is back to you. Keep pressure on the line when bringing the lure back in to keep the squid from releasing its grasp and getting away. Most lighter rods and reels will work fine for squidding. These cephalopods sure do make good eating. Calamari is one of the best dishes to prepare after you get a daily limit between 5 quarts to 10 pounds. A great appetizer for Sunday football is fresh squid caught on Saturday night! Additionally, crabbing should be open in many areas of Puget Sound and the San Juan Islands through December 31. Nothing better than fresh Dungeness around the holidays.

While not a November fishing opportunity in the Northwest, one interesting species for this slower month we can touch on is the shark. In mid-September, I went on a cage diving expedition for the great white shark off Guadalupe Island, Mexico. If you ever have the opportunity to do this, don't hesitate! For those of us who saw the movie *Jaws* as kids and have been fascinated by sharks ever since, this is a life-fulfilling trip. I went on the 112' *Solmar V* out of Ensenada. From beginning to end, the vessel, crew, company, food, and beverages were all top notch. And the great whites? As awe inspiring as you would guess.

Guadalupe Island is an 18-hour steam from port. We left at mid-day and arrived the next morning. Upon waking and looking out the stateroom port hole, what struck me was the beautiful color of the deep blue water. Guadalupe is known for its clear waters and long-distance visibility, making it a top-tier destination for viewing great white sharks. The next three days were spent in the water and on the sundeck viewing one of the most amazing apex predators on the planet. A razor-sharp spear of evolution honed

Continued on Page 84

Clockwise from top: A Great White Shark of Guadalupe Island, Mexico shows his deadly daggers (photo: Dean Karr); Kris Maudslin with a Southern Puget Sound feeder Blackmouth; Gretchen Dearden shows off a nice resident hatchery Chinook.



A lifelong resident of Washington State, Kevin Klein has been on the rivers, lakes, and salt waters of the Pacific Northwest since conception. A founder, president, participant, and occasional winner of regional salmon derbies, Kevin can be found promoting sport fishing, and giving seminars on tips and techniques to become a better fisher person. Any given day, you may find Kevin plying the waters of the Northwest, looking for fun and fish.

On Watch

By Peter Schrappen

No Off-Season for Boating Politics

T

There really is no quiet time when it comes to embracing or fighting boating regulations or ideas. There is no off-season; no downtime. They can come at any hour, from any legislator, and just about anyone that has an opinion (and a megaphone/keyboard). And that's certainly true with the latest from the Southern Resident Killer Whale Task Force.

It was just two months ago that I broached the subject of saving the whales but not at the expense of boaters. Since then, the task force's steering committee has written the latest chapter in this epic. Some people I trust liken the latest round of proposals to throwing every good (and bad) idea at the wall and seeing what sticks. As soon as you look closer at the items in the draft report, it's apparent how misguided this approach tends to be with some of the ideas.

Creating a no-go zone in the San Juan Islands. Without a doubt, this is the biggest threat to boating on the entire list. The whales are tracked 24-7. Why not create a dynamic and safe bubble of 400 yards around them versus a complete boating closure? Even if boaters support a no-go zone, keep in mind that any restrictions to boating and fishing do not apply to tribes. Because of their federal treaty with the U.S. Federal Government, they are not bound by what this state task force develops.

Increasing boating registration fees by \$10. This increase seems like a money-grab. As George Harris, Northwest Marine Trade Association (NMTA) president, has said, "I've never met a recreational boater who has bought a boat to explicitly go whale-watching. It's an 'oh by the way' activity." Tacking on \$10 for whales on the backs of boaters makes little sense. At this point, I'm tempted to tout how boaters already pay our fair share with taxes and fees (like the derelict vessel and aquatic invasive species programs).

Increasing hatchery production. Yes, at the outset if whales are starving then it makes complete sense to increase hatchery production of salmon, but the adage is true: The devil is in the details. Did you know that Puget Sound Chinook salmon have seen a 14 percent increase in the last ten years? While restaurants and grocery stores are increasingly refusing to sell Chinook (again, one of those feel-good headlines), it's incumbent upon any citizen to let the numbers tell the story.

By numbers, look at who is eating the Chinook. It's those cute seals (163,400) and sea lions (160,000). Compared to the 3,500 Chinook salmon that are caught by recreational anglers, it's apparent that pinniped predation needs to be a top priority (and not restricting recreational fishing opportunities). These figures come from long-time Washington Department Fish & Wildlife (WDFW) policy

advisor and now current recreational fishing statistician and policy advisor Pat Patillo.

Before the state starts pumping out salmon, I would caution them to keep in mind how detrimental and susceptible to lawsuits it may be if there is intermingling of wild and hatchery-produced salmon. Just search "hatchery production, lawsuit, Wild Fish Conservancy" on your computer to read more on what too much hatchery salmon can mean.

Make permitting more difficult for marinas and family docks. This is another one of those ideas that made the latest cut. Here's some news for you. A recent direction by the Northwest office of National Marine Fisheries Services puts a halt on improvements to marine facilities. It's already next to, if not, impossible to create new docks and marinas. I can't see how making it anymore impossible does much good.

While it's easy to point out the different parts of the task force report that the boating community opposes, let's look at some of the well-thought-out concepts that have advanced. When it comes to what recreational boaters can support, the Recreational Boating Association of Washington and NMTA have weighed in.

Specifically, we support having transducers flipped to 200 kHz in whale areas (versus the 50 kHz commonly used). Adding whale-wise best practices to the boaters' exam makes complete sense. A 400-yard stay-clear zone or go-slow zones (meaning 7 knots) in these targeted areas and buying back the licenses of commercial gillnetters are all good suggestions on the table.

Before I close out, here's some more news for you. The state has a new Boating Law Administrator in Rob Sendak. He will oversee Washington's boating program, which includes all the state's boating outreach and law enforcement. This office is housed under Washington State Parks. Each state has a Boating Law Administrator, and I'm looking forward to working with Sendak in his new role here. Another new face in the boating world is WDFW Director Kelly Susewind. He started on October 1 and will oversee this state agency that connects boating and fishing. WDFW will be looking to raise fishing licenses this year and this agency is the lead on salmon allocation issues.

Getting back to the whales, many more chapters will be written, and I'll be reviewing each one! **NWY**



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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Galley Gourmet

By Bill Shaw

Fall Harvest, Roche Harbor Style

The greatest addition to Roche Harbor's kitchen this year was the planting and harvest of our new vegetable garden. Located near our airstrip, Roche Harbor Farm came to life this spring when we planted several varieties of kale, arugula, mixed greens, carrots, beans, summer squash, beets, and fresh herbs that we harvested all summer long.

Earlier this past spring, we also planted varieties of winter squash in hopes of featuring them on the November menu at McMillin's dining room. Fortunately, we've succeeded! This month's recipes are inspired by our first fall harvest from the Roche Harbor Farm. Soon our general manager and farmer, Brent Snow, will till the soil over in hopes of next spring's planting.

One of my favorite winter squashes, the delicata, is in the recipe below. This winter squash grows to the size of a large russet potato with a saffron yellow outer skin pinstriped with

12 dark green lines from the stem to the flower end. Its flesh is the color of orange sherbet, the skin is delicate with a nutty flavor and can be eaten along with the flesh.

Our mixed beets from the farm are celebrated on the seasonal menu with a salad of roasted baby beets tossed with herbs, butter, and golden beet puree. Tiny striped baby beet chips give the Russian baby kale, tossed in an orange-Dijon vinaigrette, an earthy balance. If you've got some halibut handy from the summer season, the entrée recipe below would make a great main course.



Bill Shaw is the head chef of Roche Harbor Resort and Marina of San Juan Island. Shaw has worked at Roche since 1993. He loves utilizing local ingredients and takes full advantage of the area's seasonal goods.



Last fall I was busy in the kitchen preparing the evening specials and had just received a few boxes of squashes from Aurora Farms. I thought I would create a side dish of oven roasted squash, but at the last minute I changed my mind and instead created a fun bar snack. Running out of time, I quickly grabbed a few delicata squashes and sliced them paper thin on the slicer. I took the thin slices of squash rings filled with seeds and guts, fried them crisp, seasoned with salt and pepper, and to my amazement, they were really good. In fact, they were better than potato chips! Please give these chips a try. Your friends will love them when accompanied by my gourmet goat cheese version of ranch dressing.

Delicata Squash Chips with Local Goat Cheese Herb Dip

Serves 6 as an appetizer

- 1 pound delicata squash (roughly one squash per guest)
- 1 quart vegetable oil (peanut oil is my favorite with these chips but a little pricy)
- 1 teaspoon kosher salt
- ½ teaspoon black pepper, table ground

Directions: Slice the squash into 3/8" slices using a food slicer or a mandolin. Heat oil to 350° in a 2-quart sauce pan. Place a small amount of sliced squashes (16 slices) in the heated oil and fry until golden brown then remove with a slotted spoon and place on a sheet pan lined with paper towels. Season batch with salt and pepper while hot. After all the squash chips are fried and drained, place in a shallow serving bowl.

Chef's Note: While the first batch of chips are cooling, taste one of the chips. If the chips are not crisp to the bite, adjust for more frying time. If they are crisp, dark in color, but taste slightly bitter, adjust for less frying time.

Goat Cheese Ranch Dressing

- 6 ounces fresh goat cheese
- ½ cup buttermilk
- ½ teaspoon fresh dill, finely chopped
- 1 teaspoon fresh flat leaf parsley, finely chopped
- ½ teaspoon fresh thyme, finely chopped
- ½ teaspoon fresh basil, finely chopped
- ½ teaspoon sea salt
- ½ teaspoon black pepper, freshly cracked

Directions: To make the goat cheese dip, place goat cheese, buttermilk, fresh herbs, salt, and pepper in a medium bowl and whisk the ingredients together until well-combined. Place in refrigerator until needed. Dip will last three to four days if refrigerated.



Halibut Wrapped in Phyllo Pastry

Serves 6

- | | |
|--|---|
| 2 pounds fresh halibut, cut into 6 filets | 1 ½ pounds asparagus, cut into 5" lengths |
| 1 package phyllo pastry | 6 ounces butter |
| 3 ounces butter, melted | 2 teaspoons kosher salt |
| 1 pint heirloom cherry tomatoes, sliced in half | 3 Tablespoons fresh basil, finely chopped |
| 1-1 ½ pounds fingerling potatoes, multi-colored, boil, then slice into ½" slices | 2 Tablespoons fresh garlic, minced |
| | 2 lemons |

Directions: Two hours before preparing recipe, remove phyllo from freezer and place on kitchen counter. Remove phyllo pastry from package and place a damp kitchen towel over phyllo.

Start with one sheet of phyllo pastry and lay on baking sheet. Using a pastry brush, paint melted butter lightly over first phyllo sheet. Place second phyllo sheet on top of first and brush lightly with butter, then repeat with third and final sheet.

Place cooked potato coins and tomato halves in center of phyllo square. Top tomatoes and potatoes with five asparagus spears, then place halibut fillet on top of asparagus. Fold the outer edges of the phyllo pastry up to the outer edge of halibut fillet. Repeat five times for remaining halibut pieces.

Combine butter, salt, basil, minced garlic, and the juice of one lemon in a small bowl and combine. Divide into six equal portions and spread over the halibut filets. Slice the remaining lemon into ¼" rounds. Top each halibut with a lemon slice.

Place completed phyllo-wrapped halibut on a foil-lined baking sheet and store in a refrigerator for up to four hours or until ready for oven. Preheat oven to 400°. Place phyllo halibut in oven and bake until halibut has an internal temperature of 125° or is opaque in the center but still juicy. Serve immediately.

Wild Mushroom Risotto

Serves 6

- | | |
|--|---|
| 8 cups chicken stock | 2 Tablespoons fresh garlic, minced |
| 1 pound assorted mushrooms, sliced into bite size pieces | 1 teaspoon rosemary, finely chopped |
| ½ pound mushroom stems and pieces | 1-1/2 cups Arborio rice |
| 2 ounces butter | 2/3 cup white wine |
| 3 Tablespoons extra virgin olive oil | 1 teaspoon kosher salt |
| 1 cup onions, finely chopped | ½ teaspoon black pepper freshly cracked |
| ½ cup shallots, finely chopped | ½ ounce black truffle oil |
| | 8 ounces Parmigiano-Reggiano |

Directions: Bring the chicken broth to a simmer and add mushroom stems. Allow mushrooms to flavor stock while simmering. Remove mushroom pieces from broth and discard.

In a large, heavy-bottomed skillet over medium heat, add butter and olive oil. When warm, add onions and shallots and sauté until tender, about 10 minutes. Add the assorted mushroom pieces, garlic, and rosemary to the onion mixture. Sauté the mushrooms until tender and the juices have evaporated.

Add the rice and continue stirring with a wooden spoon until the rice is dry and slightly toasted, about four minutes. Add the wine and continue stirring until the wine is absorbed by the rice.

Add 1 cup of broth to the rice and continue stirring until the liquid is absorbed. Repeat this process of adding 1 cup of broth and cooking while stirring until the rice is just tender and the mixture is creamy. This will take about 30 minutes in total and use 6 to 8 cups of broth. Season with kosher salt to taste.

Divide risotto into six equal portions, place on a medium-sized plate, and garnish with black truffle oil, cracked black pepper, and freshly grated parmesan.

Note: Before undertaking this risotto recipe, time the preparation with your dinner plans as the dish does not hold and is best served quickly upon completion.



I am lucky to know some of the greatest professional mushroom pickers in the foothills of the Cascades and am proud to be on their list of chefs they call when this fruit of the forest rises from the mossy floor of pine needles and decaying conifers. Wild chanterelles, oyster, hen of the woods, bear tooth, porcini, and many more can be found as soon as the rains begin in late September through early November. If you cannot get your hands on any wild mushrooms, most markets have farm-raised oyster, shiitake, and crimini mushrooms that will make a wonderful substitute.

Let the River

CRUISING THE COLUMBIA

For the adventurous boater, a trip up the Columbia River has much to offer. Herein is a crash course to cruising up the river, from the infamous Columbia River Bar to Lewiston, Idaho.

BY CAPTAIN CHRIS COUCH

A As fate would have it, I started to write this article right when I booked a delivery from Seattle to Portland. Thanks to my career as a yacht delivery captain, this would be my 58th such trip across the entrance and transit of the Columbia River.

This time around, I tried to imagine what Bruno de Heceta, the first European

to describe the Columbia River entrance in 1775, saw that day. For me, 243 years later, the wind is calm with a visibility of 30 miles on the day I cross the entrance. The water is glassy with a long-period six-foot swell out of the west. The sky is clear with a line of cumulus clouds forming over the shoreline. I am eight miles offshore, southbound 25 miles from the entrance to the river. With

Run



Left: An Albin 28 underway near Umatilla, Oregon (Photo George Sass).

Below: An Ocean Alexander nears Vancouver, Washington (Photo: Alex Kwanten).

established in 1982 and teaches search and rescue boat coxswains from all over the world how to safely negotiate heavy surf conditions with “The Bar” as a classroom. I was very fortunate that I learned how to safely cross West Coast bar entrances from the experts, acquiring knowledge that would serve me well later as a West Coast delivery captain.

I would first cross the Columbia River entrance as a delivery captain in 1996, running inventory back and forth between Portland and Seattle for Ocean Alexander. Twenty-two years and 58 crossings later, I still get a little anxious before each transit.

CROSSING THE BAR

There is a reason the Columbia River entrance, The Bar, is called the Graveyard of the Pacific. Part of what makes that entrance so hazardous is the sheer volume of water flowing in and out. When an outgoing water current meets an incoming wave or swell, that wave is slowed down. When a wave slows down, it builds. So, on an ebb tide when the current is going out along with the natural river outflow, that current builds the incoming waves right at the entrance area. This is what happens at all bar entrances and wherever water current flows against a wave pattern.

As notorious as the West Coast bar entrances can be, especially the Columbia River, crossing them can be done safely each time by following a few simple rules:

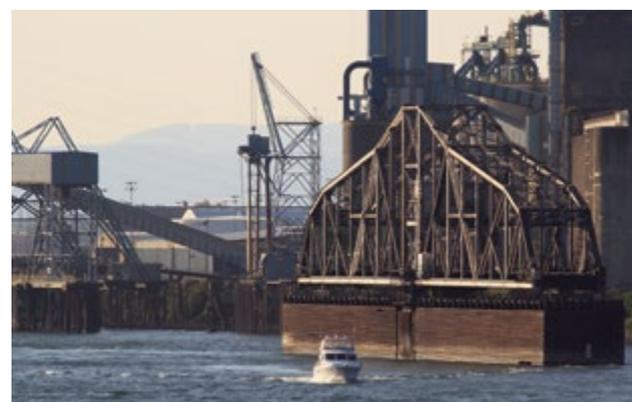
Rule #1: Always plan to transit the area during a slack or flood tide. The incoming current helps to reduce the size of the waves at the entrance.

Rule #2: Always pick good sea conditions outside. The size of the waves at the entrance is directly related to the speed of the outgoing current.

Rule #3: Always transit in daylight.

the lowlands of Long Beach and Willapa Bay to the north, the river delta to the south and east, and the high terrain of Cape Disappointment and North Head, first impressions are deceiving. The entrance is so wide and the lower river so expansive that, except for the challenges of crossing, it looks like a very large bay or inlet.

I was first introduced to the Columbia River back in the 1980s as a young chief petty officer in the U.S. Coast Guard (USCG). My first trip across the Columbia River Bar entrance was in a Coast Guard 44' Motor Lifeboat from the National Motor Lifeboat School in Ilwaco, Washington. The USCG National Motor Life Boat School was





Above: The Vista House on the Columbia River Gorge turned 100 this year and serves as an excellent vantage point for landlubbers to watch you cruise by. Right: Scenes of Portland, Oregon, like the Hawthorne Bridge (top) and Riverplace Marina (bottom).

Adhering to these rules will ensure that your bar crossing experience is a good one. Safely across The Bar, one immediately passes the small port of Ilwaco, Washington. Ilwaco is a favorite for boaters waiting overnight or for weather to cross the entrance to continue north or south along the coast. I usually continue ten miles upriver to the West Basin Marina in Astoria to fuel up, moor overnight, and dine at the Bridgewater Bistro.

ONWARD TO PORTLAND

The run upriver to Portland is approximately 85 nautical miles. In the 22 years

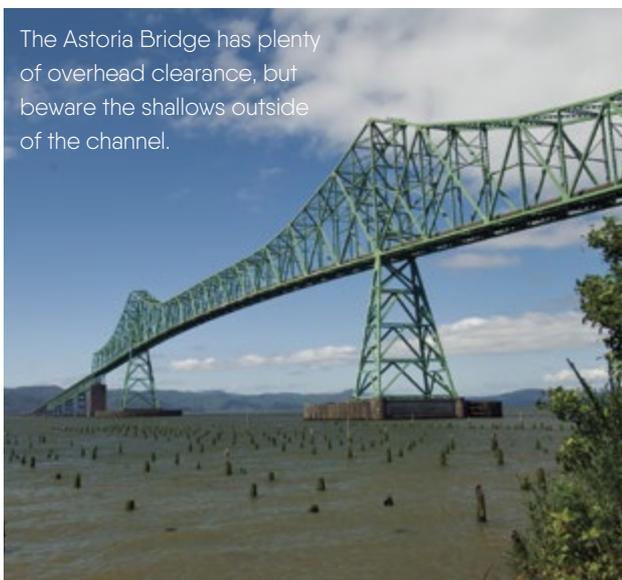
I have been doing that run, the dozens of little isolated sandy wooded islands and hundreds of miles of deserted sandy beaches have always interested me. Most of these sandy islands were created by the dredging of the river over the years. I often see boats anchored just off these beaches, campers on the beach, and people fishing.

There is no shortage of places to stop on that stretch, from the hundreds of possible anchorages to the numerous small towns and ports along the way. Aside from Ilwaco and the West Basin in Astoria, most of the marinas are small and designed for smaller vessels. The towns of Rainier

(across the river from Longview) and Saint Helens, however, both have public docks with plenty of side tie space.

The Columbia River can be thought of as two major sections; namely the lower river which runs from the entrance to just east of the Portland, Oregon-Vancouver, Washington area and the upper river beyond. Arriving to the Portland-Vancouver area brings you to the end of the lower river area. The cities of Portland and Vancouver represent the largest metropolitan area on the whole river. Vancouver's waterfront is mostly commercial and has no marinas or services. About two miles before arriving in the Vancouver

The Astoria Bridge has plenty of overhead clearance, but beware the shallows outside of the channel.



Beacon Rock State Park is a great stop for cruisers. (Photo: Simone Hogan / Shutterstock.com)

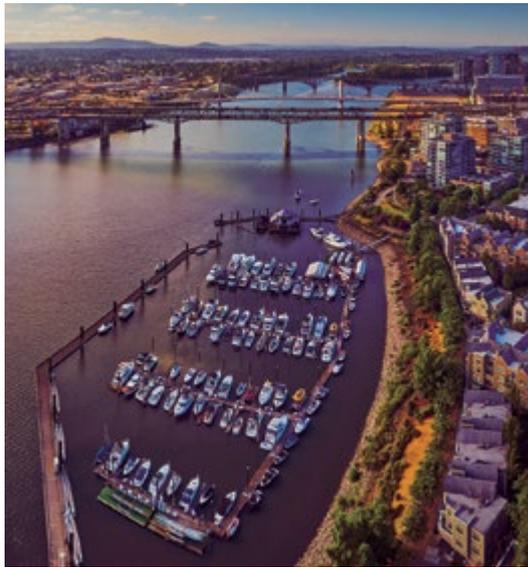


RIVERSIDE SIGHTSEEING

With hundreds of miles of shoreline, there are countless sights on both sides of the Columbia River. After the river's entrance and coastal towns like Astoria, Oregon, and Ilwaco, Washington, pass by, the river is fairly undeveloped until the Willamette River confluence and the associated metropolitan Portland, Oregon, and Vancouver, Washington area.

If you want to explore the limitless offerings of trendy Portland, you are going to take a detour up the Willamette, another major river that runs through the city's heart. Riverplace Marina is the main show in town for boaters passing through, right in the heart of downtown with easy access to the Tillikum Crossing Bridge (no cars allowed) that leads explorers to the eastside. The Oregon Museum of Science and Industry (OMSI) is just across the Tillikum Crossing Bridge and is home to the world's last non-nuclear submarine, an awesome IMAX surround screen, and a Planetarium with trippy laser light shows. If you stay on the westside, head north along the water to enjoy one of the nation's best public waterfronts, complete with an on-board Portland Maritime Museum past the Morrison Bridge. The fantastic open-air Portland Saturday Market is just a little bit further, nestled under the Burnside Bridge. Famous food trucks and eclectic offerings from carnivorous plants to didgeridoos abound.

Once you get back on the Columbia River again, you'll pass boat-friendly Hayden Island and undeveloped Government Island on your way upriver. There aren't any really formal moorage options until the Beacon Rock Boat Launch, which has many great trail and outdoor options. Beachy and inviting Pierce Island is also right there, begging for a dinghy visit on a nice day. Farther on, the Bonneville Dam and its lock system are awe inspiring feats of engineering set in a geologically striking setting. Locally, there's a great interpretive center, a salmon hatchery with the beloved Herman the sturgeon in his aquarium, and the Eagle Creek Trail, a fantastic gem. Recent wildfires have left this magical place scarred, but Punchbowl Falls is only a mile or two up the trail and always worth a visit. It may be crowded in the summer, but a refreshing dip awaits!



area and just as you encounter the first container ship terminals of Portland is the Willamette River. The Willamette River is a major tributary to the Columbia River. It extends almost two hundred miles south through central Oregon between the Coast and Cascade mountain ranges.

Downtown Portland lies approximately eleven miles upriver. There is only one marina located in the downtown Portland area, Columbia Crossings River Place. Hayden Island, located adjacent to Interstate 5 on the Portland side of the river, is the unofficial epicenter of marine activity. Several large marinas, fuel docks, a boatyard, and the Columbia River Yacht Club are located here.

THE UPPER RIVER

According to known geologic history, a large landslide occurred on the river between the lava cliffs of Table Mountain and the north wall of the Columbia Gorge, approximately 35 miles east of where Portland is today. Sometime between 1100 and 1250 A.D., the slide dammed the river, which rose between 200' and 300' above sea level. This natural dam created an inland sea that extended from Oregon and Washington into Idaho. This natural bridge or dam collapsed sometime during the 1690s, which coincides with the last Great Cascade Subduction Zone earthquake. This collapse created the famous Cascade Rapids near Stevenson, Washington.

Lewis and Clark would first write of the Cascade Rapids in 1805. Settlers had to

portage around them, for they represented a barrier to all who travelled up or down the river. In 1864, a small railway was built to move people and goods around the rapids and in 1896, a set of locks were completed to move boat traffic past this natural barrier in the river. The city of Cascade Locks was born.

The defining feature of the upper Columbia River are the series of hydroelectric and irrigation dams that have basically

redefined the river itself. The first was the Bonneville Hydroelectric Dam completed in 1938, located approximately 30 miles east of Portland. The reservoir created by the Bonneville Dam covered the Cascade Rapids and the locks that were built to circumnavigate them. The subsequent dams that were built turned the upper Columbia and the lower Snake rivers into a series of lakes.

Continued on Page 64

CASCADE LOCKS

The town of Cascade Locks lies upstream of the Bonneville Dam, and the Cascade Locks Marina can be a great stopover. There are a surplus of distinguishing traits for a town this size, including the sternwheeler *Columbia Gorge* that calls Cascade Locks home. The Bridge of the Gods is a striking sight, and a picnic on Thunder Island, a public park accessible by a pedestrian walkway, is a great way to river gaze. For the outdoorsy, the legendary Pacific Crest Trail passes through town, and you may encounter hikers who've spent the spring and summer trekking from the trail's beginning near the Mexican border in California. In true Oregon fashion, there's even a few microbreweries like Thunder Island Brewing Company and the Cascade Locks Alehouse. The Columbia Market grocery store and Brigham Fish Market are good places to reprovision as well. The best part? All of these offerings are within easy walking distance of the marina!





The Pioneer Memorial Bridge, also known as the "Blue Bridge" due to its color, stretches between Kennewick and Pasco, Washington. If you've cruised this far up the river, you've left Oregon behind and are heading north. Beyond the bridge, the Hanford Reach National Monument offers both beautiful wildlife and intrigue as a buffer to the Hanford Nuclear Reservation Site where the world's first large-scale plutonium production reactor was built as part of the Mahattan Project in 1942.

Continued from Page 63

The upper Columbia River can be divided into two areas: the Columbia River Gorge (the Gorge) and the area east of the Gorge. The Gorge is where the river cuts through the Cascade Mountain range and is known for its consistent high winds. For that reason, it has been extremely popular for years now with sailboarders and wind surfers. The high winds conversely can make it challenging to the average boater. The Gorge basically runs from the Bonneville Dam, past the town of Hood River, Oregon, to The Dalles and The Dalles Dam. The town of Hood River is also where the only decent marina and fuel can be found for the entire upper river area. The next fuel stop is not until the town of Umatilla, Oregon, about 20 miles before you get to the mouth of the Snake River and the Tri-Cities area.

IDAHO OR BUST

Beyond the city of The Dalles and The Dalles Dam, the river can be characterized by calm winds and hot temperatures in the summer, perfect for water-based activities. For the very adventurous, one can get as far as Lewiston, Idaho, up the Snake River. The first four dams on the Columbia and the first four on the Snake sport locks to navigate.

In researching this article, I learned that for this area, the holy grail of boating is to run as far up as Lewiston Idaho, on the Snake River. The Snake River is the largest tributary to the Columbia River. At 1,078 miles in length, its head waters start in Yellowstone Park. The river's mouth is located near the Tri-Cities area

in Washington. Even though the Snake is over one thousand miles long, only the first 141 miles to Lewiston can be safely navigated. In the '60s and '70s, the Army Corps of Engineers constructed four dams with locks between the Columbia and Lewiston creating a series of reservoirs and covering some sixty sets of rapids that hindered boating and shipping up to that time.

One thing that needs to be said about this entire area is that moorage and fuel is very limited on the upper river. Careful planning and boat preparation need to be done for each night's stop, fueling up, and transiting the locks (i.e. plenty of fenders and lines).

Venturing beyond Portland on the Columbia River shouldn't be considered until extensive planning and research go into the trip. The Oregon State Marine Board is a good place to start. They also produce an informative book that can be invaluable (website at oregon.gov/osmb). The next resource should be the Columbia River Army Corps of Engineers website (nwd.usace.army.mil). In addition to detailed information and photos of each dam, there is a schedule for the locks. They have synched up the schedule for each of the locks to make it easier for boaters.

Of course, close study of a good chart is a must. Another great secondary resource that I have used for many years now is the satellite view on Google maps. Anytime I have booked trips into places and marinas that I am unfamiliar with, I will pull up the satellite view to get a look at where I am going.

There is one last element that needs to be mentioned, and that is weather. Even though the Columbia River is a marine environment, it is also inland. The weather models that the usual weather sites use do not accurately forecast inland winds. The National Weather Service office in Portland, Oregon, is the source that should be consulted for forecast weather conditions for the Columbia River (weather.gov/pqr).

As always, wherever you decide to go cruising proper maintenance, planning, and smart decision making are the keys to a good boating experience. Cruising up the Columbia River is a uniquely Pacific Northwest experience, a slice of that Lewis and Clark spirit set across Washington and Oregon's dramatic coastline all the way to the Wild West of the interior. If you've got the itch, do your homework, be safe, and go for it. **NWY**



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.



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W E ' V E G O T A N E W H O M E O N L I N E



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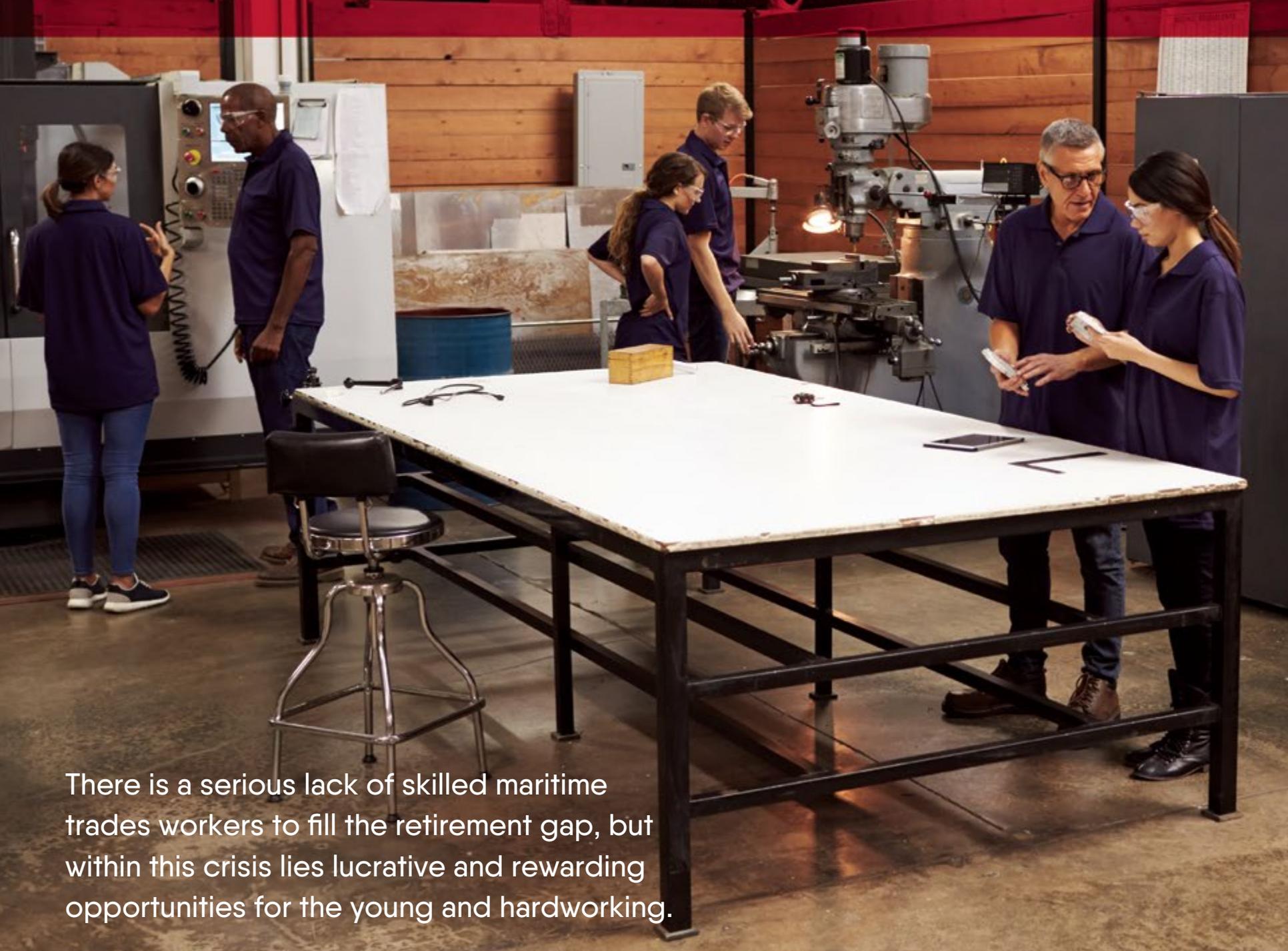
We've redesigned our website to bring you new stories every day and put expert boating advice close at hand, all in a fresh new look. But we haven't stopped there - you can now browse hundreds of boats for sale online as well as view and place classified ads on the web and in print.

We've 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.



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MARITIME TRADES CRISIS & OPPORTUNITY



There is a serious lack of skilled maritime trades workers to fill the retirement gap, but within this crisis lies lucrative and rewarding opportunities for the young and hardworking.

BY PETER SCHRAPPEN

Malcom Dunston's handshake is a bone crusher. This strapping 19-year-old works full-time at CSR Marine Services in Ballard and has climbed the ranks of this boatyard since he was hired the same day he turned 18.

"Last year, I started out and I was cleaning boats and taking out the trash. Now I am a professional bottom painter," says

Dunston. Proudly wearing his CSR white (okay, white with dirt and stray paint) coverall uniform with his name emblazoned on it, he sits down with me to talk about his background, his current position, and his long-term plans.

"Some of my friends are in jail for murder and some are in college playing sports. I wasn't sure where I was going to go after high

school, but the CSR job means that I have a way to build upon something that I love to do, which is to work with my hands and to make a lot of money doing it," he says.

His supervisor, Scott Anderson, who co-owns CSR, chimes in periodically during the interview to remind me of his biggest need. "I can't find workers. If someone could just show up here and fog up a mirror, they would

DES: NITY



Plus (which Dunston participated in), but it's a complex topic with many problems that need addressing for our industry to find the next generation of employees. Get this, can you believe that the state doesn't even fund the development of a maritime curriculum to teach the trades?"

The U.S. has reached a 50-year low in raw unemployment numbers with a jobless rate of 3.7 percent in September (though the economy added a less-than-expected 134,000 jobs, according to the Bureau of Labor Statistics). Washington has a 4.6 percent unemployment rate. Additionally, the number of people going into hands-on technical positions has declined. According to a national study from the Association of General Contractors, there will be a shortage of 31 million tradespeople by 2020.

"The college-for-all mantra gets beat into kids' and parents' heads. The simple fact is that college may not be for everybody," said Rep. Gael Tarleton, a Democrat representing the Ballard area and environs, who successfully passed legislation to make career and technical education a component of basic education for the state. Folding Career Technical Education into basic education means that the state is obligated to fully fund these two per Washington's Constitution.

Dunston exemplifies how college may not be the next logical step for all kids out of high school. Tory Gering of Core Plus, one of the premier CTE programs for the

state, worked with Dunston to prepare him for his CSR career. "Malcolm wasn't super interested in college. Core Plus helped him graduate by providing math and science credit at Rainier Beach High School. He was 17 at the time when he graduated from Rainer. He started fulltime on his 18th birthday, bussing two-hours each way from Rainier Beach to Ballard and he's never looked back," said Gering.

With baby boomers (that generation born between 1946 and 1964) retiring in ever-growing numbers, the labor shortage is becoming more acute. Boomers began leaving the workforce in 2011 and now about 10,000 retire each day, taking vast institutional knowledge with them. An infographic released by staffing company Adecco asserts that 53 percent of skilled trade workers have reached age 45, while nearly 19 percent are over 55. Workers are aging, and not enough young people have an interest in stepping into those roles. If they do, they often lack the skills necessary for them.

Ann Avary, a maritime leader who specializes in training the next generation of workers and runs the Northwest Center of Excellence for Marine Manufacturing & Technology, hears about the demand every day. "A day doesn't go by that I don't get three calls from employers looking for employees," she said. The Center of Excellence serves as a statewide liaison to business, industry, labor, and education with a purpose to create a highly

Below: Salish Sea Expedition is a not-for-profit education organization dedicated to engaging middle and high school students in marine science research aboard a 61' sailing vessel on Puget Sound. Students design their own research project, gather and analyze data using oceanographic equipment, learn and lead navigation and boat handling, and work as a team to better understand the environmental health of the Salish Sea and its connected waterways. For more information, visit salish.org.



be hired. Malcolm's great, but there aren't enough Malcolms."

Anderson's experience is that neither the quality nor the quantity of marine trades workers exist. While he strongly supports training younger workers, he has grown increasingly frustrated at how hard it is find and maintain a staff. "I love career and technical education like Core



Above: Graduates of the Harbor Island Training Center, a public/private partnership between Vigor and South Seattle College. Graduates generally emerge making \$20-\$25 per hour plus full benefits. Below: Core Plus success story Malcom Dunston (forward) and CSR Marine Services owner Scott Anderson on the job.

skilled and readily available workforce that is critical to the success of the industries that drive the state's economy. While it's filling a need, the Center can't keep up with demand, according to Avary.

"Automation and technological improvements will have a transformational impact on skills, education, and training. Right now, the industry needs technical talent in nearly every area, shore side, underway, seafood processing, logistics,

aluminum welding, electrical, systems, engineering, operations, mechanical, crane operators, electronics, refrigeration systems, the list goes on," said Avary.

She continued, "As educators, we have to be willing and able to step up to the challenge of supporting a workforce for the industry. That means taking a more entrepreneurial approach to how we educate, train, and provide professional development: supporting a registered apprenticeship and pre-apprenticeship model that works for small and medium sized employers, more effective outreach to underserved and underrepresented communities, and placing a focus on the technical competencies and skills our employers are telling us they need while ensuring programs are reflective of that. We're doing a lot of work with women, tribal, and latino/latina communities right now, with more work coming in other communities."

These issues are not limited to the Northwest. Bill Yeargin of Correct Craft boats prescribed some solutions to address the shortage of workers nationally in a wildly-circulated column he recently wrote. As Yeargin sees it, first the economy and businesses need people who will show up and work hard even if they don't have the training. Second, the industry needs people who have technical skills. Yeargin also offers some solutions:

1. Promote our industry as a great place to work, similar to how we promote boating as a great way to invest time with friends and family.

2. Establish relationships with trade schools all over the country to ensure the students know about the boating industry and the opportunities we offer.
3. Use our existing boat shows to promote careers in boating. This is a unique tool we have in our industry that can help introduce boating careers to those who attend.
4. Consider the acquisition of a trade school to be owned by the National Marine Manufacturers Association.

Each of Yeargin's points has a direct tie to momentum in Washington. When it comes to promoting the industry as a great place to work, the Washington Maritime Federation, the state association that represents the maritime industry, is putting together a plan to recruit more young people in the trades. Plus, examples of new leadership at established programs at the Seattle Maritime Academy and the Northwest School of Wooden Boatbuilding serve as platforms to learn about career options for those seeking land and sea employment opportunities.

Avary recognized how the word needs to get out about the pay, especially considering how much debt students typically carry. "Money gets a little sticky. The industry has outstanding career opportunities. The average annual salary for underway is about \$70,000 and for shoreside it runs around \$56,000. There is quite a bit of variance, depending on experience, skill, and location."

According to a *Seattle Times* story from 2017, the state university with the highest average debt per student is Washington State University (WSU) at \$25,874. About 58 percent of WSU grads had student debt. University of Washington Seattle students carried an average debt load of \$21,900.

When it comes to establishing relationships with trade schools, Gering, with Core Plus, recently wrapped up a visit to Colville, Washington. Gering spends a lot of time meeting with shop teachers, and this year received the award for the Outstanding Business Champion, which was awarded by the State Shop Teacher Association.

"From Colville to the Puget Sound Naval Shipyard, companies are starting to seek partnerships with their local high schools. And thanks to programs like Core Plus, they get connected with dynamic teachers and get results in a short amount of time," she said. "There's somewhere around 400 shop classes in Washington high schools, although no one would guess it. It's difficult to compete with the college-for-all movement, but it's starting to happen with good success. I think some of these start-up, short-term, feel-good government initiatives could learn a lot



from what's already being done within the K-12 schools."

The Northwest Marine Trade Association sponsors a career fair each year at the Seattle Boat Show. Twenty-three exhibitors attended last year seeking to fill about 350 positions. Attendees from the career fair then received complimentary admission to the show. Last year, 125 job-hunters attended and several were hired on site. "I wouldn't miss it," said Scott Anderson. "That job fair is reminder that these openings can change lives and feed families."

The acquisition of a trade school is a topic that leaders, including a newly elected port commissioner, are prioritizing. The desire would be to build on the success of the aerospace high school in Renton. Avary of the Center of Excellence for Marine Manufacturing provides a global perspective to addressing the skills gap.

"We (the maritime industry) are definitely not out of the woods. The industry is competing with itself and other industries for a scarce technical talent pool," she said. "Technology will drive change for many, if not most of the jobs in the industry and in all sectors of the industry: digital switching, robotics, artificial intelligence, and autonomous systems are here now, and these systems will become more sophisticated and adopted going forward."

While technology may make jobs more efficient, the need for Malcom Dunston and his peers to grab hold of these positions, in the meantime, will not go away. "My biggest accomplishments are learning how to lay fiberglass and to learn new things every day. Every day is different and every day I learn something new. And I have big plans. Next on my list is to get certified in underwater welding. I didn't even know that was a thing just a few years ago," says Dunston.

So next time you get frustrated by the lengthy period of time it takes before your boat is put back in the water and ready for your trip, keep in mind that there's simply not enough people to work on your boat and that disparity is not for lack of coordination. There's a lot to the story that keeps your boat in the repair yard longer than you'd like. Fortunately, Dunston and others are on the case. "I'm in this for the long haul," he says as he dashes back to the yard.

NWY



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



Left: Malcom Dunston, Seattle Mayor Jenny Durkan, and Core Plus champion Tory Gering. Right: Sound Experience's schooner *Adventuress* partners with West Sound Technical Skills Center to offer an intensive experiential at-sea program for 23 students.

MARITIME TRADES PROGRAMS

CORE PLUS:

Boeing provided the seed money to jump-start this two-year program. Now, Core Plus is tackling maritime. When completed, which will occur in the next few months, over 1,000 hours of curriculum will be ready for teachers to adopt in their classrooms.

MARITIME DISCOVERY SCHOOLS INITIATIVE:

The Port Townsend school system adopted this place-based approach to their school system's curriculum to integrate school into this maritime community. Math students learn geometry through sailmaking. Kindergarten physical education means kids are learning to swim young, and topics like salmon habitats fill the science classes.

NORTHWEST CENTER OF EXCELLENCE FOR MARINE MANUFACTURING & TECHNOLOGY:

Located in Anacortes, this school places 100 percent of their students into boatyards in the area upon completion. The partnerships do not stop at the water's edge in Skagit County. Related programs for marine manufacturing can be found throughout the Northwest with a number of Washington state community and technical colleges and private providers from Bellingham to Vancouver.

NORTHWEST SCHOOL OF WOODEN BOATBUILDING:

The Northwest School of Wooden Boatbuilding, located in Port Hadlock, Washington, is an educational institution accredited by the Accrediting Commission of Career Colleges and Schools (ACCSC). The school attracts students from around the world including Japan, Australia, England, South Korea, Austria, Canada, Taiwan, Ireland, Mexico, Scotland, France and Tanzania. Their mission is "to teach and preserve traditional and contemporary wooden boatbuilding skills, while developing the individual as a craftsman."

SEATTLE MARITIME ACADEMY:

If being underway is more your speed, check out this new campus located in Ballard. This school prepares men and women for careers in passenger transportation, fishing and seafood processing, international trade, military operations, and other maritime sub-sectors.

TACOMA COMMUNITY BOAT BUILDERS:

On the shore of the Thea Foss Waterway, this organization provides transformational opportunities for at-risk youth through boat building and positive mentorship. The organization focuses on the design and building of boats to help develop a broad range of skills in an experiential environment of adventure and exploration.

THE WOOD TECHNOLOGY CENTER AT SEATTLE CENTRAL COLLEGE:

This school, which is part of the Seattle Central College system, provides a comprehensive hands-on training in boat-building, repair/retrofitting and systems maintenance. Students learn about repair and construction principles behind both traditional and modern boat building.

VIGOR SHIPYARD:

Vigor Shipyard, in both Seattle and Portland, has partnered with Portland Community College and Seattle Community College, respectively. They provide training opportunities in welding that support workforce development for Vigor and other area maritime companies.

WET DRY AND LIVE

To Dry or Not To Dry, That is the Question!

By Norris Comer

Dry storage as a concept is less mandatory in the temperate coastal Pacific Northwest than most places throughout North America, but certainly attracts its fair share of boaters. Will the growth of dry stacking facilities and the urban squeezing of waterfront property change the game?

T Travel east over the Cascades or up and down the Atlantic seaboard, and you've probably seen quite a few of them; giant dry stacking facilities several rows tall, a wall of boat transoms like an army of defiant Scottish warriors lifting their kilts and giving you a collective mooning. While dry stacking, or dry storage in general, can



flowing, maybe with a skosh of brandy when tucked away for the night.

However, whether to put one's boat into dry storage may be transforming in a larger industry question. *Marina Dock Age* published a nationwide facility operator survey in April 2018, and only one third of the respondents claimed that their facility was without dry storage of some kind. In the same report, facilities that were 10 years or newer reported a 1.4 percent increase in indoor dry storage (stacking) and 2.9 percent increase with covered dry storage (also stacking) than the overall average. This steady increase in dry stacking combined with densely populated—and populating—waterfronts like Seattle may tease a shift toward the stacks. Seattle has increasingly less space to offer traditional wet storage options, the impending Chandler's Cove development in South Lake Union just one prominent example. Even successful urban boatyards can't afford to stow boats on the hard for extended periods of time the traditional jack stand way. Can space-efficient dry stacking offer a way forward for urban boaters?

Firstly, it's worth examining what exactly dry storage means and the various options on the table for boaters. The term dry storage is an umbrella term that contrasts with wet storage, which is any kind of long-term boat mooring situation where the boat in question remains in the water. Dry storage options include the aforementioned dry stacking, stands or blocks in a covered or open boatyard, and private solutions that include lifts and trailers.

LIFTS AND TRAILERS

For those lucky few of us with private property right on the water, it may be tempting to install a private boat lift for one's own use. Commonly seen in Florida—where rampant bottom growth

demands monthly or even weekly hull maintenance—or waters in places like the Midwest that freeze over; a private lift may be worth the investment in these areas. However, where many boating regions of the continent make this kind of investment a no-brainer, there are fewer seasonal threats to a boat in our waters, perhaps explaining why it's less common to see boat lifts in the coastal Pacific Northwest.

Sam Basta of Basta Boatlifts has a few insights, "If your boat is exposed to wind, wake, or debris in the water it is worth getting a boat lift." He continues, "Most of the lakes in the Northwest have fluctuating water levels. In addition to our broad range of lifting capacities, Basta Boatlifts offers products with vertical lifting ranges from 3' to 6'. Our lifts are also very easy to adjust in the water column if you need to accommodate a larger lake fluctuation."

An important element for private lifts is the cradle. The support of a boat on a private lift is a vital part of the equation, and most private lift vendors will take the trouble to send someone out to make the necessary measurements. Also essential when considering lifts are the weather conditions, for while the boat may be safer out of the water, the lift itself still needs to take the weather in stride. Heavy winds, heavy snows, and generally heavy weather can compromise a lift, and by proxy, the boat on the lift. We are blessed not to have a hurricane season in these parts, but if you're on the Oregon coast and you go for a lift, make sure it's a beefy one. Size also matters, as most lift builders are clear about maximum tonnage and the length overall that they can serve.

According to Basta, "The weight of your boat fully loaded with fuel and gear determines what lifting capacity you will need when selecting a boat lift. Other considerations are water depth and the slope and composition of the lake bottom.

Below: A Basta Boatlift in action. Boat lifts of all makes are popular for inland waters, especially lakes with varying water levels and areas of high-use and associated wakes.



be borderline mandatory in locations that freeze over, the temperate climate of the coastal Pacific Northwest makes the decision to dry stow your boat less black and white. One of the blessings that we shouldn't take for granted is that we truly have year-round boating opportunities—as long as you layer up and keep the hot coffee and cocoa



An aerial view of the impressive Lake Union SkyLaunch dry stacking facility, owned and operated by the Seattle Boat Company. The stacking model thrives on the expensive waterfront of Seattle.

Basta Boatlifts has accessories such as hill stabilizers, extended legs, and bracing kits to accommodate the unique locations and requirements to make your boat lift secure.”

Trailers are worth a passing mention, but odds are that if you have a trailerable boat, you are familiar with the benefits. Check with your state’s regulations, but unless you’ve got special certifications and an oversized rig, the size of your trailerable boat will be limited.

Of course, the big plus to having your boat on your own lift or trailer is that you are firmly in control of the situation. If a crisp, clear, November weekend presents itself, why not sneak the boat in the water and head out? This level of flexibility is just not possible with the following options that involve a third party.

HARD IN THE YARD

The classic term “on the hard” generally refers to the use of boat stands or blocks in a yard that support a boat. For many in the Pacific Northwest and beyond, a seasonal trip to the boatyard for needed maintenance involves some time on the boat stands. Whether you’re on the hard for as short a time as possible to get the to-do list done or want to leave the boat there for an extended time, the yard can beckon like a siren song.

As far as access to a boat is concerned, it doesn’t get much better than having the boat on a set of trusty jackstands. Wide open working space and hard-to-reach areas at eye level can make working on a boat as easy as it gets. Of course, whether you can work on the boat yourself or not is up to the boatyard. In fact, the whole experience is up to the boatyard, which can either be great or horrific. Unlike

the private lift or trailer option, you are very much at the mercy of a third party. Is the yard management friendly and flexible, or gruff and strict? This is the wildcard element to the dry storage in the boatyard experience, and it’s easy to see why boaters tend to find their favorite yard and stick with it year after year.

The benefits of stowing a boat on the hard are similar to the private lift or trailer option in that you’re keeping that hull in mint condition and have all the access you need to get that to-do list taken care of. One key element to pay attention to is the placement of the stands or blocks, which the yard workers should be well acquainted with.

For the Pacific Northwest, the yard is also where some boaters opt to shrink wrap their boats for the season. This method, which involves encasing the entire deck in a water- and airtight plastic wrap, is more typically seen in places with harsher winters than ours. However, wrapping is the ultimate anti-moisture method for those who are confident that they won’t be using their boat during the off-season. This method is also popular with boaters who keep their boats in the Pacific Northwest for summer cruising and are out of the state for extended periods of time during the winter.

One economic limitation to keeping a boat on stands in a yard for extended periods of time is the limited space that most boatyards can allocate for this purpose. The typical yard manager is constantly juggling every square foot of yard for different kinds of paying customers, and often clients who are in and out with expensive jobs are more profitable than a fleet of low-maintenance boats in dry storage. Ultimately, a boater

who wants to do this may have to hunt around outside of major urban centers for the closest yard that embraces the long-term storage business model as part of their business. Nigel Barron, a manager at Seattle’s CSR Marine Solutions full service boatyard, weighs in.

“With the price of real estate in Seattle, storing boats out of the water is just not feasible. The only way it could potentially pencil out is with dry stack, because your footprint goes up, or if you are just really slow and are looking to fill the space,” says Barron. “We’ve done the math, and we just can’t afford to store boats. Figure a 40’ stall. I can, with little effort, turn 2.5 bottom jobs through that space in a month for \$5,000. Would someone really pay \$5,000 to store a 40’ boat for a month?”

DRY STACKING: THE FUTURE?

Dry stacking as a concept is nothing new, with many lift manufacturers making affordable forklifts designed for boats since the 1970s. For savvy, space conscious boatyards, the idea of maximizing their available space by going vertical seemed worth a try. As the boat lifts improved, the number of boats that could be stacked grew. The *Toyota Forklifts Blog* published an article earlier this year touting their Toyota High-Capacity Marina Forklift, the design features of which includes a mast with a negative lift meant specifically for taking boats from the water and lifting them onto the stack. Clearly, even the largest manufacturers are responding to the demand for dry stacking.

“Dry stacking has been very popular for us and is in high demand,” says Trevor Campbell, the director of operations at the Seattle Boat Company’s Lake Union SkyLaunch dry stacking facility. Seattle Boat Company manages three SkyLaunch dry stacking facilities in the state. “Each year we have a lengthy waitlist of potential tenants that have realized the benefits of dry stack moorage.”

Marine boat lifts are an entire sub-family of forklifts geared for the dry storage industry.



WASHINGTON DRY STORAGE

There are many places in the state of Washington to put one's boat into dry storage, whether that be a dry stacking facility or blocks in a yard.

Dry stacking facilities are often climate controlled, meaning that your boat should get many of the same benefits as being wrapped without the expense. Speaking of affordability, dry stacking is generally cheaper than sitting on the stands for boat owners. This makes some intuitive economic sense, as the yard needs to charge less because of the efficient use of yard space.

But what of boat access? An owner will not have access to his or her boat in a dry stacking facility. However, most dry stacking facilities, with some heads up, will eagerly retrieve a client's boat from the stack for those spontaneous off-season trips. Dry stacking is less of a commitment than a wrap, with many of the same benefits to protecting a boat.

"We use speedydock.com to allow our tenants to schedule boat movements including launch request and haul outs. Tenants can schedule a launch as soon as 30 minutes in advance," says Campbell.

Dwight Jones, General Manager of Elliott Bay Marina, has some thoughts as a marina manager. "Dry stacking means less small boats in the water, which is good for keeping space open for bigger boats that have no other options," he says. "Small boats have lots of options with regards to moorage, so traditional marinas should gear more towards larger vessels. I think you will see less slips for small boats as marinas redevelop in the next 15 to 20 years."

Another consideration is the potential benefit to the environment. "The more a boat stays out of the water, the less environmental impact from bottom paints and other pollutants it has," says Aaron Barnett, the Boating Outreach Specialist with the nonprofit Washington Sea Grant.

This makes sense, for if a boat is only in the water for a limited amount of time there is much less time for the boat to leach chemicals, use and discharge wayward electricity, wear away systems like automated bilge pumps, etc. With the copper paint and marina electrical usage regulation sagas unfolding, perhaps part of the solution is just to take boats out of the water when possible.

Barnett continues, citing a scientific paper published in the *Ecological Society of America* by University of Washington scientists. "Most sloughing bottom paints, when in the water, will continually emit toxins such as copper which is known to affect salmon's ability to smell and/or its natural alarm system that can leave salmon such as coho salmon vulnerable to predators. When a boat is kept out of the water when it's not

being used, it is obviously a reduction in toxins entering aquatic environments."

Of course, dry stacking as we know it has limitations. Sailboats are largely out of the picture, their awkward fixed keel shapes and towering masts are difficult puzzle pieces for a dry stacking facility to accommodate. Also, heavy trawlers or yachts that are common in these waters are still out of the realm of possibility for most Pacific Northwest dry stacking facilities at the time of this writing. The facilities are also hard to permit.

"I really do not see it as competition. Dry stacking is really just another product for the consumer to choose," says Jones, but he is wary of the future. "The real threat to traditional marinas is dry storage of large yachts like in Anacortes. It's too early to tell what the long-term affect will be since the economy has been good and population growth in the region has been on a record pace. My fear is that a declining economy will force people to use their boats less and spend less on moorage which steers them to land. The storage lots in Anacortes take advantage of cheap land away from the water and are easy to permit and have very low operating costs... scary."

"With waterfront real estate at a premium in Seattle, the only way to accom-

modate for the demand of moorage is to go up," says Campbell.

"I don't see any competition between dry stack and boat yards, or dry stack and wet slips," says CSR's Nigel Barron. "They're just different animals. You're not really going to dry stack your Grand Banks. That being said, the farther you get from King and Pierce County, the cheaper and easier it gets to make those numbers pencil out for long-term dry storage in a yard."

Whether or not dry stacking takes center stage as the go-to moorage option for urban or big boat owners is unknown. Wherever land is valuable enough, the dry stacking facility model will generally out-compete other dry storage options, and wherever the land is cheap enough, dry stacking facilities are accommodating larger boats. Regardless, boaters in the Pacific Northwest are spoiled for storage options. At the end of the day, even the concept of dry storage is an option, for you can always leave your boat in the slip if that's what's best for you. **NWY**

BELLINGHAM

Community Boating Center
Gotcha Covered Storage

ANACORTES

Marine Servicer
Skyline Marina (Flounder Bay)
Summit Park
Twin Bridges Marina (Mt. Vernon)

EVERETT AREA

Bayside Marine
Dagmar's Marina
Pacific Marine Center
Snohomish Storage (Snohomish)
Port of Everett

SEATTLE AREA

Seattle Boats SkyLaunch
Seattle Shrink Wrap
South Park Marine
Waypoint Marine Group
Lake Union SkyLaunch
Mercer Island Storage Court (Mercer Island)
Newport SkyLaunch (Newport Basin, Bellevue)

TACOMA AREA

All Size Storage (Puyallup)
Foss Landing Marina
Narrows Marina
Point Defiance Marina

OAK HARBOR

Oak Harbor Marina

EDMONDS

Port of Edmonds

KENMORE

Northlake Marina

WOODINVILLE

Doug's Boats

KENT

Gonnason Boats

OLYMPIA

Swantown Marina



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LOUD AND CLEAR

A MASTER CLASS IN MARINE COMMUNICATIONS



WORDS: **JEFF COTE**

Modern boats are jam-packed with sophisticated communication equipment. We trace the evolution of that tech from VHF to AIS to Wi-Fi and more.



In the late 19th century, scientists and inventors harnessed a peculiar phenomenon that allowed for the electrical communication of messages without the use of wires. This phenomenon became known as wireless, or radio, and revolutionized marine safety. These early low-frequency (LF) radios were crude and required a skilled Morse code operator.

By the early 20th century, many ships at sea had adopted this technology for communication with other ships as well

as shore stations for both convenience and commercial reasons. This rudimentary technology saved many lives when the *RMS Titanic* sank in 1912. However, the officials at the time realized that more could have been saved if there had been a coordinated and mandatory use of radio technology at sea. Regulations were adopted that required ships to have wireless communication systems installed and to ensure a skilled operator was on watch throughout the voyage.



munication existed, but it relied on the whim of nature to allow for predictable long-distance communication and still required the skill of a trained operator to ensure messages could be reliably sent and received.

With the dawning of the Space Age, satellite communication eliminated the reliance on the highly-variable nature of shortwave communication and brought advances in location technologies such as the Global Positioning System (GPS).

SPACE AGE MODERNITY

In 1979, a new system called the Global Maritime Distress and Safety System (GMDSS) was established to provide the communication necessary for a global search and rescue. GMDSS essentially combined the effective technologies developed over a century of experience to improve safety at sea.

In 1988, the SOLAS (Safety of Life at Sea) Convention was amended, requiring ships to carry GMDSS equipment such as NAVTEX and satellite emergency position-indicating radio beacons (EPIRBs). Once these devices had become common place on commercial vessels, manufacturers realized that there was a place for this technology in the recreational boat market. The technology was now not only affordable, but it also did not require advanced skills to operate. The way was clear for recreational boaters to take advantage of the latest advances in maritime safety.

EPIRBs and pocket-size personal locating beacons (PLBs) initially worked with polar-orbiting satellites that would calculate the beacon's position as they

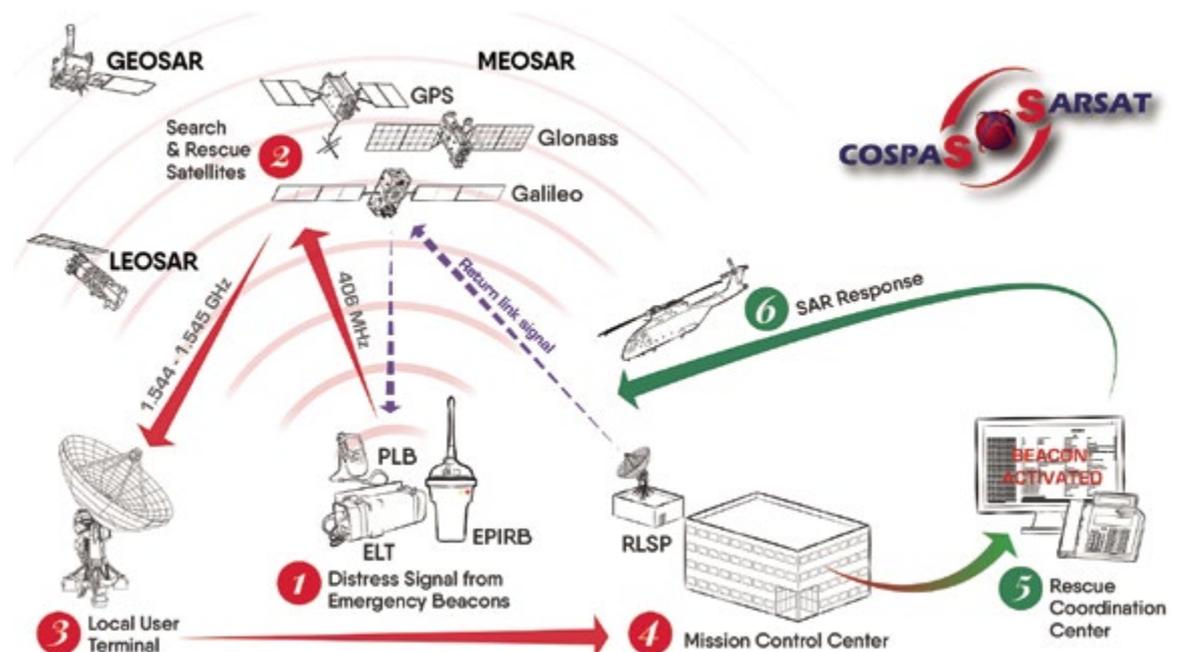
passed overhead. Capable of broadcasting on both 406 MHz and 121.5 MHz, they could only provide a position accurate to within a couple of nautical miles and could take a minimum of 90 minutes. With the introduction of GPS into an EPIRB or PLB, satellites using the COSPAS-SARSAT system could update the position every 50 seconds and were accurate to within 300 feet.

COSPAS-SARSAT is an international cooperative, satellite-based, radiolocation system for aviators, mariners, and land travellers in distress. COSPAS is the original system developed by the Soviet Union in the mid-70's and SARSAT was developed in parallel by Canada, France, and the USA. COSPAS-SARSAT comprises a number of payloads on low earth orbiting and geostationary satellites monitoring for distress calls 24 hours a day. These satellites are, in turn, monitored by earth-based search and rescue coordination centers around the world to ensure emergency responses occur as quickly as possible.

Many boaters have a VHF radio installed on the boat, but usually communicate via smart devices while cruising local or coastal waters. In an average boating year, the VHF radio is rarely used. If you fall into this category, you should consider that a VHF radio call provides more reliable communication in an emergency, especially in the geographic environment of the Pacific Northwest. It may be time for you to look at some of the upgrades available, such as Digital Selective Calling (DSC) and the Automatic Identification System (AIS) which significantly improve situational awareness and safety.

A VHF radio equipped with digital

The technologically miraculous international COSPAS-SARSAT at a glance. Thanks to this system, the Earth's search and rescue capabilities can be tapped into by anyone with the activation of a compatible EPIRB or PLB.



As the 20th century progressed, long-distance communication combined with day and night radio operation moved largely to the medium frequency (MF) and high frequency (HF) bands. A skilled radio operator was still required to maintain and operate the equipment. The development of radar in World War II resulted in many rapid advances in communication technology and opened the very high frequency (VHF) bands for practical use after the war. The basis for effective real time com-

selective calling (DSC) allows boaters to send out a distress signal with the push of a button. A Maritime Mobile Service Identity (MMSI) number, programmed into the radio, will supply rescuers with an exact position and information regarding your vessel. These radios are available in both handheld and fixed installation models.

You can obtain an MMSI number for your boat's VHF radio in the U.S. through an FCC (Federal Communications Commission) and U.S. Coast Guard approved boating organization such as Boat US, Sea Tow, or the U.S. Power Squadron. In Canada, you can apply online at the Industry Canada website. If you are an American recreational boater who plans to travel to a foreign port, you will need to apply for a ship station licence with the FCC. You are still allowed to travel in international waters without a ship station licence, however, you can't travel to or communicate with a foreign port without the licence.

AMAZING AIS

Another incredible advancement in marine communications is the automatic identification system (AIS). When asked about AIS, I often use the example of exchanging virtual boat "business cards" on the water. AIS information includes the vessel name, call sign, vessel size, and navigation data such as present location, course on ground (COG), and speed over ground (SOG).

AIS information can be used on its own, but most often the information is displayed on your boat's chartplotter by overlaying each AIS target's physical location, COG,

and other information in relation to your position and COG. Some chartplotters will even predict potential collisions and warn the operator.

AIS is a fully automated tracking system used to identify and track other vessels visually as a method of collision avoidance. Passenger ships, such as ferries, tugboats and most large commercial vessels, have a Class A transceiver (12 watts), to send and receive AIS information on VHF frequencies. Each ship transmits a unique identifier (MMSI) and its current coordinates, plus information like navigation status, SOG, COG, the name and size of the vessel, and even at times its destination.

Some recreational boaters opt to transmit AIS information using a Class B transceiver (2 watts). AIS information is free and no subscription is required. All you need to take full advantage of AIS is a VHF or AIS antenna and AIS receiver (and/or transceiver), plus a compatible chartplotter or smartphone/tablet.

Since AIS information is transmitted over VHF frequencies, it does better than line of sight, and AIS broadcasts can commonly be received over low mountains or islands. Unlike radar, AIS can "see" around corners. This can be a huge safety benefit in inclement weather or when navigating the many islands and passages of the Pacific Northwest, and it is a great complement to your existing radar. Also, because AIS includes the vessel's MMSI number and name, hailing a particular ship over VHF can be simplified. An MMSI number is required for any AIS device to operate as a transmitter.

There are numerous apps that provide AIS information, but they should never be used to make navigational decisions as the navigation information updated on the app might be outdated. Receiving old data is not useful for predicting a potential collision. For an online example of AIS information, visit marinetraffic.com.

NUMEROUS NETWORKS

Most boaters agree that being on the water is about getting away from it all, but for some of us the internet has become an integral part of boating. No longer just for work and updating family, having a good internet connection on your boat allows you to access real time weather conditions, update navigation software, and communicate with boats in your vicinity.

With the advent of faster and more prevalent cell networks, we now have three different methods of wirelessly connecting to the internet: Wi-Fi, cell networks, and satellite. Offshore or global boaters rely on satellite connectivity which is far more expensive than land-based internet. Nearshore boaters have, typically, relied on marina Wi-Fi connections or a cellular hotspot through a smartphone. However, the service is spotty and can be unreliable. Boaters are now installing cellular modems, routers, amplifiers, and external cellular antennas to establish a dedicated connection that can be broadcasted for use on multiple devices aboard the boat.

One of the most common solutions for boaters is to purchase a smart hub that allows you to install a dedicated modem on your boat so that all your devices, includ-



Clockwise from upper left: Many lives were saved aboard the *RMS Titanic* thanks to the emerging use of radio communication in 1912; An AIS transponder hub in a nutshell, note the use of Wi-Fi, radio, and NMEA networks; AIS information overlaid on a digital chart is a great way to see what boats are coming your way (and be sure they know where you are).

ing newer chartplotters, can be connected continuously. These hubs offer much higher speeds and most companies offer monthly plans so you can use it during the cruising season. The one challenge with the Pacific Northwest is that there are some great bays and anchorages that are not close to a cell tower. To solve this, you can install an external antenna, amplifier, or booster.

There are two main types of external marine antennas. Directional antennas, as the name implies, refers to signal coverage in a specific direction. Also referred to as uni-directional or beam, these antennas are good for use in a marina where you can point the antenna to a fixed point on land. The second type, omni-directional antennas, have a radiation cone of 360 degrees, but are designed to radiate most of the signal near the ground and not into space. These antennas are by far the most popular choice as they don't require any adjustments, good for boaters as they move locations or while swinging at anchor.

Cellular boosters or amplifiers require at least some signal to boost, so if there is no outside cell signal then the booster will not work. Cell boosters come in two different flavors; one relays the boosted signal via a wired connection to another device (i.e. smart hub described above) and the other transmits the signal wirelessly via a directional internal antenna to any nearby cellular device.

I installed a Shakespeare Super Halo Cell Booster on my boat and can report good service in places like Jedediah Island and Prideaux Haven, both in British Columbia. It is the first five-band cell phone booster with 2G, 3G, and 4G voice and data, but, for this system to work, there must be some cell signal. This powerful 462-square-meter coverage signal amplifier boosts cell reception of all US and Canadian mobile networks on all wireless devices. It ships with everything you need to plug and play: a 50dB adjustable marine cell phone signal amplifier, an omni directional outside antenna, and a unidirectional inside panel antenna. Designed with boaters in mind, the unit will go dormant when not in use to save power.

The trick with using cellular on your boat is to monitor your usage. Major telecommunications companies offer apps that allow you to view your usage in near real-time. While it is nice to watch a movie on a rainy night or relax while the kids watch cartoons, you must have a good idea of how much data you are using and how much data is included in your plan. Here is a basic guideline of the data used for video streaming:



The multifunction displays of today offer an incredible array of capabilities that can utilize several networks at once on split-screen.

At the other end of the spectrum is satellite communications. Coverage is almost global, but this comes at the costs of slower data connectivity speeds and expensive data costs. When boating offshore or on trips where cellular and Wi-Fi connections are limited, satellite may be the only op-

10 Minutes	100 MB
30 Minutes	300 MB
60 Minutes	600 MB
4 Hours	2.4 GB
4 Hours/day for 20 days	48 GB

tion. Connectivity speeds vary depending on the satellite system hardware and the technology used. Low-end hubs allow light web browsing, voice communications, and downloading weather information. If you are looking at high bandwidth applications like HD television, then you will be looking at the very high end. The two most popular options are a fixed satellite dish, like a KVH system, or a small lightweight system such as the Iridium Go, IsatHub, or the SPOT Connect. These systems connect to a smart device and to the internet through a satellite, allowing short emails or text messages to be sent, Facebook and Twitter updates, and emergency SOS messages.

A tried and true option for cruisers in remote areas is marine single sideband (SSB), which allows for an unlimited number of people to listen to a transmission at

the same time. It is especially useful for ocean-crossing racing events or a group of boats travelling together and can allow the lonely solo sailor to have companionship on long voyages.

SSB relies on High Frequency propagation, which varies constantly with the time of day and requires a radio license. A certain level of skill and experience is required to effectively use SSB radio. SSB products, like the Icom transceiver, have been on the market for over 20 years and offer a range exceeding 4,000 miles. They can be combined with a Pactor modem and SailMail to allow for brief emails while offshore.

These advancements in communication have dramatically assisted with on-water safety. Over the past decade alone, it has been fascinating to watch how all these separate technologies have been integrated and work together. Radar and AIS overlays on multifunction displays have allowed boaters to go farther and see more. Wi-Fi, cellular, and satellite networks have allowed real-time access to weather information, along with the ability to stay in touch with friends, family, and fellow boaters. All this interconnectivity has brought our community closer together and allowed us to enjoy the journey more than ever.

NWY



Jeff Cote is a systems design engineer and owner of Pacific Yacht Systems - a full-service shop delivering marine electrical and navigation solutions for recreational and commercial boats. Visit their website and blog for info and

articles on marine electrical systems, projects, and more at pysystems.ca.

RACING SHEET



Wild Ride at PSSC

Words: Doug Hansen // Photos: Jan Anderson

The brief post-summer break in racing ends as racing fleets return to the waters of Shilshole Bay for the fall racing season. Corinthian Yacht Club's Puget Sound Sailing Championships marked the end of the summer short course racing, but with nine classes of boats racing

on two courses, the October 13-14 weekend was a perfect send off to the fall season.

Saturday morning welcomed racers to a bit of a blow with a northerly breeze and sunshine. The blow combined with the ebb tide and steep chop wreaked havoc on the smaller boats, making it essential to keep sheets un-

loaded with crews hiking hard. The wind speed was steadily into the low twenties and the starts were challenging as boats ripped around, jostling for a clean spot along the line. Bryan Rhodes' recent experience racing in high wind at the North American Championships helped him secure victory in the J/80 fleet,

and Ben Braden, once again, led the way in the high-wind loving Moore 24s.

There was no shortage of drama on the water with the excitement flirting uncomfortably close to catastrophe as the fleets dealt with numerous near misses including torn sails, broken spinnaker poles, and most unfortunately, a legitimate man overboard. Thanks to the quick action from skippers and crews, everyone was quickly and safely pulled from the water with spare time for responding boats to finish racing.

With other racers, the race committee, and even a passing dinghy sailor all rapidly responding to the sailor in need, the crisis was resolved and near tragedy averted. The race committee stepped up by granting scoring redress to those involved in the safety efforts, setting a



Top: *More Jubilee* leading the J/105 fleet to win first overall in the nine-race Puget Sound Sailing Championships.

Bottom, left to right: *Last Tango* in a duel with *Delirium* in the J/105 class; Saturday's stiff breeze on display, look at that sweet downwind sleigh ride!

Results: PSSC Large Boat 2018

Listed are selected results from the 2018 Puget Sound Sailing Championships.

2 CLASS

Boat	Rating	Type	Sail	Skipper	R1	R2	R3	R4	R5	R6	R7	R8	R9	Total
1st Wicked Wahine	24	Melges 32	125	Darrin Towe	1	1	2	1	1	1	2	2	3	14
2nd Shrek	36	1D35	35016	John Hoag	3	3	5/DNC	4/DNC	2	2	1	1	1	22
3rd Absolutely	18	Farr 39 ML	3909	Charlie Macaulay (SP)	2	2	1/RDG	2	4	3	4	3	2	23
4th Ballistic	24	Melges 32	109	Brad Cole (SP)	6/DNC	6/DNC	5/DNC	4/DNC	3	4	3	4	4	39
5th Freja	18	Aerodyne 43	2	Jonathan Cruse	4	4	3	4/DNC	7/DNC	7/DNC	6/DNC	6/DNC	6/DNC	47
6th Maks To The Moon	24	Melges 32	127	Jeanne Goussev	6/DNC	6/DNC	5/DNC	4/DNC	5	5	5/DNF	6/DNC	6/DNC	48

precedent that no one should ever put racing above safety.

Sunday began with a slightly more manageable tone to the relief of sore bow teams ready for a change of pace from the day before. A pleasant ten knots of wind settled in, again from the north, bringing sunshine and warm air to the race course.

The dramatic change in pressure from the day before shook up the leaderboard, with many of Saturday's top boats struggling to find the fast gears. Some boats that were barely hanging on or forced to retire with broken boats the day before rose to the top. With steady winds throughout the day, the race committee on the north course could finish an impressive five starts to round out the series with a solid nine scored races for each fleet.

In PHRF 2, Darrin Towe and his crew on *Wicked Wahine* continued their dominating summer, taking home another win to go with his Pacific International Ton Championship and Whidbey Island Race Week trophies. Meanwhile, Erik Kristen in *More Jubilee* took home the win in the hotly contested J/105 fleet with an impressive 5.6 points ahead of the next boat in a very tough one design fleet.

Next up on the racing calendar is that the big boat fleets are back in Shilshole Bay for the Grand Prix Invitational Regatta hosted by the Seattle Yacht Club. The event crowns the Puget Sound racing calendar as the ultimate test for skippers and crews as the regatta encompasses both short course buoy racing and geographical point to point racing. With historic winners of this event including national champions and Olympic medalists, it is no wonder why this regatta is a focal point on many skippers' calendars every year. **NWY**

J/105

Boat	Rating	Type	Sail	Skipper	R1	R2	R3	R4	R5	R6	R7	R8	R9	Total
1st More Jubilee	93	J/105	114	Erik Kristen (SP)	1	1	2	1	4	1	2	3	1	16
2nd Moose Unknown	93	J/105	89	John Aitchison (SP)	2.4/RDG	2.4/RDG	2.4/RDG	2.4/RDG	2	2	3	2	3	21.6
2nd Jaded	93	J/105	299	Chris Phoenix (SP)	2	4	5	2	3	4	1	4	2	27
3rd Delirium	93	J/105	272	Jerry Diercks (SP)	10/DNF	2	1	3	1	3	4	1	4	29
4th Liffoff	93	J/105	403	Jeffrey Pace	6	5	3	4	5	5	7	6	5	46
5th Peer Gynt	93	J/105	235	Paul Viola	5	6	4	8/DNC	6	6	5	5	6	51
6th Puff	93	J/105	115	Steve Summers (SP)	9	7	6	5	7	7	6	7	7	61
7th Last Tango	93	J/105	212	Jim Geros (SP)	4	3	9/DNC	8/DNC	10/DNC	10/DNC	10/DNC	9/DNC	9/DNC	72
8th Avalanche	93	J/105	495	Jeremy Boynes	8	9/DNF	9/DNC	8/DNC	8	8	8	9/DNC	9/DNC	76
9th Paladin	93	J/105	412	Daryl Schlick	7	9/DNF	9/DNC	8/DNC	10/DNC	10/DNC	10/DNC	9/DNC	9/DNC	81

5 CLASS

Boat	Rating	Type	Sail	Skipper	R1	R2	R3	R4	R5	R6	R7	R8	R9	Total
1st Here & Now	120	J/29M	31834	Pat Denney (SP)	1	1	8/DNC	1	1	4	1	1	1	19
2nd Gaucho	114	Ross 930	68	John Cahill (SP)	2	2	1	2	2	3	3	2	5	22
3rd Kowloon	129	Olson 911	17	Ken Chin	5	5	2	5	3	2	7	3	4	36
4th Elixir	156	A101	29	Megan Kogut	4	4	4	4	5	5	2	5	3	36
5th Kiwi Express	117	Farr 1020-2	69147	Reinhard Freywald	3	3	3	3	7	7	4	6	8	44
6th Slick	120	J/29	69299	Christine Nelson	7	6	8/DNC	9/DNC	4	1	6	7	2	50
7th Selchie	198	Thunderbird	101	Kwadwo Copeland	8	7	6	6	6	6	5	4	6	54
8th Mata Hari	147	Catalina 36 Mk II	1660	Jeff Blyth	6	8	5	7	8	8	8	8	7	65

MELGES 24

Boat	Rating	Type	Sail	Skipper	R3	R4	R5	R6	R7	R8	R9	R10	R11	Total
1st Square one	99	Melges 24	547	Matt Pistay	3	1	2	2	3	1	4	1	1	20
2nd 12 Happy Thoughts	99	Melges 24	675	David Brede (SP)	1	3	1	3	4	3	3	2	2	26
3rd Distraction	99	Melges 24	497	Tom Greetham	4	7/DNC	7/DNC	1	1	2	1	4	4	38
4th Good Enough	99	Melges 24	806	Matt MacGregor	2	2	3	5	2	6	2	3	8/DNC	40
5th Pickled Beets	99	Melges 24	623	John Rahn (SP)	5	4	5	6	6	5	6	6	3	57
6th Trophy Wife	99	Melges 24	243	*Not Available	6	5	4	4	7	7	7	7	5	64
7th Rogue	99	Melges 24	417	Alex Krawarik	8/DNC	7/DNC	7/DNC	7	5	4	5	5	6	68

J/80

Boat	Rating	Type	Sail	Skipper	R2	R3	R4	R6	R7	R8	R9	R10	R11	Total
1st Reckless	129	J/80	296	John Sezer (SP)	1	5/DNC	5/DNC	1	1	1	1	1	1	19
2nd Crazy Ivan	129	J/80	151	Bryan Rhodes (SP)	2	1	1	2	2	3	2	2	4	20
3rd Raven	129	J/80	68	Mike Gridley	3	2	2	4	3	4	3	4	2	30
4th Underdog	129	J/80	85	Lek Dimarucoot (SP)	4	3	3	3	4	2	4	3	3	33
5th Namaste	129	J/80	257	Kevin Callahan (SP)	6/DNC	5/DNC	5/DNC	5	6	5	6	5	5	54
6th UpRoar	129	J/80	41	Morris Lowitz	6/DNC	5/DNC	5/DNC	6	5	6	5	6	6	55

MOORE 24

Boat	Rating	Type	Sail	Skipper	R1	R2	R6	R7	R8	R9	R10	R11	Total
1st More Uff Da	168	Moore 24	26	Ben Braden	1	1	2	1	1	1	1	1	9
2nd Amooore	168	Moore 24	13	Joy Dahlgren	2	3	1	2	3	4	4	5	24
3rd Moorality	168	Moore 24	47	Josh Raymond	3	2	5	4	2	3	3	3	25
4th Morphine	168	Moore 24	72	Simon Walker	4	4	3	5	5	5	2	2	30
5th La Lucha Moore	168	Moore 24	131	Joe Grieser	6/DNC	6/DNC	4	3	4	2	5	4	34

SAN JUAN 24

Boat	Rating	Type	Sail	Skipper	R1	R2	R6	R7	R8	R9	R10	R11	Total
1st Return	228	San Juan 24	39166	Mark Bradner (SP)	1	1	1	2	1	2	1	3	12
2nd Grauer Geist	228	San Juan 24	39160	Kenneth Johnson (SP)	2	2	4/DNC	1	2	1	3	1	16
3rd Manhattan Transfer	228	San Juan 24	39508	Mike Irish (SP)	3	3	2	4	4	4	2	4	26
4th Fancy	228	San Juan 24	49516	Jeff Kendall (SP)	4	5/DNC	4/DNC	3	3	3	4	2	28

Tofino, British Columbia

Words and Photos: Eva Seelye

Vanagons boast surfboards tied to their roof racks. Fishing boats come and go from the docks as freely as the thousands of whales that migrate through here every year. Free spirits gather to strum to the beat of the beach fire's crackle as the sun sets behind the horizon, and surfers ride the constant, offshore break in the distance. Believe it or not, this surfing oasis doesn't require a plane ticket to Oahu's North Shore but rather a cruise up north to the pearl of Canadian surfing. Tofino, British Columbia, is the surfing capital of Canada and a hot spot for both locals and visitors from around the world to surf sick breaks, hike the lush rainforest, explore hidden coves and oceanside hot springs, hang out in town, or simply sit back, relax, and point fingers at those who are crazy enough to take on the cold coastal waters off Vancouver Island.

The tiny surfing town of Tofino—nicknamed the “Tough City” in the early 1900s for its long, rainy, and tempestuous winters—is a seasonal escape for most, located on Vancouver Island's west coast on the southernmost inlet of the 400,000-hectare Clayoquot Sound region. Tofino was only accessible by boat until a logging road poked through the mountainous landscape in 1959. The first wave of surfers appeared shortly after, setting up makeshift camps among the coastal shrubbery. Once it was paved in 1970, the road became Canada's only paved road to the open Pacific Ocean, making Tofino the official western terminus of the Trans-Canada Highway.

Today Aussie and Kiwi accents dominate the town's tourism industry, which greets between 750,000 and a million visitors every year. Restaurants, beaches, and other outdoors activities are omnipresent. Five sandy beaches stretch along Tofino's

coast among rocky outcroppings and scenic rainforest. Most of them are surfable and all are a good time. Just a short bike ride south is the ever-popular Pacific Rim National Park. But once outside of Tofino's city limits, we recommend employing a mode of transportation such as a bike. A free shuttle stops at four of Tofino's five beaches along with other popular Tofino locations, making transportation a breeze in the summer months.

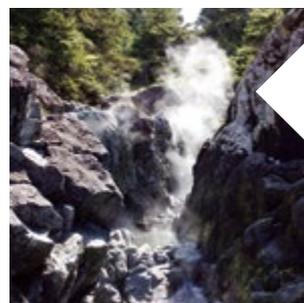
Pack your foul weather gear and bring an appropriate amount of preparedness when tackling the west side of Vancouver Island. When arriving, cruise into the Tofino Resort

and Marina or Tofino Harbour Authority on Tofino's north shore to snag a slip. The town itself is walkable with restaurants, cafes, museums, and Tonquin Beach just a short stroll away. Pick up a latte and house-made doughnut at the Rhino Coffee House, browse the local shops and boutiques, or hop on that free shuttle for some good ole' Northwest coastal adventures. Storm watching in the off-season is a local activity, so pick your weather windows wisely as a skipper. It's far better to watch a North Pacific storm from Tofino with a steaming cup of coffee than try to beat your boat through. **NWY**

Ride the Wave

Tofino hosts more surf shops than grocery stores, so it's hard to choose just one. Pacific Surf Co. is a standout surf school in Tofino and offers every board rental imaginable. Book a private, group, or family stand up paddleboard or surf lesson online, or rent from their downtown shop for a couple hours, a day, or maybe three on your own. Other rental locations include Live to Surf, Long Beach Surf Shop, Surf Sister Surf School, Tofino Surf School, and Tofino Paddle Surf.

Among Tofino's beaches, Cox Bay, South and North Chesterman, and MacKenzie Beach are surfable. On a beautiful day, think Waikiki with a Pacific Northwest twist. Beach fires take the place of sunbrellas, beer substitutes for cocktails, and wetsuits hang off bodies like sundresses. But here, tourists surf among locals, and if you don't run anyone over, all are friendly as ever.



Hot Springs Cove

Hop in that vessel of yours and cruise 27 nautical miles northwest of Tofino to discover one of the area's most beloved attractions. Hot Springs Cove in Maquinna Marine Provincial Park boasts seven geothermal rock pools nestled into the island's rocky shoreline after a 1.5-kilometer boardwalk trail through old growth forest – the island is only accessible by floatplane or boat. Admire the names and ships that have been carved into the wood of the boardwalk as you make your way up the boardwalk's steps and along the coast to the pools.

Take your time jumping between mineral pools from the ocean inland, as each pool progressively gets hotter as you venture further away from the ocean. What with the waterfalls splashing into the pools, the massive trees above, and a view of the mesmerizing ocean, it's recommended to spend at least six hours here.

Hike into the Wild

With breathtaking natural scenery, it's easy to get lost in the beauty of Tofino's wilderness. A short cruise away (via water taxi or your own vessel) on Meares Island lies the Big Tree Trail; a 2.2-mile boardwalk guides you through the rainforest among some of the largest cedar trees in the world. The Rainforest Trail barks up the same tree for those looking to keep to the mainland. This trail is divided into two short boardwalks where you can walk among lush rainforests under old growth cedar and fir trees.



Visitors far and wide find their way to the Wild Pacific Trail to take in the wind-sculpted coastline of Ucluelet – a 35-minute drive south of Tofino (this is where bikes come in handy). The Lighthouse Loop is one of the two sections that make up the 5.6-mile trail network. The more family-friendly, 1.6-mile trail leads you past a historic lighthouse and along the rocky shoreline and its sea stacks before venturing back into the rainforest's protective canopy. Check the Ucluelet Small Harbor Marina for open slips if you'd rather boat over than bike. Lastly, and the most difficult of the bunch, is the spectacular Lone Cone trail on Meares Island. At the top of this 4.36-mile hike with a 2,395' gain (in under a mile) are spectacular views of Tofino, Clayoquot Sound, and the surrounding islands.



Wildlife, Wild Waters

Tofino and its surrounding area is a mecca for nature's wild ways in any season. Twenty thousand gray whales migrate past Tofino's shores from Baja to Alaska March through October making for some of the best whale watching around, and in the summer, Vancouver Island black bears visit the Meares Island low tide line to feast. Hop on a tour of each and maybe you'll even steal a peek at one of the area's transient orca whales.

For the daring, take your chances exploring the area mid-winter to see the dramatic skies, slanting rain, and massive swells of Tofino's storm season. Storm watching is a hobby out here in Tofino; the weather can change in a second, and it's spectacular to watch. Discover their power at Wickaninnish Inn on Chesterman Beach where the sport began, or take in the largest waves over at Cox Bay.



GASTRONOMY

There's no food like seafood, and Tofino offers some of the freshest around. The Hatch Waterfront Pub is smack in the middle of the Tofino Resort and Marina and offers incredible views out to the Sound. Thanks to their delectable happy hour menu and local drafts, we feasted upon mouthwatering fish tacos, tempura prawns, and the Canadian staple on a cold blustery day: poutine.



For legendary fish tacos, stop by the original Tacofino food truck. It's worth the line. Shelter is a favorite, and with its enclosed patio dotted with firepit tables and two levels of dining, it's easy to see why. Try anything off their "Local Waters" menu. Lastly, taste the land at Sobo or pick up a curious cocktail at the Wolf in the Fog. Tofino Brewing is another worthwhile visit, if you can get in!

15,000 Years of History

Clayoquot Sound is 15,000 years old and rich in natural and tribal history. Stop by the Clayoquot Heritage Museum to dip your toes into 10,000 years of social and geographical history including fishing history, glaciation, Nuuchah-nulth history (pre-contact to present day), Nikkei history, fur trade, and town development among other educational artifacts. Visit tofinomuseum.com to see what's showing. Then, head down to the Kwisitis Visitor Centre to discover First Nations stories, gaze upon a replica of a First Nations longhouse and whale hunt, learn about the differences between bear, wolf, and cougar tracks, salmon's contribution to the rainforest, and more.



Marinas

TOFINO RESORT AND MARINA:

N 47°32'55.77" W 122°15'37.45"
634 Campbell St, Tofino, BC V0R 2Z0, Canada
Amenities & Moorage: Full-service. 58 slips for vessels up to 130'. Gated with shower and laundry services. Power and domestic water at every slip, fuel dock, gym access, ice, Wi-Fi.
Contact/Comms: Marina office is 844-680-4184. VHF channel 66A is monitored. email info@tofinoresortandmarina.com.

TOFINO HARBOUR AUTHORITY:

N49°09'11.70 W 125°54'09.11
40 Fourth St. Tofino, BC, V0R 2Z0, Canada
Amenities & Moorage: Federally incorporated. First-come, first-served moorage. Shore power, washrooms and showers, laundry, Wi-Fi, 2-ton crane, pay phone, pumpout, water, boat ramp.
Contact/Comms: Marine office is 250-725-4441, email tofharbour@gmail.com. VHF channel 66A is monitored.

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Thrusters

FEATURING **CHRIS FEFFER** OF PLATYPUS MARINE AND **NIGEL BARRON** OF CSR MARINE

“Not everything that is more difficult is more meritorious.”

— Saint Thomas Aquinas



Capt. Chris Feffer

Captain Chris Feffer grew up boating on the Connecticut River and Long Island Sound and started working at a marina when he was 13. He spent ten months as a cadet on a 187' tallship, the *S/Y Concordia*, where he navigated the Atlantic, Mediterranean, Caribbean, South Pacific, and Canada. He went into the maritime industry professionally where he's captained many vessels, some of which were over 130' in length. He joined Platypus Marine in March 2018 as a senior executive.



Nigel Barron

Nigel Barron has lived in the Puget Sound area since he was a child. Always sailing, he stayed in the area and taught at Pacific Lutheran University in Tacoma until he tired of academia and made his passion for boats his livelihood. He got a call from CSR 15 years ago to help commission during a busy season and the rest is history. Barron is out sailing, usually on the Reichel-Pugh 52 *Crossfire*, in every regatta he can.

Rarely will docking the boat be a highlight of a day on the water, but it certainly has the potential to be a low point. We've all seen or been a part of the mad scramble as an incoming boat lumbers toward its slip a few feet (or yards) off-target with expensive property and public face on the line.

A stiff breeze or slight miscalculation can make the difference between keeping the smiles wide aboard and skyrocketing the collective blood pressure. Fortunately, a miracle of innovation delivered a not-so-secret weapon into the hands of boat drivers everywhere that has subtly changed docking and low speed maneuvers forever: thrusters!

A tactical set of bow and/or stern thrusters on a boat makes all the difference for many. Essentially a strategically placed propeller that enables sideways movement, a trusty thruster is a boater's best friend. Off target? Not a problem, a few pulses of that thruster will put even large yachts back on course again, no emergency reverse required. Increasingly prevalent, and even standard, on boats these days, the

thruster is an often appreciated but rarely examined system aboard.

To learn more about the world of thrusters, we turned to Captain Chris Feffer, the project manager of Port Angeles, Washington-based Platypus Marine Services, and Nigel Barron, a manager at Seattle's CSR Marine Services.

With a lifetime of maritime credit under his belt, Capt. Feffer has overseen countless thruster-related projects on vessels in the government, commercial, fishing, and recreational spheres. Barron has been sailing and boating most of his life and has been at CSR for 15 years doing similar work on recreational vessels.

NWY: For the uninitiated, what exactly are the primary purposes of bow and stern thrusters aboard and what's the basics of how they work?

Capt. Feffer: Simply put, bow thrusters are used primarily for docking and maneuvering in tight spaces. The basic concept is a propeller that is turned 180 degrees on the bow or stern so the vessel can easily maneuver side to side.

NWY: What kind of boat is best served with the addition of bow and/or stern thrusters? Large trawlers? Sailboats?

Barron: Really any vessel that needs to maneuver in tight spaces or in extreme wind and tide conditions could benefit from a bow thruster. Also, boat-

ers who are not comfortable with docking and undocking can greatly benefit from bow and stern thrusters.

NWY: Is there a large variation in the types of thrusters on the market? How are boaters to pick what's right for them?

Capt. Feffer: It depends on the size of vessel. In the 30' to 50' range, you have an option of electric or hydraulic. Anything over 50' should be driven hydraulically to maximize thrust. Hydraulic thrusters typically have more thrusting power without overheating or running out of battery power.

NWY: Are thrusters becoming more common as standard aboard? They seem to be...

Barron: Based on what we're seeing in the recreational and yacht markets, it's becoming standard equipment on anything over 40'. The ones we're installing tend to be on vessels where the existing systems can accommodate the addition of a bow thruster.

NWY: Is there a scenario where you'd recommend a bow over a stern thruster, or vice versa?

Capt. Feffer: 100 percent of the time you would have a bow thruster first then add a stern thruster to have more control over the vessel in tight docking situations. The stern of the vessel is easily controlled by the main propeller or propellers, which

in turn sends the bow in the opposite direction of the stern.

Barron: More people are buying boats and marinas are using their space more wisely so boaters have to navigate tighter situations. A bow thruster allows you to more easily keep the bow parallel as you put the boat up to the dock.

NWY: *Is there some kind of ratio when it comes to horsepower vs. size of vessel when it comes to choosing the right thruster for one's boat?*

Capt. Feffer: Each thruster manufacturer has a recommendation for the size of the thruster to be installed to the size of vessel. It never hurts to go a little bigger if you have the capacity to do so.

Barron: For hydraulic thrusters, the horsepower is determined by the hydraulic motor that is driving the bow thruster and whether it's on the main engine or generator. The amount of horsepower the manufacturer says you can take from that engine will determine the horsepower of the thruster. With battery-powered bow thrusters, the horsepower is more determined by the manufacturer's recommendations and the space available on the boat for the tube and/or the battery bank you'll be using to drive the thruster.

NWY: *What are the most common types of boaters coming into your yard who are getting thrusters installed?*

Capt. Feffer: For us, pleasure yachts and commercial fishing vessels from 35' to 60'. This seems to be the most common size range of boat that didn't used to come with thrusters installed, but where owners and operators have found from driving other boats that thrusters are helpful to have aboard. I think this is a trend that will continue because

as more companies have gotten into the bow thruster market it has brought down the overall cost of the unit to a range where people are installing them more often.

Barron: I agree with Chris. This is what we are seeing as well. What we like to tell people is that no one has ever come back and said, 'My thruster works too well!' or, 'I wish I didn't have a thruster!' We're also seeing a lot of people, because marinas are getting tighter with boats under 30', that are just tired of bouncing around the marina. Also, as owners start to age, having the thruster with a remote means less jumping on and off the boat or running around.

NWY: *What's the process of installing a thruster? It's a pretty big job, no?*

Capt. Feffer: It's not a small job. It requires access to the bow area so obstacles in the way like bunks or cabinets can make it more difficult. Cutting the bow and installing the tube is actually the easiest part of the job. Running hydraulic hoses or cabling and installing batteries is the most time-consuming part.

NWY: *How far have thrusters developed in your time working on them? Are there any technological breakthroughs in the near-future?*

Capt. Feffer: When thrusters went from single prop to dual prop that made a big difference in thrusting ability. Also, the integration of joy stick and remote controls for maneuvering the vessel makes it easier and safer for the captain and crew.

NWY: *What's the range in size of boats getting thrusters installed? Is there sort of a minimum and maximum length overall or tonnage, or not?*

Capt. Feffer: Absolutely not, there is a bow thruster for every boat. We install a lot of bulbous

Platypus Marine Inc. and CSR Marine Services

Port Angeles, Washington-based Platypus Marine Inc. is a full-service shipyard specializing in fiberglass fabrication, metal fabrication, full paint, and complete systems installation. As one of the Pacific Northwest's premier shipyards, Platypus Marine has been around for 30 years, servicing yachts from big to small. Platypus Marine's nine acres of paved yard space and climate-controlled building make them unique in this area.

Website: platypusmarine.com || (360) 417-0709

CSR Marine Services was started by Scott Anderson and Tim Ryan in 1977 as a small boatyard on north Lake Union. Now a major business with two locations in Ballard and Des Moines, Washington, and over 40 employees, CSR is a full-service boatyard with over 40 years to its credit. The Ballard yard has two 70-ton hoists at its disposal and can accommodate up to about 80 boats when needed.

Website: csrmarine.com

(206) 632-2001 (Seattle, Wa.) || (206) 878-4414 (Des Moines, Wa.)

bows on semi-displacement boats which helps with fuel economy, engine exhaust temperature, and pitch of the vessel. It's really smart to put in a bow thruster during the installation of a bulbous bow to give you more maneuverability. At Platypus Marine, we deal with boats typically over 50' and well over 50 tons. These take custom system design per bow thruster. Each bow thruster must be specially designed for the capacity of the hull design of the vessel.

Barron: Echoing what Chris was saying, there really is a thruster for every application and size of vessel. It's not really limited to just cruising boats either. Some of the sailboats that are concerned about drag have opted for retractable bow thrusters. We've also found a use for retractable thrusters as an option for a stern thruster when there is just not a lot of transom in the water. As with any installation, it's important to have a good plan in place as to where things will go. With the electric thrusters on the under 50' boats, a key piece often overlooked is battery capacity. Electric thrusters are sensitive to voltage. A typical electric thruster is going to need at least 1400 CCA available. Glassing in the tunnel is also a big part of the install. It's easy to just cut a tube in and move on, but a bevel on the leading edge is so important to mitigate drag.

NWY: *Are there any specific thruster manufacturers that are offering new or exciting features with their products?*

Barron: One thing that you can have now is a remote-control thruster, which means you can stand on your back deck and control the vessel with bow and stern thrusters for easier docking. It also makes solo landing your vessel easier.

Capt. Feffer: We don't stick to one manufacturer. Every manufacturer has different options that the boat owner wants. A lot of times the boat owners already know what they want to have installed from visiting boat shows and speaking to the different manufacturers.

NWY: *Are there any uniquely Pacific Northwest considerations, benefits, or concerns with regards to thrusters (maintenance, for example)?*

Capt. Feffer: In the PNW, more marinas are using their spaces more wisely and slips are getting tighter which makes it challenging for boat owners. Also, the currents tend to run harder in certain marinas which makes it difficult to dock. However, owners should take into account that bow thrusters are one more mechanical item that needs servicing on a vessel.

Barron: Definitely, regular maintenance is required to maintain longevity of the thruster!

NWY

“*The basic concept is a propeller that is turned 180 degrees on the bow or stern so the vessel can easily maneuver side to side.*”

Kevin's Catch

By Kevin Klein



Continued from Page 55

through millennia. The sharks are battered but beautiful. They make a living the hard way, and that face full of fangs is all business.

There are many different species of sharks in Northwest waters. From the sometimes too plentiful spiny dogfish to the big, bad great white. Sighting of white sharks have increased off the Washington and Oregon coasts in the last few years due to the exploding populations of pinnipeds in our waters. A white shark was even spotted killing a seal in the Columbia river last year. Great whites would probably be more numerous in areas like Puget Sound and the San Juan Islands if it weren't for their only natural predator—the killer whale. But rest assured, these sharks are still rare in our waters.

Check your local regulations before keeping sharks, but some do make good table fare and can provide good fighting sport on rod and reel. Fishing, retention, and possession of great white, six-gill, seven-gill, and thresher sharks is banned in Washington.

We had a good summer salmon fishing season to be thankful for in many areas of the Northwest. Even though the migrating fish may have moved through, it doesn't mean you should migrate off the water. If you live in the area surrounding the South Sound, there are still fun times to be had. Getting creative and gaining local knowledge of shoulder season opportunities can pay off with the seafood you catch. Until next time, get off the couch, get out there, and go get some!

NWY

Kevin's Pick:

GRUNDENS

Whether you're a commercial captain, deck boss, or a hardcore recreational fisher person, Grundens has the apparel and footwear to keep you dry and warm on the water. Being comfortable in weather fair or foul helps to feed that fishing passion. Grundens Salmon Sisters line of women's wear will also make it easier for those who may get a bit chillier in inclement conditions to get out and fish. Grundens doesn't just have rain gear these days, and you check out their styles and lines at grundens.com.



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Behold Calvin, a 12-year-old Miniature Australian Shepherd (now known as a North American Shepherd). According to his human, John, “He prefers to be going fast with his ‘hair on fire’ and his nose in the wind.” He is bow riding in a Boston Whaler at about 35 mph in this shot. “Thanks for considering him for the magazine, this should do wonders for his already bloated ego,” says John.

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.

We’re looking for the best combination of image and words, so grab your favorite four-legged (or winged) crewmember, cast off the docking lines, and get creative with your camera and notepad. We also need large, high quality images for our print publication, so please keep image resolution to above 300 DPI.

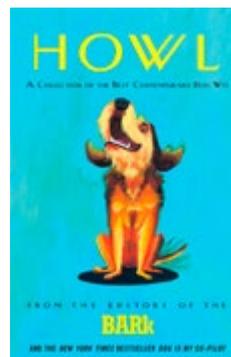


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Dry Out at this Year's Fort Lauderdale Boat Show

By Eva Seelye

Winter is coming, but it's sunny year-round in Florida, and the Fort Lauderdale International Boat Show is the perfect opportunity to take a vacation to the sunshine state October 31 through November 4.

The latest and greatest boats and yachts of all shapes and sizes will gather at 801 Seabreeze Blvd, some for their worldwide debut. Stroll among shiny new vessels, an extensive array of marine products and accessories, discover yacht builders and designers, and even exotic cars at the international boating event of the year.

Attend a seminar or five that cover topics such as sportfishing, kids' fishing, and coral reefs.

Or, say you're not in it for the boats. First, we're happy you're reading our publication (no questions asked), and second, go for the food! Just hang out with the 100-plus dockside vendors serving everything from hand-crafted burgers and wood-fired pizza to street tacos, Thai food, and more taste bud-pleasing eats; there's something for every budget and every preference (vegetarian, vegan, gluten-free, and the like).

There's even a chef competition that calls on the world's leading yacht chefs of registered show vessels to compete in an Iron Chef-style competition. A boater's paradise, a water enthusiast's heaven, a foodie's

tasty treat, the Fort Lauderdale International Boat Show has a little something for everyone.

Attendance is \$33 for adults, \$15 for children, and the VIP tickets for \$300 covers your one-day entrance fee, one-day entry access to the Windward VIP Club, and Water Taxi access Kayaks, paddleboards, trailers, paddles, dinghies, marine electronics, fishing gear, art, private jets, and watermakers, there's really no end to the mariner madness that is the Fort Lauderdale Boat Show.

So, what are you waiting for? Visit flibs.com to purchase your tickets today. Catch ya on the sunny side! **BN**

Raymarine Scores big USCG Contract

By Norris Comer

The electronics brand Raymarine, owned by the international marine technology giant FLIR (headquartered in Wilsonville, Oregon), announced that it has been awarded a \$9.9 million contract with the U.S. Department of Homeland Security and U.S. Coast Guard (USCG) for encrypted automatic identification systems (AIS). The contract supports the USCG's Second Generation Automatic Identification System (AIS-2) program that has an emphasis on cyber security.

"Our technology will provide enhanced levels of secure communication and coordination between Coast Guard boats, cutters, and shore stations," said Jim Cannon, president and CEO at FLIR, in a recent statement. "This award further extends our technology partnership with the Coast Guard, providing next-generation communication capabilities to complement their Raymarine SINS-2 navigation systems."



The government anticipates the purchase of vessel class-specific kits and spare part to equip all USCH vessels with AIS-2 over the next five years. This is quite the bold move that includes outfitting the roughly 1,774 boats and 282 cutters in the USCG's active fleet. The contract will be managed and executed by the FLIR Commercial Business Unit in Nashua, New Hampshire facility. **BN**

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Oil Spill Protocol Expanded

By Evin Moore

Due to concerns over the risk of oil spills in Washington waters, the Washington Department of Ecology is directing the operators of the Canadian Trans Mountain Pipeline to add further detail to their oil spill protocols. Sixty-four miles of pipeline run through areas of Washington that are possibly vulnerable to oil spills. The pipeline is owned by the government of Canada and operated by Trans Mountain Pipeline LLC.

An oil spill plan was submitted earlier this year, and after review by Ecology, the company is now being instructed to add further detail to the plan.

Trans Mountain Pipeline LLC has 60 days to elaborate on how they would respond to the spill of heavy oil that could sink to the ocean floor, what species are most vulnerable to oil spills, and how the spill could affect those species. Their revisions must include the initial steps they would take after a spill

is discovered, and who would be the emergency contacts in case of a spill.

"We expect Canada to adhere to the high standards Washington has worked so hard to achieve that protect our environment, economy, and the health of our communities," said Dale Jensen, manager of Ecology's Spill Prevention, Preparedness and Response Program. Ecology received 14,000 public comments after their review of the response plan.

Most comments were concerned about the company's ability to respond to heavy oil spills, and the risk posed to vulnerable species like the Southern Resident Killer Whales. Many comments were concerned about the expansion of the pipeline on the Canadian side of the border, although that is outside of the scope of the Department of Ecology. Questions can be directed to the Ecology headquarters at 360-407-6000. *BY*

NMTA Annual Meeting Nov. 7

By Norris Comer

The Northwest Marine Trade Association (NMTA) is hosting their Annual Meeting on November 7 at the Seattle Yacht Club. Part industry conference and part evening mixer, the annual event is a must for local industry professionals. Matt Gruhn, President of the Marine Retailers Association of the Americas, is the featured speaker.



The event goes from 1800 to 2100 hours and registration is \$20 per person. Beverages and dinner are provided. To register online, visit nmta.net and fill out the digital form. If you have any questions, reach out to the event organizers via email at katieg@nmta.net or call 206-634-0911. *BY*



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LENGTH & TYPE	YR	PRICE	BROKER	PG	LENGTH & TYPE	YR	PRICE	BROKER	PG
42' Devlin Sockeye 42'	2000	299,000	Marine SVC	41	58' Bertram Sportfisher	1980	189,000	Stan Miller	15
42' Grand Banks	1989	220,000	Elliott Bay	25	58 Hampton YTS 580	2008	995,000	Hampton YTS	6
42' Grand Banks	1989	220,000	Elliott Bay	25	58 Ocean Alexander 580	2009	995,000	Hampton YTS	6
42' Grand Banks 42 Clas.	1977	118,500	Marine SVC	41	58' Ocean Alexander PH	2005	899,000	Emerald Pac.	10
42' Grand Banks 42 Europa	1979	146,000	NWExplorations	103	58' Ocean Alexander PH	2006	995,000	Emerald Pac.	10
42 Grand Banks Classic	1970	49,500	NWExplorations	103	60' Riviera 6000 Sport Yacht	2016	1,725,000	Emerald Pac.	10
42' Grand Banks Classic	1999	329,000	NWExplorations	103	61' Buddy Davis	1989	295,000	Stan Miller	15
42 Grand Banks Classic	1969	72,500	Stan Miller	15	61' Viking Convertible	2004	849,000	Stan Miller	15
42 Grand Banks Europa	2002	399,000	Stan Miller	15	62' Horizon E62	2005	849,000	Emerald Pac.	10
42' Hunter 426 Deck Salon	2003	149,900	Signature	27					
42' Mikelson Sportfish	1988	74,500	Stan Miller	15					
42' Monk 42 Bridgedeck MY	1960	17,000	Waterline	45					
42' Roughwater 42 PH	1988	74,500	Waterline	45					
42' Sabre 42 Salon Express	2016	739,000	Emerald Pac.	10					
43' Blanchard TriCabin	1947	169,000	Bellingham	11					
43' Hunter Legend	1992	52,000	West Yachts	39					
43' Tiara 4300 Open	2001	229,000	Stan Miller	15					
44 Sea Ray Sedan	2006	299,000	Stan Miller	15					
44' Tollycraft 44	1988	114,900	Waterline	45					
45' CHB Grand Mariner	1981	115,000	Waterline	45					
45' Chris-Craft Corsair	1955	69,000	Waterline	45					
45 Viking Convertible	2007	649,000	Stan Miller	15					
46' Grand Banks Classic	1994	279,000	Hampton YTS	6					
46' Grand Banks Classic	2001	429,000	Stan Miller	15					
46' Ocean Yachts SS	1983	99,500	Stan Miller	15					
46' Sea Ray 460	2003	189,777	Stan Miller	15					
46' West Indies	1977	99,900	Signature	27					
47' Bayliner	1994	189,000	Hampton YTS	6					
48' Monk	1964	179,000	Hampton YTS	6					
48' Navigator Classic	2006	385,000	Stan Miller	15					
48' Ocean Alexander	1987	199,000	Hampton YTS	6					
48' Offshore Yachts 48	1986	149,000	Waterline	45					
48' Tollycraft	1981	209,000	Swiftsure	23					
49' Grand Banks	1993	499,000	NWExplorations	103					
49' Grand Banks Motor Yacht	1995	449,500	Stan Miller	15					
49' Meridian 490 PH	2006	310,000	Elliott Bay	25					
50' Delta Pilothouse	1992	249,000	NWExplorations	103					
50' Grand Banks 50	1972	179,000	Waterline	45					
50' Riviera 5000 Sport Yacht	2012	795,000	Elliott Bay	25					
50' Sea Ray Sundancer	2010	575,000	Hampton YTS	6					
52' Grand Banks Europa	1998	439,000	NWExplorations	103					
52' Ocean Alexander 520	2005	399,900	Stan Miller	15					
52' Riviera 515 SUV	2015	999,000	Emerald Pac.	10					
52' Sea Ray 520 Fly	2018	1,800,000	Stan Miller	15					
53 Aluminum Pilothouse	1974	199,000	Waterline	45					
53' Navigator 5300	1999	SOLD	Waterline	45					
54' Kadey Krogen 54 PH	1991	369,000	Waterline	45					
54' Riviera 5400 Sport Yacht	2019	1,823,547	Emerald Pac.	10					
55' Jones-Goodell PH	1974	199,000	Stan Miller	15					
55 Navigator	2012	675,000	Hampton YTS	6					
55' Phoenix	2005	769,000	Bellingham	11					
55' Tug Yacht Conversion	1939	3,000	Waterline	45					
57' Bayliner 5788 PH	2000	459,000	West Yachts	39					
57' Nordhavn PH Trawler	1998	1,195,000	Emerald Pac.	10					

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40' PUGET TRAWLER 1977, 120hp Ford Lehman, 7.5kw gen, inverter, 10' Avon, 15hp Yamaha, Espar heat, wide 13'9" beam, asking **\$54,900**



40' PT EUROPA SEDAN 1978, 120 Ford Lehman, 2800W inverter, 4kW gen, multi-function radar/GPS/plotter units, hydronic furnace, asking **\$69,500**



40' TOLLYCRAFT 1977, T/320 Cats, 210hp, just 2800 hrs, 6kW gen, 2000W inverter, GPS, Radar, HT over aft cabin, remarkable condition, asking **\$79,900**



38' BAYLINER 3888 MY 1989, T/220hp Hino's, 900hrs, Radar, GPS, AP, 8kW gen, hardtop, underhulls, second owner, great condition, asking **\$58,500**



36' GRAND BANKS 1972, Philippine Mahogany, single factory Cat 320B, 210hp, inverter, GPR/Radar, dinghy, OB, asking **\$48,500**



35' SEA RAY SUNDANCER 1991, T/74L 18's, 500 hours, 12'4" beam, full canvas, radar, color DS, dinghy, anchor windlass, asking **\$21,250**



33' RIVIERA CONVERTIBLE 1990, T/210hp Cummins, autopilot, radar/GPS, full canvas, Webasto furnace, RIB, 4hp OB, asking **\$79,900**



32' FAIRLINE SEDAN 1982, T/2002 Volvo Penta duo props, Mathers electronic controls, radar, GPS, AP, Espar furnace, great layout **\$36,900**



32' GRAND BANKS 1976, 80hp Ford Lehman, exceptional upgrades, GPS, AP, Radar, dsl furnace, replaced fuel and water tanks, asking **\$79,250**



32' CARVER 3227 1990, T/5.7L V-drives, radar, (2) GPS, 2000W inverter, inflatable dinghy, full canvas, super clean inside and out, asking **\$29,000**



32' BAYLINER 3270 1985, T/135 Hino's, inverter, Webasto furnace, 10' tender, 4hp OB, Radar, GPS, HT over cockpit, asking **\$39,900**



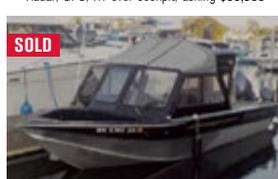
28' KINGFISHER 2725 OFFSHORE 2017, Evinrude E-tec 2S, 300hp, 140 hrs, Radar, windlass, 15hp OB, EZ Loader, aluminum, best quality, asking **\$125,000**



28' SEARAY SUNDANCER 2010, Merc 350 duo prop, 152 hours, GPS, 5kW generator, full enclosure canvas, anchor windlass, Heat Pump, asking **\$68,500**



24' BAYLINER CIERA 2000, factory DIESEL Volvo Penta duo prop, 18kt cruise, 4.6 gph, two DS, Reverse Air, EZ Loader trailer, full canvas, **\$26,250**



20' DUCKWORTH NAVIGATOR 2013, 150hp Yam 4S, 9.9hp OB, EZ Loader trailer, heavy duty canvas enclosure, Radar, DS, asking **\$44,000**



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LENGTH & TYPE	YR	PRICE	BROKER	PG	LENGTH & TYPE	YR	PRICE	BROKER	PG	LENGTH & TYPE	YR	PRICE	BROKER	PG	LENGTH & TYPE	YR	PRICE	BROKER	PG
62' Osborne/Monk	1968	220,000	Emerald Pac.	10	70' Jensen Expedition	2004	2,280,000	Swiftsure	23	73' Northcoast Custom Trideck	1998	939,000	Elliott Bay	25	33' Nauticat 33	1972	64,500	Marine SVC	41
63' Nordlund	1984	475,000	Emerald Pac.	10	72' Bertram Convertible	1991	595,000	Stan Miller	15	74' Stephens Motoryacht	1983	389,000	Hampton YTS	6	33' Ta Chiao North Sea 33	1977	SOLD	Waterline	45
65' Moonen	1990	785,000	Chuck Hovey	17	72' Donzi Sportfish	1995	775,000	Stan Miller	15	75' Northern Legacy	1998	1,490,000	Hampton YTS	6	34' Columbia 34 MKII	1972	33,000	Marine SVC	41
67' Regency 670	2007	1,295,000	Hampton YTS	6	72' Hatteras 72 Cockpit MY	1981	439,000	Waterline	45	76' Converted Tug Wallace	1906	200,000	Waterline	45	34' Gemini 105Mc 2005	2005	115,000	Elliott Bay	25
67' Tollycraft Pilothouse	1987	395,000	Stan Miller	15	72' Nordlund Pilothouse	1990	499,000	Emerald Pac.	10	76' Lazzara	1994	999,995	Chuck Hovey	17	34' Hallberg Rassy 342	2008	183,000	Swiftsure	23
70' Hatteras Motor Yacht	1998	799,500	Emerald Pac.	10	73' Northcoast Custom	1998	939,000	Elliott Bay	25	76' Lazzara Motoryacht	1994	999,995	Chuck Hovey	17	34' Hallberg Rassy 342	2008	173,850	Swiftsure	23

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You may have noticed that our boats for sale list looks different lately. 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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SAIL

- 60' Dutch M/S**, Corten steel, Iveco dsl. '94 Refit, 'round the world boat!
- 52' R. Holland sloop**, '83, newer Perkins 6 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, Volvo dsl., Ketch rig, beautiful
- 30' Newport 30-3**, '90 Very nice inside and out, Univ. 4cyl. diesel
- 28' Herreshoff Cat-ketch**, '83, recent full int/ext. refinishing. An unusual boat in the NW

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- 110' USN Barge**, '34 2-story on 110'x34', good conversion for shop, quarters, crew?
- 56' Monk McQueen**, '71 beautiful cond., boathouse kept 30 yrs. See photos on this one!
- 55' Californian**, '91, twin Cat 3208, excell. condition, fully provisioned live aboard, too.
- 36' Stockland Troller**, '68, Complete refit and conversion to yacht style 2013, new diesel!
- 34' Mainship** '80, single Perkins diesel, large salon, flybridge, in very good shape overall.

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20' Laser Performance SB3	2008	19,500	Marine SVC	41	37' J Boat 37C 'Merry Maker'	1989	79,900	Elliott Bay	25
23' Stone Horse Edey & Duff	1981	16,900	Elliott Bay	25	37' Nauticat 37	2006	254,900	Marine SVC	41
25' Dart - Left Coast Dart	2013	59,900	West Yachts	39	37' Nautor Swan 371	1980	93,000	West Yachts	39
26' Hunter 260 w/Trailer	2004	19,500	Marine SVC	41	37' Saturna Truant	1980	49,000	Marine SVC	41
26' MacGregor 26M	2007	27,500	Waterline	45	37' Tartan 3700 SOLD!	2000	SOLD	Waterline	45
27' Com-Pac 27	2015	59,900	Waterline	45	375' Beneteau First 375	1985	49,500	Swiftsure	23
27' Island Packet 27	1988	34,900	Marine SVC	41	38' Alajuela 38	1972	49,900	Waterline	45
30' Catalina 30	1981	24,900	Marine SVC	41	38' Bavaria OCEAN Alchemyst	2000	99,000	Elliott Bay	25
30' Catalina Tall Rig	1981	8,900	Stan Miller	15	38' Island Packet 380	2003	197,500	Marine SVC	41
30' Hunter 306	2002	39,950	Signature	27	38' Morgan 384	1985	49,500	West Yachts	39
31' Pacific Seacraft	1997	92,500	Swiftsure	23	39' Cal	1971	44,000	Swiftsure	23
32' Evelyn 32	1985	17,500	Marine SVC	41	39' Cal 39	1978	39,500	Waterline	45
32' Islander 32	1978	19,500	Marine SVC	41	39' CAL Mark II	1980	52,500	West Yachts	39
32' Kettenburg Pacific Class	1934	19,000	Stan Miller	15	39' CAL Mark III	1981	79,000	West Yachts	39
32' Kettenburg Pacific Class	1937	39,900	Stan Miller	15	39' Jeanneau SO 39i	2007	149,500	Marine SVC	41
32' Westsail 32	1979	27,500	Marine SVC	41	39' Jeanneau SO 39i	2008	159,500	Marine SVC	41
33' J 100	2007	79,000	Swiftsure	23	39' Nauticat	2003	295,000	Swiftsure	23
					40' Beneteau Oceanis 400	1994	93,500	Elliott Bay	25
					40' C&C 121	2002	124,500	Marine SVC	41
					40' Hinckley Bermuda 40	1970	129,500	Elliott Bay	25
					40' J 40	1990	99,500	Marine SVC	41
					40' Jeanneau 409	2016	264,500	Marine SVC	41
					40' Jeanneau SO 40	2002	130,000	Marine SVC	41
					40' Lagoon 40	2019	519,336	Marine SVC	41
					40' Nauticat 40	1985	149,900	Marine SVC	41
					40' Schucker 436	1977	69,000	Marine SVC	41
					40' Ta Shing Panda 40	1981	150,000	Swiftsure	23
					40' Ta Shing Panda 40	1984	175,000	Elliott Bay	25
					40' Valiant Cutter	1978	99,000	West Yachts	39
					41' Sceptre	1986	159,000	Swiftsure	23
					41' Sceptre 41	1988	134,900	Marine SVC	41
					41' Tiara 4100 Open	1998	199,000	Stan Miller	15

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LENGTH & TYPE	YR	PRICE	BROKER	PG
410' Hunter 410	2000	120,000	Swiftsure	23
42' Catalina 42 Fin keel	1994	114,500	Marine SVC	41
42' Hallberg Rassy 42E	1983	154,000	Swiftsure	23
42' Hinckley Sou'wester 42	1984	250,000	Swiftsure	23
43' Beneteau Cyclades	2005	134,000	Elliott Bay	25
43' Hallberg Rassy	2004	360,000	Swiftsure	23
43' Hans Christian (Chris.)	1986	129,000	Swiftsure	23
43' Hans Christian (Trad)	1978	115,000	Swiftsure	23
43' Hunter 430 Passagemaker	1995	89,000	Stan Miller	15
43' Luengen 43 Offshore	1987	99,500	Waterline	45
43' Saga 43	2001	225,000	Swiftsure	23
44' Bruce Roberts PH 44	1993	49,500	Marine SVC	41
44' Island Packet '07	2007	344,900	Signature	27
44' Jeanneau SO 440	2019	399,982	Marine SVC	41
44' Lyman Morse Seguin	1982	169,000	Swiftsure	23
44' Morris	1995	375,000	Swiftsure	23
44' Nauticat NC-44	1980	185,000	Marine SVC	41
44' Outbound	2005	385,000	Swiftsure	23
44' Worldcruiser Schooner	1979	218,000	Elliott Bay	25
45' Bruce Roberts 45	1983	79,900	Waterline	45
45' Hunter 450 CC	1999	145,000	Stan Miller	15
46' Amel Maramu	1983	99,500	Elliott Bay	25
46' Hallberg Rassy	2001	369,000	Swiftsure	23
46' Jeanneau SO 45.2	2000	179,500	Marine SVC	41
47' Beneteau 47.7	2005	189,000	Elliott Bay	25
47' Chris White Atlantic	2013	799,000	Swiftsure	23
47' Vagabond Center	1983	249,900	Marine SVC	41
48' Chris White Atlantic	2010	689,000	Swiftsure	23
48' Custom Schooner	1986	80,000	Elliott Bay	25
49' Jeanneau SO 49	2007	349,500	Marine SVC	41
49' Jeanneau SO 490	2019	519,796	Marine SVC	41
50' Farr Pilothouse	2003	495,000	Swiftsure	23
50' Herreshoff Ketch	1975	78,500	Marine SVC	41
50' Lavranos	1990	169,900	Swiftsure	23
51' German Frers 51	1981	62,500	Marine SVC	41
51' SKYE 51' Alden Ketch	1980	139,500	Marine SVC	41
53' Oyster	1999	449,000	Swiftsure	23
53' Skookum Motorsailer	1984	258,000	West Yachts	39
53' Spencer 53 PH Ketch	1978	158,000	Waterline	45
56' Herreshoff Marco Polo	1956	215,000	Waterline	45
57' Alden 57 Trawler Ketch	1964	98,500	Waterline	45
61' C&C 61	1972	222,000	Marine SVC	41
65' MacGregor 65 Pilothouse	1990	159,000	Bristol Yachts	88
83' Custom Staysail Schooner	1934	250,000	Waterline	45

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SAIL



60' STEEL Beautiful motorsailer conversion by Dutch shipyard DeHaas. Originally designed for offshore fishing in the rugged North Sea, this Corten steel yacht was luxuriously converted in mid-nineties to a ketch rigged motorsailer. Former owners sailed her to the Northwest from the Canary Islands. Strong, low hour Iveco 6 cyl. diesel, 16kw genset, Euro 230v/50hz. systems, rewired in 2008. Bow thruster and hyd. stabilizers. Extensive electronics and nav. setup. Sleeps six in three staterooms. All of the original and conversion plans onboard. Finally planning that lifelong dream cruise to Bora Bora?... call us! See one hundred photos and the full specs at pacificmarine.org. 206.225.3360. S657-MZ



LYDIA - 44' EDSON SCHOCK 1956 Built by Chapman in Costa Mesa, California. Same owner for past 17 years. Wood construction. Mercedes Diesel. New mast, 2007. Standing rigging is new. Master Mariner Regatta winner. Complete maintenance records available. Located: Alameda, California. \$55,000. Ask for Tom Corkett: 714-322-1667 S832-3



1989 TAYANA 52 CENTER COCKPIT. \$169,000. 1989 Tayana 52, \$169,000 – as is. Center cockpit, cutter rigged. Perkins engine, 3 bladed Max-prop, Simrad autopilot, full queen in aft cabin. 2 heads. Roller jib and stay sail, stack pack for main, easily sailed by 2 people. Great liveaboard. 206-459-3933 or rgcsail@yahoo.com for more information and pictures. S824-2



44' 1979 CHERUBINI KETCH Excellent condition. The perfect combination of tradition and modern features: Westerbeke 63B, in-mast furling, electric Genoa winches, bow thruster, Sea Frost refrig, 4kw genset, Evolution Drive, Raymarine Auto Pilot and Tri-data instruments, Garmin touch screen chart plotter/radar, AB Inflatable 2015, 2-1/2 hp Lehr and 15 hp Yamaha. \$275,000 For more information: www.ananda-the-cherubini.com. 617-901-4531. S787-12.



1981 PACIFIC SEACRAFT 37 Go anywhere in the world sailboat for serious cruisers. South Pacific Vet. Legendary design by W.I.B. Crealock. Formerly the famous boat, Fuzzy Logic. Extremely well maintained. Beautiful and comfortable interior with radar, chartplotter, windvane, solar panels, self-steering(x2), Cold Machine Refir/freezer, Webasto cabin heater, full winter cover, Doyle stack-pack, much more. Fresh bottom paint August 2018. \$91,950.00, call Michael 206-940-8311. S830-3



MILLER 44 VIC MAUI RACER STAR ROVER 50 HP DIESEL ENGINE 36 Lorange Radar, AIS standard horizon radio, CPT Autopilot, many sails: Mylar mainsail 2012, 130% Genoa (north), drifter, spin, tiger windlass, bariet winches 36 34. Sister ship to Bonnie- excellent sailing boat. Iverson dodger, Isuzu diesel 2004 (all new) 5k hours. Sleeps 4 to 6. Queen in forward cabin, twin in guest cabin, 2 aft sleeping in main cabin torpedo tubes. Granite counter, freezer, reefer, 300 watts of solar panels. Charger. 4 gel batteries (cabellas 2013) davit with 8 ft dinghy and 9 hp four stroke Suzuki. Small head, small shower. 6-foot 2 headroom in main cabin. Non-smoker. 28,000 lbs. Boat is featured in the book "Sailing the Inside Passage." \$38,000. Contact Robb Keystone 206-919-1431. S815-1

POWER



1986 Youngquist 45' Seattle Built, twin 135 HP Isuzu Diesels, 3200 hrs., Maze 4 KW Gen, Radar Auto Pilot, Queen center berth, upper lower fwd Asking \$79,000 Brookehaven Yachts 360-951-5900. P748-3



47' 1962 WOOD TRAWLER Heavily built, single CAT recently overhauled. 3gph. 1000 gal. fuel, 400 water huge refrigerator, freezer. 2 staterooms, 2 electric heads. Great topside helm area. \$115,000 Email mvrptide@aol.com P760-11



C-DORY 22' CRUISER 2004 C-Dory Cruiser 22' with twin 2011 Twin Honda 40 H.P. (40 engine hours) King Tandem trailer. \$39,900.00 E.Q. Harbor Service & Sales kkranig15@gmail.com P764-10



42' SABRE 42 FLYBRIDGE SEDAN 2002 Immaculate in every respect and turnkey for Northwest boating. New flybridge canvas, covers, interior and exterior cushions, RIB, Espar heating, Professionally maintained twin 450 Caterpillars, 5 kw Northern generator, bow thruster, stern thruster, PropSpeed, epoxy barrier hull coating, new Muir windlass, Furuno chartplotter, radar, autopilot, Pronautic inverter charger, new Uline icemaker, Subzero refrigerator. A million dollar boat at a fraction of the cost. Berthed San Francisco (Emery Cove), 15 min from Oakland Airport Phone: 650-387-0577 \$319,000.00 P811-1



42' MIKELSON SEDAN 1986 Hand laid SOLID FIBERGLASS HULL. Tons of recent MECHANICAL MAINTENANCE and upgrades. ROOMY COCKPIT. Twin Detroit diesels, generator, inverter, diesel furnace, propane stove, fwd queen master, bunkroom, head, separate shower. 10' Caribe w/ 15hp Suzuki outboard. Full specs at Bananabeltboats.com. Contact Dale: 206-786-3756 or Amy at BananaBelt.com: 360-202-4656. P774-11



42 FT RAWSON PILOTHOUSE OCEAN CRUISER Twin 671 Gray Marine Detroit Diesels, 2 staterooms, 2 heads, roomy salon and galley, fiberglass, great condition. 1964 Must see in Anacortes. \$35,000. 541-813-9143 or 541-661-1815. P755-11



2001 3988 BAYLINER BOAT HOUSE KEPT TWIN 330 CUMMINS \$145,000 This 2001 Byliner, twin 330 Cummins Approx. 1650 hours is in great shape with 2Vacuflush Heads, 2 reverse air systems 16000 btus, 12000 btus, 8 kilowatt generator, lower and upper helms, \$145,000. email henryvv@telus.net or call 250-888-0454 P776-11



58' ED MONK TWIN DETROITS FLYBRIDGE CRUISER Full restoration/mint condition/\$177,000 loaded with upgrades see on craigs/Seattle \$169,000. 805-206-4394 zenchi@sbcglobal.net P799-12

CLASSIFIEDS



TERN II IS A PT 41 EUROPA Tern II is a PT 41 Europa trawler designed by Ed Monk and built at the Cheer Men yard in Taiwan in 1982. An exceptionally attractive yacht, with two Perkins 6-354TA diesels. Recent upgrades: a Garmin network with radar, plotter, autopilot and sonar, AIS receiver, Northern Lights genset, 160 amp alternator, Webasto hot water heat, VacuFlush head, 12' RIB w/15 hp Yamaha, davit on boat deck, good brightwork with canvas covers on all rails, new foam mattress on walk-around queen, new flybridge cushions and bimini and a powerful battery bank with four J16's. Engines and drive train professionally maintained by Relius Marine. Located in Gig Harbor. **Contact Tom: 253-225-6815. P825-2**



'66 WOODEN TOLLYCRAFT 43' Twin gas, 3 staterooms, 2 heads. Great liveaboard, moored in Port of Brownsville. May consider trade for item of equivalent value. **\$29,900 Phone: 713-470-8785. P800-12**



ESTATE SALE - "FLAMINGO" 1989 37' PRESIDENT TAIWAN TRALWER, EXCEPTIONAL AND READY TO CRUISE NOW. Rare SEDAN with fully covered aft deck/extended flybridge deck, both with full canvas/isinglass for added living space. Queen stateroom forward, over-under bunks in second stateroom. Vacu-Flush head, deck pumpout. Optional Lower helm. Reverse-cycle Heat/Air, 6kwGen, Inverter, lots of electronics, electric windlass/ all chain on CRQ type anchor, 300gallons fuel/100gallons water. 3 Burner Princess electric stove, microwave, Keurig coffee maker. This is the best equipped, turn-key boat I have seen recently. Full of fuel. **Asking \$69,000, BRING ALL OFFERS. Steve-call/text 253-677-8950 for showing. Email stevenwyacht.net@gmail.com ESTATE SALE. P791-12**



HANDYMAN SPECIAL 1944 Navy launch. Converted 1960s. Original Navy Buda runs well, needs rear seal. Hull cedar on oak 98% good. House and deck 85% good. **\$14,500 OBO. Contact svbagheera142@gmail.com. P777-1**



2014 NORTH PACIFIC 39' PILOT HOUSE \$339,000 Cummins Electronic Control 230hp 600hrs Full Raymarine Bow & Stern Thrusters Stainless Window Frames Lofrans Tigres 440' 3/8 High Test WASI Swivel Rocna 55 Diesel Heat Sorted Proven Excellent. **\$339,000. 360-420-5418. P752-3**



MAINSHIP 34' PILOT EXPRESS - 2000 Single Yanmar Diesel 370 hp, 1425 Hrs, Bow Thruster, 5kw Gen Set, Air Cond. & Heat, Generous forward cabin and dinette converts to double, Chart Plotter, Newer Full enclosure, Walk thru transom, Inflatable dinghy and 6 HP outboard on Weaver Davit, recent upgrades and shows pride of ownership. Recent survey and oil sample normal. **\$89,500. San Juan Sailing - Bellingham Wa. (360)-671-0829, Cell 360-201-2459 or 425-260-7881 sanjuansailing.com wes@sanjuansailing.com. P792-12**



56' MONK MCQUEEN '71. Immaculate in every sense, she's been kept in a freshwater boathouse by her former owner of the past thirty years. Always had regularly scheduled upkeep, mechanical maintenance and haul outs, including November 2015 for bottom paint. A treasure for those who appreciate a truly gorgeous wood boat. See 70 photos and specs at pacificmarine.org **206-225-3360. P582-MZ**



33' 2007 EAGLECRAFT Cruiser sportfisher. 2015 Volvo D6-370A-F with I/O leg. Yamaha 25 hp 4 stroke kicker. Bow thruster. Full electronics. Panda 4.2 Kw genset. Espar dsl heat. Scotty downrigger ready. Anchor windlass. 100' chain. 300' nylon rode. Many upgrades. Cruise ready. **\$249,000 US. 425-417-6208. P784-11**



36' STOCKLAND TROLLER has custom refinished interior. New tanks, wiring, plumbing, Volvo diesel, and more. Veteran inside passage-maker, stout and able. A true adventurer's yacht. See 20 photos and specs at pacificmarine.org **206-225-3360. P529-MZ**



CARVER 35 SUNDECK FOR SALE IN ANACORTES, WA. TWIN 300 HP IN 2003, 400 HRS. Enclosed Sundeck and Flybridge. 1991 Carver Yachts have the most livable room for its' size. New in 2003, Twin 300 hp Horizon MPI engines. 400 hours. 6.5 Kw Kohler Generator. 2800 KW Outback Inverter with 3-EnergyOne house batteries. 11.6' Avon RIB with 15 hp Yamaha 4 stroke OB with power tilt on a SeaWise Hydraulic lift next to a spiral staircase from the swim step to the Sundeck. NovaCool refig/freezer. Radar. SiTex GPS. Raymarine Auto Pilot. KVH Satellite TV system. Depth sounder/fish finder. The interior wood is a warm teak. There is a Head with Shower in the aft master state-room. A second Head/bathroom in the main cabin area just off the forward stateroom and galley. Propane stove. Red dot heaters. Standard hot water tank. Remote oil changer. Fly-bridge center window with windshield wiper. Anchor winch with remote on the bridge, CQ anchor with 100' of chain and additional rope beyond. Spare props, filters and other maintenance items. Bar with ice maker on the sun deck. Tall back, adjustable fly-bridge captain's chair. Two marine VHF radios. She is moored in Anacortes, WA at this time. **Price: \$ 64,700.00 Phone: 206-227-1317 P812-2**



55' CALIFORNIAN MOTOR YACHT 1991, This luxurious yacht has undergone extensive upgrades and embellishments over the past three years. This Californian has a 14' Novurania center console with Tohatsu 30 O/B. Her galley was outfitted with all new GE appliances last fall and she is fully provisioned with the finest quality custom furnishings, linens, cookware, utensils, etc. She would make a beautiful liveaboard vessel. Powered by twin Cat 3208TA's with low hours and a Kohler 16kw genset, both recently serviced plus new 8-D batteries in 2016. All cleaned up and ready for your inspection. See sixty photos and all of the details at our webpage; pacificmarine.org. **206-225-3360. P679-MZ**



1969 WOOD MONK MCQUEEN 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, sofabed 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 5.5gph. Write for survey, notes and photos. **Ask \$65,000, or best offer. Email: bucovem@earthlink.net Phone: 360-319-9292. P781-11**



1971 GRAND BANKS CLASSIC Well maintained with twin Lehmans. Newer 5KW generator. Hard bottom inflatable dinghy with 15 hp. Updated interior, windless, radar and plotter new larger swim platform. Newer Stainless steel fuel tanks, newer custom refrigerator. 2000 watt inverter/ charger. Located in Wa., under cover. Same owner for last 28 years. **\$35,000. Email jalarse@aol.com or call 503 780-6166. P789-12**

CLASSIFIEDS



42' OCEAN ALEXANDER SPORT SEDAN 1989 READY FOR CRUISING IN THE SAN JUAN'S OR LIVEBOARD IN SEATTLE Classic Ed Monk Jr. design, 8.2 liter 250hp turbo Detroit Diesel mains with low hours (1300), GPH(7.5 x 2= 15gph @ 15 knots), 8kw Westerbeke genset low hours (650), new 8d main start batteries (2), 12v house with 6v Dyno batteries (6), 2500w Trace inverter w/remote. Upgrades include: Maxwell 2500 windlass, dripless stuffing boxes, full canvas flybridge bimini and enclosure, remote wired stern davit by Nick Jackson, 10.5' Zodiac rib tender w/30hp 2 stroke Mercury outboard (remote trim/tilt, oil injection, internal fuel tank, stbd steering console). Oil change system used regularly on genset & mains, zincs & filters replaced on schedule. Comes w/ original owners manuals, binders and maintenance data. Comfortable cruiser in excellent condition with lovely teak interior, thoughtfully placed storage throughout, two staterooms, one head w/full shower & Vacuflush system (40 gal holding tank), fully equipped up-galley (3 burner stove w/oven, microwave, trash compactor, full-size fridge w/freezer), spacious teak stern deck w/sink, upper & lower navigation stations. **\$137,500. For more photos/info: email blueocean@a@gmail.com, call Mike @ 206-291-0580, or visit www.craigslist.com. P817-2**



1979 34FT PUGET TRAWLER TRICABIN Lehman 120, Roskelly davits, propane stove/oven, Lofrans windlass, 44lb Bruce anchor with 200 ft. chain and 300 ft rode, 2,000 watt inverter, Red Dot engine heat and Webasto forced air diesel heat, vberth with head, double bed with custom mattress aft cabin with head and cabinets, 700 amp hr battery bank (new this year). Decks cabin tops and flybridge have all been sealed. Trinkia sailing dinghy included. Located Blaine but worth the drive. **Contact Terry 360 202 4149 or arnetttea@yahoo.com \$26,500. P818-2**



1952 CHRIS CRAFT 19' HOLIDAY Full restoration/mint loaded with upgrades Port Townsend. **Price: \$19,500** Phone: 805-206-4394 zenchi@sbcglobal.net P798-12



1998 58" VIKING SPORTFISH. Owner maintained & freshwater kept, Twin 1200HP Man engines (D2842 LE406) 20KW onan generator, 14" Novurania Rib center console tender with 60HP Yamaha outboard. For full details go to: 58vikingsportfish.com **Price: \$529,000.00. Located in Damascus, OR. Contact: 503-819-0411 P835-3**

CAPE GEORGE 36'

1978 Cape George 36' \$74,000. 1 owner, immaculately maintained, all systems continuously upgraded, Yanmar 4JH4E. Dry boat (freezer foam insulation blown in). Possible package with documented licensed mooring buoy Sequim Bay, WA. \$79,000. Or with 43' private Poulsbo YC slip \$96,000. All three \$98,000. All records are available. See see www.bit.ly/sailboat4sale for pics and info. **425-244-1115, 2jsarmstrong@gmail.com P834-11**



DILIGENCE 42'X12'X6.5' Heavy Built Northwest Trawler 1947/1990s conversion. Built Parks Shipyard BC. USA Doc. Gardner 120, 6L Diesel. Twin Disc. HD Hydraulic Windlass Spool. 500 fuel, Electric, Plumbing 1st rate. Systems & tanks replaced. Hydronic Heating. Register AC Heaters. Elec. Head, sewage system. Full Electronics Garmin Radar/Plotter HD. Walk-in Engine room. Great Galley, Salon, Pilothouse, Elec Head, Shower. Quality systems. Turn-key. Professionally built & maintained. Cedar / Oak. Aft station helm jog & controls for fishing. Hinge mast, boom, Dinghy All Batteries 2016. 12/32v. Inverter, Sleeps 5. **\$140,000.00. PHOTOS, SPECS. INFO: charlotdeny@gmail.com. P841-194**



EXCELLENT 1997 NIMBLE NOMAD TRAILERABLE TRAWLER, 24', 6'4" to 6'8" headroom. Single 6'4" bunk + convertible dinette to double. Honda forty outboard with zero hours, Yamaha EF2000 generator w/ten hours, enclosed head w/ shower, porto-potty, hot and cold pressure water, webasto style diesel heat, new ac, new inverter, new 100 amp charger, 600 amp hours of batteries, raytheon radar, VHF, Sony CDX-M10 stereo, new Lowrance nac-1 autopilot, single burner propane, microwave, toaster oven, spade a-60 primary anchor, , spotlight, total fuel 35 gallons, total water 60 gallons, 10 gal. Diesel. **PICS BELLINGHAM CRAIGSLIST. \$38,500.00 OBO. 360-720-4480. P842-194**



1994 48' OCEAN ALEXANDER 3208 Cats (2175 hrs), 8KW Westerbeke (1250 hrs). Three Staterooms; Master Forward with walk around Queen, 2 heads both with full showers, All leather and teak interior, KVH Sat TV system with 40 " Samsung HD TV, Full bimini enclosure (new lexan), Webasto heating, Prosigne Inverter, All batteries recent, New Raymarine Axiom MFDs (both stations), Autopilot, Side-Power bow thruster, dripless shafts, NJ Davit with updated 12' Zodiac Yachtline tender, 40HP Yamaha 4 stroke. This is one of the nicests OAs you will find. Boathouse kept. Well maintained in impeccable condition. **\$250,000. P837-11**



KROGEN 39 1999 STABILIZED Original owner, complete maintenance records. Many upgrades. Recent haul out, new bottom paint and full detail. Shows like new! Details and photos www.trawlers.com len@trawlers.com located in Seattle area. **Recent survey valued at \$375. ASKING \$349. Phone: 510.928.8500 Price: \$349,000 P813-11**



1985 ED MONK COMFORT 38 full displacement, aft cabin, fiberglass. John Deere 108 hp lugger, 236-gallon diesel, 98 gallon water, forty gallon (est.) Holding tank with macerator pump, Westerbeke 8kw generator, 500 gpd R.O. watermaker, radar, GPS plotter, auto pilot, depth sounder, ICOM, VHF, link 10 battery monitor, smart regulator, hydraulic steering, hydraulic system for newly re-built bow thruster & windlass, washer-dryer combo, full sized ref/freezer. Separate freezer, microwave, two heads (aft with tub [sort of] and shower), webasto central heat. Pictures & more info on Bellingham craigslist. Appraised at \$90,000. **\$89,995 OR BEST OFFER. CONTACT CLIVE: 360-720-4480. P844-195**



44' MARINE TRADER 1977 44' Marine Trader 1977, Nice trawler yacht with pilothouse/strm. Single 120hp Lehman (3400hrs), bowthruster, large inverter and battery bank system, newer 8kw Westerbeke genset(550hrs), Duroboat alum. skiff, hauled 9/17, new bottom job, shaft and bearings. Down galley with 2 lower strms, main salon, 2 heads w/showers, 1 with tub. 650g fuel (1800nm+ range), 250g water, 40g black tank. Owner last 16 years has cruised Mex. to Alaska and is cruising again this summer around Puget Sound, WA. Avg. fuel consumption last 16 yrs is 2. 1 gph. For more details/pics see Real Yacht Sales/ yachtworld.com. **Asking \$75,000. Email: captshinn@gmail.com or 805 320-5216 Price: \$75,000.00 P810-1**

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1998 CARVER COCKPIT MOTOR YACHT
1998 Carver, 8.3 Cummins(1700hrs), Kohler 18.5 Genset(6500hrs), many upgrades, Intellian, Nobeltec, mechanically very strong, Fresh water first 11 years, Ready to cruise. **\$249,000. Contact Bruce 214-783-6975 or caystar@aol.com P819-2.**



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, 6:1 twin disk reduction gear, 7 knots/hr at 3 gal/hr., Westerbeke 6.5 KW gen set, 1000 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**

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BOSTON WHALER

11 FT. CLASSIC BOSTON WHALER
Used as a tender. Custom rub rail. Top and bottom in good condition. Hull only. On board or showing. No motor, trailer available, all are registered. For onboard showing please call. **Asking \$4500. Trailer available for \$750. 360-582-1292. P745-MZ**



COMPLETE DINGHY DAVIT TRAILER PACKAGE 11 foot "AB" inflatable dingy with aluminum bottom, includes 2 seats, 2 set of oars, inflator pump. 15 HP Mercury 4 stroke outboard. with 6 gallon removable fuel tank and canvas cover. Aluminum trailer Seawise Davit System for swim step The boat and trailer have been stored indoor during winter months. New, this package cost approximately \$16,000 **Phone: 360-366-1007 or 541-846-7665 Price:\$9,500.00 paminretirement@gmail.com T797-12**

FOR CHARTER



BOAT FOR CHARTER 43' North Pacific pilothouse trawler, 2007, 230 hp Cummins diesel, 6 KW gen set, bow/stern thrusters, 2 staterooms (sleeps 7), hydronic heat, W/D, newer Bullfrog dinghy with 9.9 HP Suzuki, 3000 watt Inverter, 2 kayaks, propane stove/oven, microwave, 7.5 kts./3 gph, new Garmin electronics, well maintained. northpacificcharters.net or 206-715-3666. C783-11

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FORE & AFT

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I placed my ad on September 5. What issue will I see it in?

The ad submission deadline is the 5th of each month for the next month's issue. In the above example, all ads submitted before May 5 will be in June's issue. Ads submitted after May 5 and before June 5 will be in the July issue.

What is the best way to ensure that my ad ends up in my preferred issue?

Sometimes snail mail submissions arrive too late for the issue you intend. The most efficient way to place your classified ad is to use our simple online form. Visit nwy-achting.com and click "Place a Classified." The form will walk you through the ad-placing process. We accept Mastercard Visa, Discover, and PayPal.

My photo won't upload. What do I do?

If your photo is smaller than 800 pixels wide, and/or smaller than 480 pixels high, our online form won't accept it. The files must be high enough quality to print in our large-format magazine, which is why these restrictions exist.

I placed a "6 Months / 'Til it Sells" ad, why has my ad been removed from the magazine?

If you refer to our "Place a Classified" page, you'll see that the "Until it Sells" ad will run up to six months. However, if the boat sells before that six months is up, we will remove the ad per the client's request.

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For more information, please contact the Advertising Coordinator at advertising@nwyachting.com

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Alaskan 75 Pilothouse



Thanks to the new acquisition and subsequent revival of the Alaskan Yachts brand by Seattle Yachts, there has been some industry buzz around the storied Alaskan family of luxury trawlers. The uninitiated may wonder about the context of the excitement, and to that we recommend perusing some of the original builds that put the brand on the map. The Alaskan 75 Pilothouse is one such example, a luxury ride with a sea salty, well, Alaskan look about her.

The exterior layout is clearly geared toward our more northern latitudes, with a conservatively sized covered cockpit with dining table. The twin half-spiral staircase arrangement with the swim step is simply gorgeous, deep set and somewhat sheltered, again, with northern latitudes in mind. The two forward walkways are completely

sheltered too, making for safe transit in foul weather. However the large open foredeck with bench seating will be the place to be when the sun is out and the glaciers are in view. The reported cruising speed is in the neighborhood of 12 knots.

The flybridge is completely enclosed with large windows for good visibility, not unlike a wheelhouse of the kind of working vessels you might conceivably encounter in Alaskan waters. The open bridge aft is meant to accommodate a large 18' tender and davit system.

Inside the main cabin, there's naturally a large entertainment-gearred salon, galley, and dining space. The dining area hosts a large wooden table for eight and can be joined with or partitioned from the lower helm station at a whim. There are three

large staterooms below plus a crew/guest cabin with four enclosed heads.

If interested in an Alaskan 75 Pilothouse, there's a 2008 model for sale from local dealer Alexander Marine USA. You can reach out to the broker, Niel Steenkamp, for more information. Listed price is \$2,295,000.

Specs

LOA: 76' • Beam: 19' • Draft: 4' 9"

Displacement: 135,000 lbs.

Tankage (Fuel/Fresh/Black):
2,500 gals./600 gals./100 gals.

Local Broker: Alexander Marine USA, Niel Steenkamp (206) 344-8566

Web: alexandermarineusa.com

Corsair Sprint 750 Mark II



Originally released in 2011 from Corsair Marine International's Vietnam factory, the Sprint 750 Mark II excited performance trimaran fans everywhere and was probably responsible for seducing some tri-curious sailors to the multihull world. Built to be fun, fast, and trailerable first, and offer luxurious interiors and giant cockpit mini-bar *never*, the Mark II is aimed squarely at those sailors who want to tear up the water as fast as they can, crash the cuddy cabin for a few nights, and put it all away in the garage when done. Now largely eclipsed by Corsair's newer 760 models, you still find competitively racing 750 Mark IIs in events ranging from local regattas to the infamous Race to Alaska (R2AK). Hulls in great shape can be found at tempting prices.

True to the Corsair tradition, the Mark II features the patented folding arms design that not only makes the build very trailer and storage friendly, but also fits the boat into a monohull-sized slip when needed (at monohull rates). When looking at a brokerage Mark II, pay attention to the details. Corsair offered racing-oriented packages that include more carbon fiber: mast, rudder/tiller, retractable bowsprit, etc. To bring out the best of a light, yet tough, speedster like this, a little carbon fiber goes a long way.

Another factor to consider is the sail inventory, as a full complement of ready-to-go racing sails represents a considerable time and savings investment for the buyer. This boat can reportedly crack the 20-knot threshold when properly equipped and raced, no small feat for a boat with a 24'

length overall. The typical Mark II setup also includes a trusty outboard, often in the six-horsepower range.

The Mark II was a big deal when it came out seven years ago and can still be a great racer and adventurer. There's a 2014 model with all the bells and whistles from the Port Townsend Boat Company, listed for \$49,500 at the time of this writing.

Specs

LOA: 24' • Beam: 17' (with arms deployed)

Displacement: 1,584 lbs.

Tankage (Fuel/Fresh/Black): N/A

Local Broker: Port Townsend Boat Company, (360) 316-9370

Web: porttownsendboatco.com

Out & About

Interested in sharing your Pacific Northwest maritime adventures in Spyglass? Tag us on Instagram at @northwestyachting or #nwyachting, 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. **Northwest Salmon Derby Prize Boat Awarded:** A congratulations is due for Joshua Stokes of Post Falls, Idaho who won the 2018 Northwest Salmon Derby Series prize boat drawing. The tricked-out aluminum Kingfisher with gear is valued at \$65,000. Way to go, Joshua! [Photo provided by Mark Yuasa]
2. **Rendezvous Reflection:** It's never too early to think about those spring and summer schemes! The 2018 Glasply Rendezvous was a big success with a reported 25 boats in attendance. "It was a great weekend and we look forward to next year's event," said Carl Rhodes of the 2018 Glasply Rendezvous Committee. [Photo provided by Carl Rhodes]
3. **Salmon Days Smash:** Family friendly Salmon Days is an annual celebration of all things salmon, centered around the Issaquah Salmon Hatchery's fall spawn. Sammy, the mascot, was very busy this year.
4. **Port Angeles Feeding Frenzy:** Dungeness crab was the star of the show at the Port Angeles Dungeness Crab & Seafood festival, October 5-7 this year.
5. **Paul Allen Passes On:** Seattle's Paul Allen, Microsoft co-founder (and Seahawk NFL and Trail Blazers NBA owner), died at age 65 from complications of non-Hodgkin's lymphoma. The Northwest without the philanthropically inclined Paul Allen will be a different place indeed.
6. **Paul Allen's Fleet:** Allen was an avid boater and has owned two notable superyachts, the 126-meter Octopus and 92-meter Tatoosh. The Octopus famously housed Allen's mini-submarine, Octopussy.
7. **Oyster Shucking, the Sport? :** Shucking oysters was seriously delicious business at the 37th annual Oysterfest in Shelton, Washington. Home to the West Coast Oyster Shucking Championship, the event attracts thousands. Perhaps it's time to make oyster shucking its own sport? Cheaper than a stadium and much tastier...
8. **Clipper Round the World, NOW HIRING:** The one-of-a-kind Clipper Round the World Race is accepting applications for skippers. Do you have what it takes to lead a crew of passionate amateurs to victory around the world? Pictured here is 2018's winning skipper Wendy Tuck, also the first female skipper to take gold. Check out clipperroundtheworld.com/jobs for more information.
9. **Where in the World is Peter?:** Astoria-based sailor, adventurer, and nautical writer Peter Marsh has contributed to Northwest Yachting since the magazine's inception 32 years ago. Always on the go, he sent us a snapshot of his recent bike ride from Ontario to the John Day Valley. Why? Because it's there! "I haven't seen a single rider going my way in two weeks, so I don't expect company anytime soon," said Marsh. We salute thee, Peter the Gallant!
10. **Seattle Sailor Serves:** Damage Controlman 3rd Class Alemio Fischer of Seattle shows off his honed skills during a drill aboard the amphibious assault ship USS Bonhomme Richard, operating in the United States Third Fleet region (North Pacific). Thank you for your service and come home safe. [Photo provided by Hector Carrera]
11. **Large Lock Closure:** The century-old gates of the large lock in the Hiram Chittenden (Ballard) Locks system are undergoing major renovations until November 30. The much-needed \$10.5 million investment should keep our beloved locks operational for years to come.
12. **American Harmony Nears Completion:** The bow section of American Harmony, the second modern U.S. riverboat in existence, moved to the assembly launch ways in Guildford, Connecticut. Once completed, this boat will ferry passengers on waterways across the continent, including the Pacific Northwest. We can't wait to see her cruising up the Columbia River someday. [Photo provided by Alexa Paoella]
13. **Finnish Invasion:** Inside Passage Yachts Sales welcomed a Sargo 33, considered the first of its kind to grace the North American continent, to their inventory late October. These Finnish boats are awesome!





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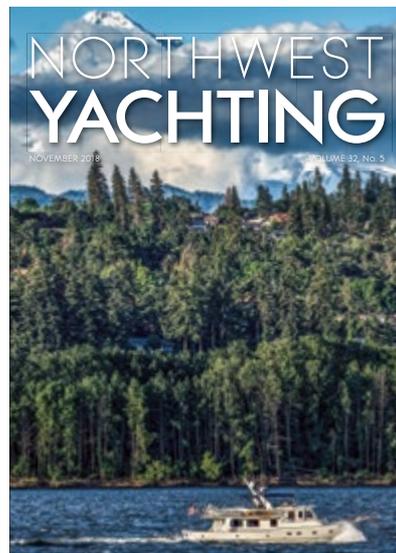


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