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OCTOBER 2018

VOLUME 32, No. 4



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San Diego | 2019



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San Diego | 2018



55' AZIMUT S
Seattle | 2018



44' AQUILA
San Diego | 2018



51' GALEON SKYDECK
Newport Beach | 2018



38' TIARA SPORT LS
Seattle | 2019



39' TIARA COUPE
Seattle | 2018



42' REGAL FLYBRIDGE
San Diego | 2018



40' CARVER COUPE
San Diego | 2018
Newport Beach | 2019



35' REGAL SPORT COUPE
Seattle | 2018



33' REGAL OBX
Seattle | 2019
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1986 | **68' NORDLUND** | \$659,000
 Jerry Todd | 206.963.6543



1965 | **65' TRUMPY** | \$749,000
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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



WINTER 2018 DELIVERY

65' ENDURANCE 658 LRC 2019
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39' BAYLINER 1997 \$109,000



38' SAN JUAN 2000 \$309,000



34' BACK COVE 2014 \$350,000



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29' BEAVER PICNIC LAUNCH 2016 \$259,000



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NORTHWEST YACHTING

October 2018 || Volume 32, Number 4

CRUISING

Hawaii

64

Does the aloha lifestyle intrigue you? The Hawaiian Islands are within striking distance of the Pacific Northwest! Read on and start scheming your adventure.



70

Going Big

HEWSCRAFT'S NEW HORIZONS

With the debut of the 290 Adventure from Hewescraft, the brand is roaring onto the 30' family cruiser scene. We report from the factory and, of course, water!



74

DISASTER *at Point no Point*

This feature has it all: a dramatic shipwreck, heroic captain and crew going down with their ship, and an undersea salvage expedition.



78

Water Under the Bridge

The Seattle area bridges can be a confusing mess to both green and seasoned boaters. Captain Herb Hunt of the *Virginia V* provides us all we need to know.



84

PORTS OF CALL *Deer Harbor, Washington*

If you want a true San Juan Islands destination with that island-time feel, Deer Harbor is calling your name. What are you waiting for?



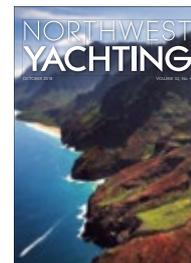
86

ASK THE EXPERTS *Boat Security*

We all want our boats to be safe from the wayward criminal. How? We chat with Brandon Baker, marina manager of Elliott Bay Marina, for his thoughts.

On the Cover

Sarah Fields



Hawaii beckons this issue with our cover shot of the Nāpali Coast of Kauai. The striking coastline and azure waters don't change the fact that Hawaiian waters are not for beginners. Beautiful and exposed, Hawaii has much to offer those who work for it.

Departments

- 14 From the Helm
- 16 Nautical News
- 28 Business Notes
- 32 Letters
- 34 Arrivals
- 42 Goods & Gear
- 52 Hotwire
- 54 Perfect Lines
- 57 Kevin's Catch
- 58 On Watch
- 60 Galley Gourmet
- 82 Racing Sheet
- 89 Pets on Boats
- 91 Broker's Best
- 92 Boats for Sale
- 96 Classified Ads
- 102 Spyglass
- 104 Advertiser Index

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Northwest: An Ideal



Norris Comer

Lately, I've been pondering an important question: What is the Northwest? Far more than half of this magazine's title, the concept of the Northwest is one easily felt but difficult to qualify.

As far as geography is concerned, definitions differ. The tongue-and-cheek Cascadian independence movement generally refers to British Columbia, Washington, Oregon, and northern California as Northwest. More typically, Alaska is included, and increasingly Idaho and even Montana, are commonly considered part of the Northwest. But is that all there is to the Northwest, a chunk of the North American continent, skewed a little left of True North as the crow flies from Mexico?

For me, the Northwest is often a feeling more than a geographical boundary. For example, a sip of Pinot Noir from an Oregon vineyard is Northwest tasted. Other more nautical examples include the burst of flavor from shooting an Olympia oyster, hoisting the mains'l aboard a historic wood tallship at the Port Townsend Wooden Boat Festival, or simply gazing at our mountain-studded horizons from an open flybridge.

The beholder of these experiences intrinsically knows that he or she is feeling something uniquely Northwest, something special that just isn't possible or the same anywhere else.

Perhaps the Northwest is a state of being inexorably intertwined with this region rather than the region itself. The

Northwest is not just defined by our waterways—whether they be Puget Sound, the Snake River, or the North Pacific—but by how these waterways make us feel.

The Northwest is not just our resident orcas, our historic tugboats, or the post-summer calm over the San Juan Islands, but rather the experience of them all interacting simultaneously. In this spiritual sense, the Northwest is in part defined by our collective efforts as local boaters; how we treat each other at quiet anchorages, how we race one another at the regattas, how we do business at our boatyards.

What will your contributions to the dynamic Northwest experience be? To that, I say you and I have an important role to play. Whether you run a yacht brokerage and are known as an honest businessperson or are a generous boater who loves introducing landlubbers to the lifestyle, you do your part to make Northwest synonymous with paradise. Let's endeavor to keep it up and do our best. Deal?

In that spirit, please welcome our new marine electronics *Hotwire* columnist, Jeff Cote. He comes with a boatload of cred as a systems design engineer and owner of Pacific Yacht Systems of Vancouver, B.C. He'll be keeping us on the cutting edge of boating tech from now on and we're excited to have him aboard. Welcome!

Additionally, we're rolling out our new *Broker's Best* section this issue (pg. 91). This section highlights notable local brokerage boats that are just too interesting for us to keep quiet about. If you have an interesting brokerage boat that could be a fit, feel free to reach out to us with your pitch.

— From our helm to yours,
Norris Comer, managing editor

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Wendy Hinman is an adventurer, speaker, and the award-winning author of two books: *Tightwads on the*

Loose and Sea Trials. *Tightwads on the Loose* tells the story of her 34,000-mile voyage aboard a 31' sailboat with her husband. *Sea Trials* details the harrowing round-the-world voyage of a family who must overcome a shipwreck, gun boats, mines, thieves, pirates, scurvy, and starvation to achieve their dream. For more information, visit wendyhinman.com.



Herb Hunt has been the Port Captain for the *Virginia V* Foundation since March 2016. He's a proud

Husky and active within the area's maritime community.



Richard Walker spent part of his childhood on a Chris Craft Super Sport in Long Beach, California, got his first taste

of sailing on a catamaran in Newport Beach, California, served as a helmsman and quartermaster aboard *USS Manitowoc* (LST 1180) from 1980-84, and married a lovely San Juan Island woman of Irish and Coast Salish ancestry who also happened to own a 26' Nordic Tug. He is a writer, author, and poet serving as a deckhand aboard the *M/V Guemes*.



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STAN MILLER YACHTS



FIVE LEADING LINES ~ ONE BROKERAGE HOUSE

2018 VIKING 37 BILLFISH IN STOCK IN SOUTHERN CALIFORNIA



NEW VIKING 37 BILLFISH – IN STOCK

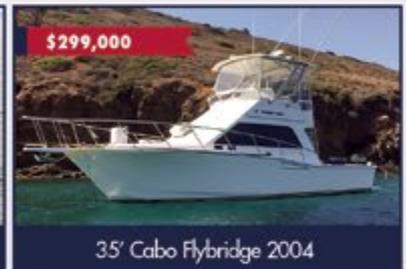
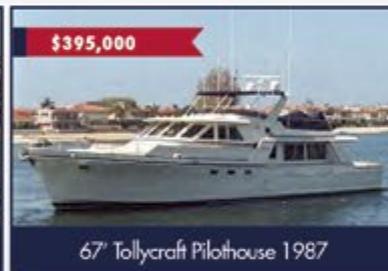
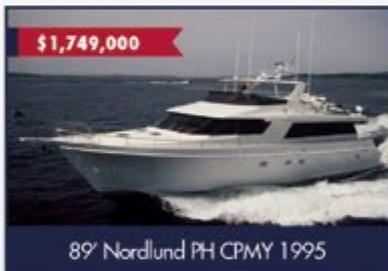
The new Viking 37 Billfish is the ideal fishing boat for the Pacific NW. Standard lower and upper helm stations, twin 550hp Cummins QSB6.7 diesels, standard reverse cycle A/C and heat, and a spacious, well-equipped cockpit for fishing. She's sure to give you endless days of excitement on the water! Contact SMY for availability and pricing. 2018 Model Now In Stock in California!



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An array of local delicacies await you this fall

By Eva Seelye

Summer might be officially over, but save your tears and appetite because seafood season is ramping up. The running salmon, albacore, and more are causes for celebration. When it comes to the Pacific Northwest, seafood and celebration go hand in hand, especially as we welcome the season of changing leaves and a cooler breeze. From mollusks to fish and steaming hot chowders to autumn veggies, it's time to indulge in the best of Pacific Northwest seafood at one (or all) of these mouthwatering food festivals.

Dungeness Crab and Seafood Festival

October 5-7: If piles of fresh Dungeness crab aren't enough to get you in a

bib and out the door to Port Angeles, Washington's waterfront, then maybe its national recognition will give you that extra push you need. The Dungeness Crab and Seafood Festival was named one of the Top 100 Events by the American Bus Association and recognized by *Coastal Living Magazine*, *GQ Magazine*, *Saveur*, and others as one of the top seafood festivals in North America.

Join other crab fanatics October 5-7 to celebrate the aquaculture, agriculture, and maritime traditions of the Olympic Peninsula with food, art, music, Native American activities, and children events during this 3-day seafood frenzy. Experience cooking demonstrations with celebrity chefs, a chowder cook-off, the

Grab-A-Crab Derby, local beer and wine, live music, craft vendors, and more for free.

To get the full experience, consider purchasing a Full Crab Dinner and donate an extra \$1 per order to benefit the Feiro Marine Life Center on the pier.

Each dinner includes a whole, fresh

Dungeness crab (either hot or cold), corn on the cob, and organic coleslaw, or pick up a crab to go! For more information or to purchase tickets, visit crabfestival.org. Dinner prices vary.

Salmon Days

October 6-7: Cue the capers, garlic, and lemon, and enjoy salmon for days at the 49th annual Salmon Days Festival. Mosey on over to Issaquah, Washington October 6-7 for the celebration honoring the return of almost 2 tons of salmon to Issaquah Creek each year. Browse more than 270 on-site artists' handcrafted work and snack on delicious salmon barbecue and other delectable eats from over 50 vendors.

Dance to live music at one of their three stages, browse their farmers market of over 30 produce booths, or hang out in the beer garden. Of course, you'll have to take in the spectacular floats of the Grande Parade. There's also a Field of Fun complete with inflatables, free games, entertainment, Hamster Balls, and a carnival open to the public practically all weekend. If you'd like to learn more about the inspiration behind this festival, stop by the hatchery for free tours and educational salmon talks.

You don't want to miss this free celebration of one of the Pacific Northwest's most iconic seafood delicacies. Visit

Salmon Days in Issaquah, Washington, is a lively affair for the whole family; bouncy houses and giant artistic tributes to salmon included. (photo: City of Issaquah).



Continued on Page 18

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Waterfront

Ballard Locks Maintenance Results in Closures

By Eva Seelye

After more than 100 years of ushering boats to and from Puget Sound and Lake Union, the Ballard [Hiram M. Chittenden] Locks are finally receiving the upgrade they require. The U.S. Army Corps of Engineers has awarded \$10.5 million to the Ballard Locks to replace the original gates of the large lock chambers.

These locks are the busiest in the nation, seeing approximately 40,000 vessels, 150,000 salmon, and 1.2 million visitors every year. It's no surprise that their wood and creosote lining, along with most of the structure, are all slowly withering away. Because the locks are free for public use-age while their funding by the

Department of Defense is determined solely on the amount of commercial cargo that passes through the gates (which is just a small fraction of the 40,000 vessels), an upgrade is long overdue.

The locks still boast the same valve technology – referred to as the Stoney Gate Valves – used to create the Panama Canal gate in 1910. Similar valves were used in Seattle for the Locks' creation in 1917. However, the valves in the Panama Canal were replaced several years ago, while the Ballard Locks still await upgrades. "The valves have been well maintained over the last 100 years," says Operations Manager Jon Hofstra. "Although, it's time. They're past the life expectancy of this type of equipment and the saltwater environment has taken its toll as well."

A year from now the large locks will undergo four closures totaling 45 days. The first closure is scheduled for October 12 to November 30, 2019. Expect subsequent closures February through April 2020, and again in October and November 2020. Final closures will take place in February 2021. Hofstra explains that the work must be done, regardless of its impact on boaters and especially, commercial vessels.

This year's annual lock closures remain in effect from October 29 to November 21, 2018. During this closure, the large lock center gate bushing and gudgeon pin – the device used to support the locks' crippling weight – will be replaced.

Community

SeaFeast Awards

By Eva Seelye

Bellingham celebrated its maritime roots this September with food right out of the local waters, live music, and exciting activities with SeaFeast. Each year the festival recognizes a few hardworking families and individuals in the maritime and fishing industries who are not only committed to the everlasting heritage of fishing, boat building, and other marine endeavors of the Bellingham Bay, but also continue to support its working waterfront.

This year, the SeaFeast Soul Awards go to the Solbergs, who have fished for three generations in the U.S. after arriving from Norway; Bob Funkhouser and family, who have been fish-



Deborah Dempsey Andy Vitaljic

ing in Bellingham Bay for generations; Brian Pemberton, who founded the premiere yachting company Northwest Explorations; and Deborah Dempsey, a professional mariner who can operate any tonnage on any ocean – the highest certification. The Soul Award was also given posthumously to Wally Green, who spent his days as a dedicated commercial fisherman working alongside his son.

Last but far from least, one remarkable individual takes home the Legacy of Bellingham Bay that is awarded to those whose lifelong pursuits in the fishing and maritime industries resonate with the historical significance of Bellingham Bay's working waterfront. This year's award goes to Andy Vitaljic. He started, owned, and has been a business partner in everything from the commercial fishing industry to hatchery management since the age of 14. Congratulations 2018 winners, we salute you!



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



95' AZIMUT 1986/2006
Extensive \$2 million refit by Townsend Marine in 2006 including new CAT 3412s. Contact Dan Wood.



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



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



70' WESTPORT 1986
Extensive refits & upgrades each winter since 2005. Looks new! Major upgrades. Contact Dan Wood.



JUST REDUCED

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.



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



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



JUST REDUCED

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.



63' NAVIGATOR 1998
A true 63 (not 61) with extra head, 3 staterooms, each with own head. Contact Dan Wood.



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



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.



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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My Boat Story

Arctic Schooner Tara Visits Columbia River

By Peter Marsh

It was back in July, in the heart of the summer, when I spotted a big schooner-rigged sailing vessel at the East Mooring Basin in Astoria, Oregon. From a distance, I could see it was at least 100 feet long, built of unpainted aluminum, and flying a foreign flag. This combination of traits was unusual enough to draw me along the bridge to the gangway that leads down to the dock. That's

where I met three crewmen who were stretching their legs and waiting for the immigration officers to arrive. They spoke English with a French accent and I decided to try out the high school French that I have managed to hang on to for over 50 years. They appreciated my attempt, but English won out as we walked back to the boat past some aging trawlers and tuna boats. What I saw next was something so unique that it ranks high on my list of nautical encounters.

The French sailing research vessel *Tara* is a working boat over 100 feet long (119' LOA) with a convex aluminum hull whose curve seemed to continue below the waterline. Any thought that it might have been a yacht conversion was eliminated by the sight of the many dents that covered the hull and must have been caused by some extremely heavy collisions. But despite my years of experience seeking out unusual craft, I resisted the temptation to guess what it could have collided with so frequently, although the evidence led to only one conclusion: this could be the world's first ice-breaking sailboat.

My excuse was that my mind was busy wondering whether this hard-working, big boat was previously skippered by New Zealand's greatest yachting hero Peter Blake, on whose deck he had been killed by pirates on the Amazon River.

What I saw from the dock was that the *Tara* is rigged with two identical masts that may use one of the biggest, heaviest extrusions available. The shrouds looked like they could support a small suspension bridge, and the turnbuckles were as big as my arm. I learned later that the research vessel was designed by the French naval architect firm of Bouvet-Petit especially for exploration of the polar regions. The CNM shipyard in Cherbourg, France, built the strengthened aluminum hull in 1988 with rounded bilges and topsides, and shallow draft to deal with subzero temperatures and pack ice. As ice forms around her hull, she is lifted not crushed.

"We wanted a boat that is easy to handle, with a schooner rig – the

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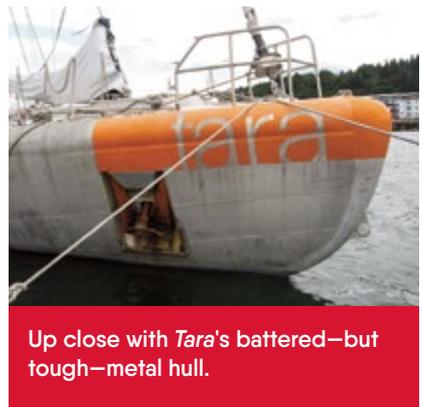


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idea being that two sailors could maneuver the boat and take a reef quite easily," explained naval architect Oliver Petit recently to media.

Tara's first owner in 1989 was French polar explorer Jean-Louis Etienne, who undertook several voyages to the polar regions. The vessel was then purchased by famed New Zealand racing sailor Sir Peter Blake, who named the ship *Seamaster*, and made it the base for his environmental protection program with the support of the United Nations Environment



Up close with Tara's battered—but tough—metal hull.

Program. Blake was tragically shot and killed by the aforementioned pirates who attacked the ship on the lower Amazon in 2001.

In November, 2003, the ship was purchased by famed French fashion designer Agnès Troublé and renamed *Tara*, the name Blake's grandfather had chosen for his ship, which means "Celestial Path" in Maori. Its most famous exploit was in the Arctic during 2006-2008 when the ship was iced in and the crew drifted for 507 days across almost 2,000 miles, studying interactions between air, sea, and ice flows to better understand the impacts of a warming planet.

"We knew the boat would be covered with snow, and that it must not collapse under the weight. It had to have rounded shapes everywhere. Hence the very compact form, the igloo-shaped superstructures," Petit recalled.

The latest cruise on this sail-powered research vessel will circle the Pacific Ocean for over a year with 70 stopovers. From Astoria, the crew were on their way to

Continued on Page 24

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The sight of a yawl close reaching in fresh summer winds along Maine's Eggemoggin reach or Washington state's San Juan Channel causes sailors and non-sailors to stop and stare. The Hinckley Sou'wester 42 yawl epitomizes the beauty, form, and craftsmanship of this sailing yacht genre. **Summer Wind** is a prime example. **Summer Wind** has a deep fin keel and is optimized for Pacific Northwest cruising with a full cockpit enclosure, Maxwell anchor windlass, and Webasto forced-air diesel heating. Originally named *Harlequin*, she was sailed from Maine to San Francisco by her original owner. In 2010 she was purchased by her current owner and trucked to Seaview Boatyard in Seattle where she underwent a significant refit. Since then **Summer Wind** has sailed the Pacific Northwest and received continuous maintenance and frequent updates to keep her in top cosmetic and operational form. Only 885 hours her original Westerbeke engine!

— PETE MCGONAGLE





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Chris White Atlantic 48 • 2010 • \$689,000
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Nauticat 39 • 2003 • \$295,000



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Morris 44 • 1995 • \$375,000



Saga 43 • 2001 • \$225,000



Nordic 40 • 1994 • \$120,000

70 Jensen Expedition	2004	\$2,280,000	43 HansChristian(Chr.)	1986	\$129,000
56 Morgan/Hinckley	87/03	\$195,000	42 Hallberg-Rassy 42E	1983	\$154,000
55 Discovery	2007	\$650,000	41 Sceptre	1986	\$159,000
53 Jeanneau	2011	\$400,000	41 Hunter 410	2000	\$120,000
51 Able Apogee	2000	INQUIRE	39 Cal	1971	\$44,000
50 Lavranos	1990	\$169,900	37 Beneteau 375	1985	\$49,500
47 Chris White Atlantic	2013	\$799,000	36 Lindell	2001	\$167,500
47 Compass	1987	\$120,000	36 Pacific Seacraft	1997	\$92,500
44 Outbound	2005	\$385,000	34 Hallberg-Rassy 342	2008	\$173,850
44 Amazon	2007	\$295,000	34 Hallberg-Rassy	2000	\$145,000
43 Hallberg-Rassy	2004	\$360,000	34 Red Wing	2008	\$115,000
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My Boat Story
Arctic Schooner Tara Visits Columbia River

Continued from Page 23

Portland, Oregon to introduce their marine science work to Portland at OMSI (the Oregon Museum of Science and Industry). The busy program in the city was organized by one of the voyage sponsors with a local office—and a rather inscrutable name—Billerudkorsnäs. It is a leading producer of renewable packaging material, which matches one of the goals of the Tara Expeditions Foundation. OMSI was running an interactive water exhibit called *Planktonic Plastics in the Oceans* during the visit.

“This Portland port of call is an opportunity to explain our work and raise awareness about the ocean, including coral reefs impacted by climate change, and also the research on plastic pollution,” said Romain Troublé, executive director of the Tara Expeditions Foundation. The previous stop was Hawaii, after which the ship crossed the subtropical gyres where the biggest concentration of plastics exists and collected samples of seawater containing garbage ranging from disposable containers to microscopic plastic particles.



Tara's 2018 mission involves fighting plastic pollution.

Most plastic in the ocean breaks down into tiny particles, which attract colonies of microorganisms that eventually coat the plastic and cause it to sink. Besides carpeting the ocean floor in a plasticine layer, the micro-organisms smell like food to fish—a fact that could have far-reaching consequences. Ted Wheeler, mayor of Portland, visited the crew and participated in a forum on plastic waste.

“It's not a war against plastic—it's a war against waste. Plastic is very important for many, many things we use today,” Troublé explained. After catching up on the boat's trip up the Columbia River, I must admit I made another minor error. I assumed I was doing this research purely for my own interest, because it would all be well covered by the media when the *Tara* arrived on the Salish Sea. It was a surprise to check the web site in August and find that the schooner did not sail north after it crossed the Columbia Bar, it headed south!

From the log of the Tara:

“Navigating under full sail takes place smoothly, a feat for the 140-ton *Tara*. She advances at a speed of 10 knots, with peaks at 16 knots. At this steady pace, the schooner sails 250 nautical miles in one day. This is the highest speed recorded during the *Tara* Pacific expedition. Using the HSN (High Speed Net) and Dolphin nets, the oceanographers took their first samples of water and plankton. Often called the blue lung of our planet, the ocean is filled with billions of micro-algae that eject as much oxygen as all of the world's forests!”

The crew headed straight to San Diego, Calif., for three days onshore, and was soon on its way to Central America and the Panama Canal and then home to Brittany, France.

At the start of September, the Intergovernmental Conference on Biodiversity opened in New York with the aim of defining an international treaty to manage biological resources on the high seas. The Tara Foundation has been working on this subject for 6 years by defending the definition of a framework for high seas research and management of marine genetic resources. André Abreu, director of international policies of the Tara Foundation, spoke about the importance and challenges of these negotiations and the expected impacts for the scientific community. The expedition is scheduled to return to Lorient on October 27 at the sailing center and museum Cité de la Voile Éric Tabarly.

“I think we fulfilled our contract,” said the ship's architect Oliver Petit as the boat prepared for the Atlantic crossing. “After nearly 30 years, the boat has had three successive lives. We could never have foreseen this. The boat has moved far beyond us. It no longer belongs to us at all.”



Cocktail of the Month

Poisoned Apple

Ghosts haunt the streets, zombies creep in the shadows, and the witches whip up a fearsome brew this time of year. Catch the witches (or your party guests) by surprise by whipping up a frightening concoction of your own. The Poisoned Apple cider cocktail tastes like fall and looks like death (in the best way possible). If you're anything like Snow White, you'll want to gulp down this eerie yet delicious cocktail like your life depends on it.

Ingredients

- 4 ounces apple cider
- 1 ½ ounces spiced rum
- 1 ½ ounces pomegranate juice
- ¾ ounces grenadine
- Optional: ¼ teaspoon edible luster dust
- Optional: Dry ice

Make the Drink

Directions: Add all ingredients and ice to a cocktail shaker. Strain into glass and stir! It's that easy. For a little added pizzazz, throw in some edible luster dust to give it a surreal shimmer. To top it all off, chop up some dry ice into tiny pieces and drop them into your brew to create that forbidding smoky affect.

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

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This is not what anybody wants to see on the shore, and NOAA has a plan to combat it.

Environment

Taking Out the Trash

By Eva Seelye

After a year-long collaborative process facilitated by the National Oceanographic and Atmospheric Administration's (NOAA) Marine Debris Program, local agencies and organizations released a marine debris action plan to track actions that reduce marine debris throughout Washington state. These areas include Puget Sound, the Northwest Straits, the Columbia River estuary and inland

sources, and Washington's Pacific Coast.

Marine debris is a persistent and growing environmental issue on a global scale. In Washington and along the West Coast, commercial, tribal, and recreational fisheries, shellfish farms, and aquaculture rely on healthy shorelines for business. Besides business interests, locals and visitors alike place great value on the area's outdoors for recreational purposes.

The Action Plan has four main goals, and each is supported by strategies with specific steps. The first is to prevent future dumping of marine debris through policy changes, community engagement, best management practices, and incentive programs. Secondly, the plan outlines action to locate, identify, remove, and recycle or dispose of land- and ocean-based marine debris from Washington coasts and waters. Next is to conduct coordinated, high-quality research to inform those trying to reduce the adverse impacts of marine debris. And finally, effectively coordinate marine debris actions throughout the state.

Marine debris can develop over time from many different sources such as lost or abandoned fishing gear or trash swept up and carried by the wind. A few plans like this recent action plan

are already in the works. For example, Jason Morgan, Marine Projects Manager for Northwest Straits Foundation, explains his environmental work.

"Since 2002, our Derelict Fishing Gear Program has worked together with stakeholders, including county, state, tribal, and federal agencies, to remove 5,800 derelict fishing nets and over 5,000 derelict crab pots from Washington's Salish Sea," Morgan stated in a press release. "The problem is the immensity to which marine debris has grown."

Paul Dye, Assistant Director for Outreach at Washington Sea Grant, urges that "no individual organization can tackle it alone." He continues, "We appreciate the willingness of so many agencies, tribes, and nonprofit organizations to work together for greater impact."

To view the full plan, visit:

marinedebris.noaa.gov/reports/washington-marine-debris-action-plan



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Port of Everett Marina is considered the largest public marina on the West Coast.

\$6.5 Million Port of Everett Improvement

By Evin Moore

On September 11, the Port of Everett awarded American Construction Company Inc., which had the lowest bid of \$6.5 million, a contract to begin the Central Marina Improvement project. Part of the project will be funded by a \$1.4 million grant from the federal Boating Infrastructure Grant (BIG). The grant is administrated by the state's Recreational Conservation Office.

"Last night's contract award was a major milestone for the Port," said Glen Bachman, Port Commission President. "The elements of this project are critical for implementing the Port's vision of a mixed-use waterfront that creates synergies between the upland properties and the marina."

The Port of Everett operates the largest public marina on the West

Coast. The Central Marina dates to the mid-1960s and is in need of improvement. The Port set a goal of rebuilding their marina facilities over the next 30 years, a project that began in 2006. The funding will pay for several key milestones in the refurbishing of the marina.

The current project will cover the completion of the new guest dock, the activity float at the base of the Fisherman's Harbor, and the dredging of the eastern portion of the Central Marina. The construction of K Dock, which will cater to yacht-class vessels—and L Dock—which will accommodate commercial fishing vessels, will also be completed.

"The Port staff did a tremendous job navigating the many challenges that finally got us to this day," said Lisa Lefeber, the Port's acting CEO. She also acknowledged the staff's role in developing a process for new marina dredging permits, navigating unforeseen hiccups, and selecting new dock designs. "I want to recognize our Environmental Director Erik Gerking for leading the regulatory process to secure our marina dredging permit, our Permitting Specialist Laura Gurley for leading the effort with the U.S. Army Corps of Engineers, and the Project Manager Brandon Whitaker for pulling all the pieces together," she continued.

Construction is expected to begin in October and projected to be completed by May 2019, while the new hotel and SE Millwright Loop Road will open in June 2019. At that time, the Port will open the public access part of the Fisherman's Harbor Project. The Port is slated to begin work on the Central G Dock rebuild and the final placements of the boat-houses after the current project is completed.



An architect's rendering of what the Port of Everett will look like after the \$6.5 million investment.

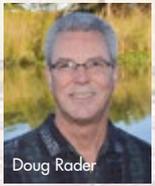
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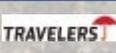
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WDFW Names New Regional Director

By Eva Seelye

Kessina Lee, previously an aquaculture specialist for the Washington State Department of Ecology (Ecology), has been named regional director for the Washington Department of Fish and Wildlife's (WDFW) southwest region based in Ridgefield.

Lee explains her eagerness to develop productive relationships with stakeholders of WDFW and to gain a deeper understanding of the challenges the region faces. She continues, "I'm excited to learn from people, and to listen," Lee said. "What I really relish is the opportunity to confront 21st-century conservation challenges like elk hoof disease or sea lion predation on salmon that are, in many ways, more complicated than anything we've faced before."



Lee has long been involved with marine life. She has a master's degree in biology from Portland State University and has lived in the Pacific Northwest since 1989. During her time at Ecology, she's worked as agency lead on the interagency investigation into the collapse of an Atlantic salmon net pen in Puget Sound in August 2017 and led a statewide team of hatchery water-quality permit managers. Before Ecology, Lee engaged with the Oregon Legislature's Coastal Caucus and with the office of Oregon Gov. Kate Brown. She also spent almost 10 years studying interactions between fish and sealions on the Willamette River and marine mammal strandings in the Pacific Northwest.

WDFW Director Kelly Susewind said in a press release, "We're thrilled to bring Kessina aboard, and have no doubt she'll be able to address the complex issues unique to southwest Washington." *BY*

WDFW Director Kelly Susewind said in a press release, "We're thrilled to bring Kessina aboard, and have no doubt she'll be able to address the complex issues unique to southwest Washington." *BY*

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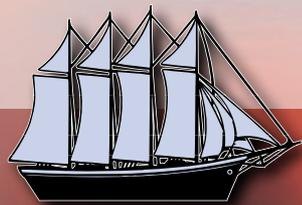
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Business Notes

S2 Yachts gets New Director of Marketing

By Evin Moore

S2 Yachts, the parent company of Tiara Yachts and Tiara Sport, has announced the promotion of Whitney Vishey to the role of director of marketing and communication for both Tiara brands.

"Our team and the S2 Yachts organization are very proud to make this announcement," said Dave O'Connell, Vice President of Sales and Marketing, in a press release.

"We look forward to having Whitney lead our marketing initiatives, continuing to build the momentum



Whitney Vishey

and excitement around the Tiara brands."

Vishey has been with S2 since 2014 as a marketing manager where she had a key role in overseeing the marketing efforts of Tiara Yachts and Tiara Sport. During her time as marketing manager, she has worked closely with Tiara dealers, sales reps, media, and vendors. She has overseen website launches, photography of new models, and both digital and print advertising campaigns.

As Director of Marketing and Communication, Vishey will be planning and implementing all of Tiara's marketing strategies.

"I am looking forward to this opportunity and honored to be selected for this responsibility," said Vishey. "I'm grateful for the support I've been given from those within the S2 Yachts organization as well as those outside of our company and am very excited to continue to work in partnership with our internal and external teams, advancing the elegance and legacy of the Tiara brands."



First Modern U.S. Riverboat Passes Sea Trials

By Eva Seelye

American Cruise Lines is known for their large and modern fleet of coastal cruise ships, authentic paddlewheelers, and now their latest riverboat creation. *American Song*, which is making history as the first modern riverboat, is on schedule to her inaugural passenger voyage after successful sea trials in September 2018.

American Song was delivered to the "Big Easy" from Chesapeake Shipbuilding in Maryland. Her first official voyage will be from New Orleans to Memphis on October 6, where she'll continue her full schedule of eight-day Lower Mississippi River cruises through December 2018. Once the new year comes around, she'll make her way to the West Coast



American Song

to cruise the Columbia and Snake Rivers come March.

A second riverboat, *American Harmony*, will be added to the series and is already in

the works, with an expected delivery of early 2019. American Cruise Lines operates the coastal and inland waterways of Alaska, the Pacific Northwest,

the Mississippi River, New England, and the Southeast. Visit americancruiselines.com to learn more.

BY

Business Notes Continues on Page 90

Skagit Levee Repairs Begin

By Norris Comer

In response to high flow damage during November 2017, the U.S. Army Corps of Engineers (USACE), Seattle District, has begun repairs to a levee along the Skagit River. The project is located along the landward slope of the levee near Wylie Road southwest of Conway, Washington. Repairs began September 19.

The total cost of the project will be about \$960,000 and involves 1,200' of damaged levee. Once repaired, the levee will be restored to its pre-flood 50-year level of protection to fulfill its purpose; to protect lives and property from subsequent flooding in the flood seasons to come. For more information, you can contact USACE public relations contact Dallas Edwards via email (dallas.d.edwards@usace.army.mil) or phone (206-764-6958).

BY

October Offerings from Sail Northwest - New & Brokerage - Power & Sail



1994 Grand Banks 42 \$274,000 Price Reduced!

Jane is your next boat.

Immaculate is the word that comes to mind as you inspect this Grand Banks 42 and it's systems. The wiring is organized, the interior woodwork is amazing, she's clean and dry to your senses and the motors show amazingly well - this is your next boat. *Jane's* previous owners kept her on the fresh water of the Columbia River in a boat house and her current owners have recently undergone a major electronics renovation with the latest Garmin Instruments. *Jane* shows the devotion of two dedicated owners and is ready for your voyage today.



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37'	1980	Tartan.....	\$67,000
36'	1983	Island Gypsy Twin D.....	\$40,000
35'	2006	J/109.....	\$169,000
34'	1999	J/105 Shoal Draft.....	\$59,900
34'	1982	Dash.....	Price Reduced \$21,900
32'	1986	Gulf Pilot House.....	\$37,500
30'	1997	Henderson w/ Trailer.....	Price Reduced \$23,000
30'	1989	C&C 30 MKII.....	\$35,900
23'	2002	SAFE Boats Diesel Aluminum Hull...	\$46,000
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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.

Continuing Cummins Crisis

Dear *Northwest Yachting*,

I read Daniel Solomon's letter in your July [2018] issue and it brought back painful memories of a similar incident I experienced last summer aboard my trawler while transiting Fitz Hugh Sound in Alaska and resulted in a six-hour tow to Shearwater courtesy of the Canadian Coast Guard. You asked if any of your other readers had experienced similar problems so here it goes.

All was going fine until all of a sudden my engine (yes, only one engine) went into guardian mode. Now, the engine kept running, but only at idle. The message on my alarm panel said something to the effect: "no J1939 data available." That meant nothing to me at the time. Now I know more about Cummins engine wiring diagrams, 40, 50 and 60-pin harnesses and Deutsch connectors than I ever wanted to.

It turns out that the coolant level sensor on my Cummins QSB engine had leaked coolant into the harness which traveled the length of the harness to the ECM and settled in the bottom corner of the connector. The pin in that bottom corner was completely corroded out. That pin apparently carries the "1939 data" and is critical to the proper operation of the engine. As a result, I was out of commission.

My solution, after much input from several experts, was to remove the coolant sensor, insert a brass plug in the reservoir and insert the required terminal resistor plug into the harness to keep the black box from complaining about no coolant. This is not a problem for monitoring coolant level since I already have the usual plastic overflow bottle mounted nearby.

Since I was out cruising for the summer, I was not in a position to order and replace the affected harnesses—a costly and time-consuming job. Instead, I ordered several deutsch replacement pins and sockets as well as the required removal tool. With these, I could replace the corroded connectors, splice them into the harness and continue on my summer cruise. At the end of the summer, though, I replaced the harnesses.

Cummins was not interested in recompense for my problem or its correction even though they were obviously aware of the issue as were several Cummins mechanics I talked to. Since then, I have advised any of my friends who have these QSB engines to check their coolant level sensors for leakage.

—Fred Kaufhold, *M/V Dream Weaver*, Anacortes, WA

Northwest Yachting,

My thanks to Daniel Solomon for his letter on the faulty coolant level sensor on hi QSB 5.9. I recently had Cummins NW on board to try and correct a continuous vibration I have on our 47' Trawler. While they were on board I showed them the article and asked them to check my coolant sensor.

The tech checked it out and sure enough it was starting to fill with coolant and dripping down into the wiring harnesses. They cleaned it up and installed a connector plug with a built in resistor. I will now have to continually monitor the coolant level manually.

A Mickey Mouse fix but at least saved me buying \$4,000 worth of Cummins wiring harnesses. The mechanic said I was the third repair he had performed on sensors this week.

—Rick Panowicz

NWY: Clearly, something is amiss with these Cummins engines. Enough is enough! We at NWY are donning our investigative journalist hats and are on the case. Stay tuned as we report our findings in future issues.



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SeaPiper 35

Hailing from Aliso Viejo, California, is a brand-new build with an old-school outlook—the SeaPiper 35. If you want a modern take on an economical, trailerable, go-the-distance trawler with an emphasis on seamanship over seven mini bars, this could be your dream come true.

From a distance, the SeaPiper 35 looks like a cross between a small yacht and a classic U.S. Coast Guard Motor Lifeboat 36, with an enclosed aft wheelhouse, large center cockpit, and cabin forward. The split interior layout is counterculture in 2018 as most trendy motoryachts vie to offer the most palatial, single-level, open interior. Not so with the SeaPiper 35, although both cabins seem plenty for a couple or small family on the go with headroom consideration for those of us over 6'.

Another defining feature is apparent upon approach; the modest 8' 6" beam. Once again counter to the trendy yachts of today, who are growing girther in a quest for maximum interior space, the SeaPiper

35 is narrow like an arrow and proud of it. Not only does this harken back to traditional seamanship-focused designs, which should make for excellent handling, but the narrow beam also makes the SeaPiper 35 trailerable. No waters will be safe.

The SeaPiper 35 gives off the vibe of a steel or aluminum build, but the hull is made of a completely solid laminate FRP (fiber-reinforced polymer) and above the waterline is a polypropylene honeycombed cored sandwich superstructure. This vessel has a whopping four watertight bulkheads to allow for six watertight hull compartments. In other words, this should be one hard boat to sink! Another commonsense feature not seen on most new boats these days is the flat bottom section of the hull to allow easy gunkholing. If you've spent extended time cruising the Pacific Northwest waters, you'll know how handy this can be in a pinch.

As far as performance is concerned, the SeaPiper 35 is powered by a single Beta 85-horsepower engine as standard. While

this is on the conservative side for a 35' yacht, the manufacturer touts a cruising speed of 7 to 9 knots, with a top speed of around 10 knots. The published maximum range of 2,000 nautical miles at 7 knots is almost jaw dropping, about enough to go from Puget Sound to Alaska and back. Hopefully we'll be able to hop aboard one sometime soon and put it through its paces.

Adjectives like practical, versatile, seaworthy, low-maintenance, and economical are often used to describe the stout-looking SeaPiper 35 that's clearly made for long distance cruising. If these descriptors get you excited, you should probably check out the manufacturer's website and inquire about pricing, availability, and the like.

SeaPiper states that they are building the first five hulls (which are already sold), have hulls 6 through 10 spoken for, and are taking more requests now. In the not-too-distant future, seeing a SeaPiper cruises by could be a common Pacific Northwest sight.

Specs

LOA: 35' 11" • Beam: 8' 6" • Draft: 2' 11"

Displacement: 16,300 lbs.

Tankage (Fuel/Fresh/Black):
275 gals./145 gals./32 gals.

Local Dealer:

SeaPiper, 949-305-4200

Web: seapiper.com





Waypoint 36

The new Waypoint 36 is designed around the hull and deck tooling of the popular American Tug 365 model that came before it. Built off this proven baseline, the Waypoint 36 should be well-suited to take family and/or friends both safely and comfortably to just about any port of call the skipper desires.

The layout is straightforward, partly due to the high number of molded components of the interior. Because of this, there are fewer custom options to choose from, so what you see is what you get. There are two spacious staterooms with large berths and a tried-and-true dinette in the salon that converts into a berth. The 36 is designed for long-distance cruising with up to six people.

The exterior is similarly straightforward, with a deep-seated and

conservatively sized cockpit with swim step access. The cockpit is covered by a deployable canvas top. Primary access to the foredeck is via the cabin, but there are handrails to aid an exposed scuttle both port and starboard.

Another nice feature to note is that the top of the salon aft is wide open and prime real estate for dinghy or paddleboard stowage.

For a 36' boat, there's a ton of space inside. Entering through the aft door from the cockpit, one is greeted by the large salon and galley. Like much of the boat, the 36 has ignored the trendy single level/space approach to cabin design, and instead separates the elevated helm station from the rest of the cabin forward. One feels like they're in a proper wheelhouse at the helm.

As far as power is concerned, the 36 is pushed along by a single inboard diesel 260-horsepower Volvo. Although we do not have performance specs at this time, the 36 looks like she will have no problem maintaining a classic, fuel-efficient 8 or so knots cruising speed.

If you've got a hankering to disappear north for a few weeks (or

months), a tug-style trawler like the Waypoint 36 is a good way to go. It's refreshing to see a local builder stick to their guns, and spying a 36 at quiet anchorages up and down the coast will probably become an increasingly common sight. If interested in pricing or more information, feel free to contact the local builder and dealer, American Tugs.

Specs

LOA: 36' 6" • Beam: 18' 2" • Draft: 3' 5"

Displacement: 17,000 lbs.

Tankage (Fuel/Fresh/Black): 230 gals./120 gals./45 gals.

Local Dealer:

American Tugs, 360-466-9277

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EagleCraft 33 Cruiser



The progeny of tough-as-nails commercial mariners and adventurous Pacific Northwest boaters, the new EagleCraft 33' Cruiser is available locally and chomping at the bit to get underway.

Right away this boat looks like a local with that classic Pacific Northwest forward angled "attack" cabin/wheelhouse and vaguely arrow shape. The exterior layout is effective with a swim step off the transom and partially covered cockpit. Access to the foredeck is possible via narrow walkways both port and starboard. The cockpit floor opens to reveal the single 400-horsepower Volvo diesel I/O D6 engine.

A clever feature of the exterior is the cabin top where the designers resisted the temptation to cram in a couple of seats and a mini bar. Instead, the cabin top, is wide open, bound by handrails. The innovative will find many uses for this expanse.

The interior makes practical use of the

space available. Upon entry, the galley is immediately starboard across from the family dining table that can be converted into a berth. The helm is forward and positioned starboard next to the companionway below where the V-berth and large en suite head are located. An additional berth is tucked into a modest space near the companionway. There are accommodations for six aboard if you pull out all the stops. As far as the

mechanics are concerned, the manufacturer reports a cruising speed of 25 knots with a 260-nautical-mile range.

The EagleCraft 33' Cruiser is clearly a proudly Canadian build well-suited to wild northern waters. Curious? Contact the local dealer and builder, EagleCraft/Daigle Welding & Marine Ltd. Pricing starts at \$499,000 CAD (about \$342,000 USD at the time of this writing).

Specs

LOA: 38' 6" • Beam: 22' 2" • Draft: 4' 5"

Displacement: 24,000 lbs.

Tankage (Fuel/Fresh/Black):
79 gals./53 gals./21 gals.

Local Dealers:

EagleCraft, 1-888-393-6464

Web: eaglecraft.bc.ca



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S40



S40 - 2 Cabins

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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
\$292,137 Contact San Diego Office



38' DEHLER 38 2016
\$235,000 Diego Gomez - Alameda



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



41' SYDNEY 41 1996
\$119,900 Bill Semanek - 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' SILVERTON 38C 2003
\$188,000 Tom Mowbray - Alameda



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



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



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Beneteau Figaro 3



Emirates Team New Zealand and Luna Rossa design teams shocked the world when they revealed their design for the AC75, a foiling one-design monohull sailboat racing concept destined for the 36th America's Cup in 2021. The foiling one-design monohull concept has increasingly seeped into the global sailing consciousness, and many America's Cup fans have begun to wonder when they will get to try out a production foiling monohull. The answer? Imminently! Beneteau has unveiled the Figaro 3 to the world.

Is it truly the next step in one-design racing? Time will tell, but the fact that the firm of Van Peteghem Lauriot-Prevost (the architects of the last two boats to win the Vendee Globe race) had a hand in the creation of the Figaro 3 is certainly an endorsement. It's also worth noting the "3" in the name, for the Figaro 1 and 2 one-design racing monohulls have combined decades of active and competitive racing. The Figaro 3 builds off the highly competitive offshore pedigree of its predecessors.

Although we, and most of the world, have yet to hop aboard, a few features leap out upon examination as production begins. Features like tiller control, dual rudders, and carbon fiber mast and bowsprit all scream fast. The hull itself is also that of a racer with wide racing decks and cockpit and a low, almost flat profile. The manufacturer also touts its ballast-free hull, deeper keel, setback mast, and larger sail plan than Figaro predecessors. Of course, there are twin giant orange foils located amidships both port and starboard. Both foils can be stowed at dock and deployed when needed, which extends their curved forms further or closer to the hull.

Although production has begun, it may be a while until our West Coast Beneteau dealers have them in stock. If curious, you can learn more at beneteau.com or check in with local Beneteau dealer Signature Yachts. Inquire for pricing options. The base price, with an inboard diesel, is \$225,000.



Specs

LOA: 39'10" • Beam: 11' 5" • Draft: 8' 2"
 Displacement: 6,393 lbs.
 Tankage (Fuel/Fresh/Black): N/A
 Local Dealer: Signature Yachts,
 206-284-9004
 Web: signature-yachts.com



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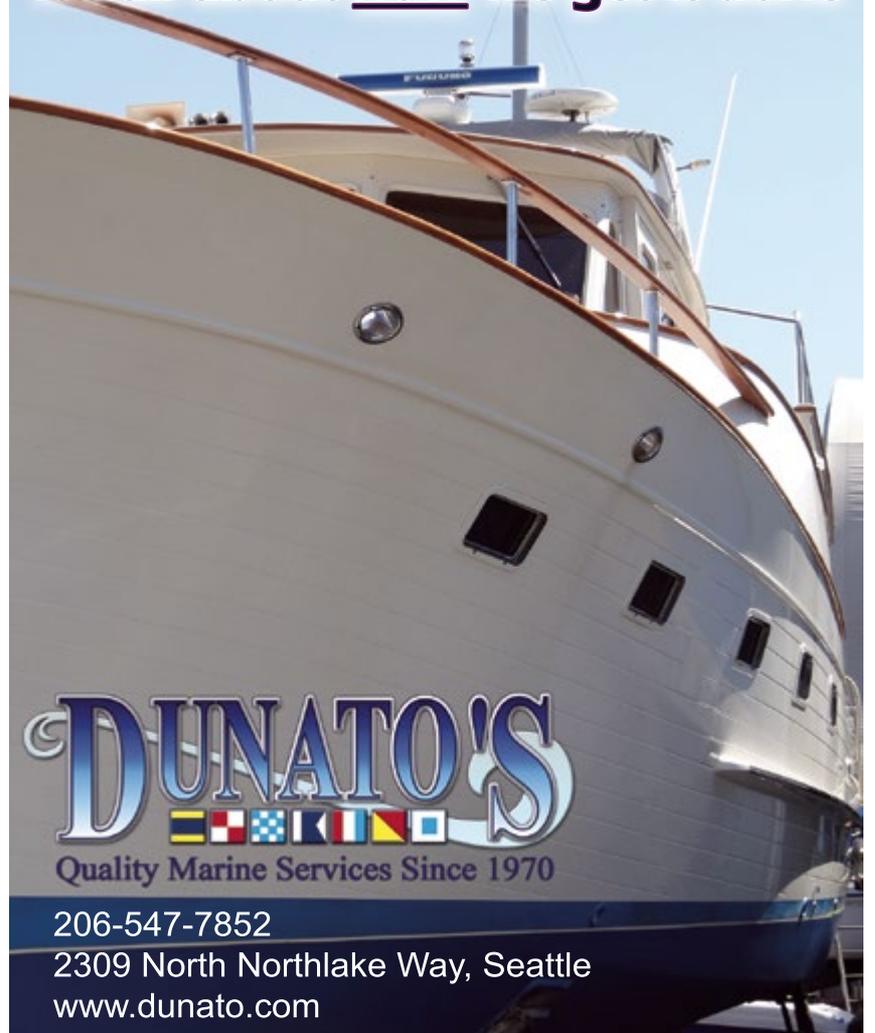
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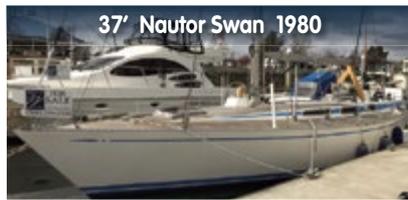
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Riviera 395 SUV

Blending the worlds of sportboats and luxury cruisers, Riviera's new 395 SUV is a sporty overnighter with all the fixings and a lot of go-go horsepower to boot. Built in the modern style, this is a yacht that seeks to do away with the "every boat is a series of compromises" mindset.

Right off the dock, one notes the large foredeck complete with padded lounge area. Two walkways, with high railings for bonus safety points, lead back to the partially covered cockpit. Once there, one can check out the large swimstep or have a seat around a modest seating bench. Interestingly, instead of placing integrated seating into the transom like many other similar boats, the 395 SUV features a kitchenette/mini bar built into the transom instead. The cockpit floor opens to reveal the dual Volvo IPS 370-horsepower inboard diesel engines (for a total of 740 horsepower).

From the cockpit, entering the salon reveals the well-lit interior, thanks to large, all-encompassing windows. With the galley to starboard and the family-style dining port that converts into a berth in a pinch, this is some tried and true stuff. Forward is a port-oriented helm station and a set of stairs that lead below.

The space down there is quite expansive with a master stateroom in the v-berth, a large enclosed head, and three berths in a

large common stateroom as well. There's more space down here than one might expect when viewing this sleek yacht from above the waterline. All told, the 395 SUV can accommodate five guests.

If you've got island hopping on the brain, the Riviera 395 SUV should get you around the San Juans or Gulf Islands quickly and comfortably. If interested in pricing or more information, feel free to reach out to local Riviera dealer, Emerald Pacific Yachts.

Specs

LOA: 43' 6" • Beam: 13' 9" • Draft: 3' 7"

Displacement: 24,912 lbs.

Tankage (Fuel/Fresh/Black):
396 gals./103 gals./21 gals.

Local Dealer: Emerald Pacific Yachts, 206-587-0660

Web: emeraldpacifyachts.com



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Under the Sea!

NEMO – BLU3 Ultra-Portable Dive System

The sea can have a powerful effect on us. Its beck and call can coerce landlubbers to its salty edge, encourage curious beings to step foot in a boat for the first time, and persuade sailors to cruise its wild ebb and flow for their entire lives. We've even gone so far as to find a way to breath underwater.

Now, if you haven't tried scuba diving before because of its certification process, extensive gear requirements, or daunting deep and dark underwater dives, but still want to experience oceans, lakes, or bays from down under, give the BLU3 ultra-portable dive system a try.

NEMO is for the curious who don't want to spend time getting dive-certified or money to purchase the gear, but still want to explore below the water's surface. It's a way to bridge the gap between snorkeling and scuba diving. NEMO features a custom battery-powered air compressor that pumps air to the diver through a 10' hose and out through their patent-pending Smart

Reg™, which can keep you underwater for up to 60 minutes.

The Smart Reg™ monitors your breathing patterns to let the floating compressor know the exact moment to send air down to you so you're not being force-fed oxygen. Flotation foam made of cross-linked polyethylene is surrounded by a bright flotation tube to remain buoyant and stable in open water while you explore the watery depths up to 10 feet below. A dive flag sits on top of the floating compressor housing, so boaters know where you are at all times.

If you're in a smaller setting such as a lake, feel free to remove the flotation tube; it floats

just fine without it! The NEMO also comes with a comfortable dive harness, a safety training program, and a battery pack and charger.

Whether you're treasure hunting, an underwater photographer, completing some underwater boat maintenance, or just exploring,

the NEMO could help you! Its small size and lightweight design fits easily in any duffle bag (or the NEMO backpack for an extra charge) and can be stowed in tight spaces aboard your boat. With 60 minutes of underwater exploration, the opportunities are endless, and the opportunity for discovery is plentiful. NEMO isn't

quite available for purchase yet, buyou can keep an eye on it at diveblu3.com.



Getting ready to dive with the BLU3 NEMO kits - the balloons sit on the water's surface.



Every Which Way But Loose

Accon Marine Adjustable Drink Holder

Your average drink holder probably fits a good-sized can, maybe a coffee cup if you're lucky. Setting down your glass onboard isn't always an option either; more often than not, your drink of choice ends up decorating the floors and walls of your salon. Accon Marine's Adjustable Drink Holder can accommodate virtually any glass, be it a 2-liter bottle or a dainty long-stem wine glass, and will keep your taste buds happy and your vessel pristine. Simply

insert the Adjustable Drink Holder into a pre-existing cup holder, insert two #10 screws, and you're good to go. The Drink Holder—made from 316 stainless steel—extends 2.5" high and, with the adjustable arm, spans from 2.25" to 4" to accommodate any cup or glass size. It can also swivel to the sipper's desired angle thanks to its quick-release base. Accon Marine's Adjustable Drink Holder is available online at shop.acconmarine.com from \$25.29.

Short Take

Beer Buddy

22Below Sub-Zero Koozie

Rumor has it that the average drinking time for a beer is about 15 minutes, and without the proper attire, that canned beverage of yours could warm up in half that time. Fabric koozies are portable but require quick consumption. Sturdy insulators with screw-on tops are nice, but you can't put those things in your pocket. Now there's a solution—22Below found an innovative way to combine the two for an ice-cold or piping-hot beverage you can sip on without freezing (or burning) your fingers.

The Sub-Zero Koozie uses the patented Cryo-Lock System to keep the cold in and heat out. It's also super flexible so it can fold up nicely into any pocket (jeans, backpacks, or the like). Bring it to a sporting event, aboard your vessel, or use it in your backyard; basically anywhere. What's more, you can register your USA-made Sub-Zero online for lifetime warranty. Cheers to that! Pick up yours online at corkpops.com for \$11.90. A 12-ounce can not included.



Finer Fenders

Mission Boatgear
Sentry Fenders

Boat fenders haven't changed much from their original sausage design, while boats have changed aplenty. Sport boats now come in a wider variety of hull styles, and the standard boat fender may not offer the level of protection boat owners need. Sentry Boat Fenders from Mission Boat Gear are fenders that curve to fit your boat and have a hanging point that is lower than standard fenders.

This allows them to hug the side of the boat, offering protection to both sides of the rub rail without getting caught on the top of the dock. A wide, flat shape prevents rolling and keeps them right where you need them. Made from closed-cell foam, the Sentry Fenders are resistant to both water and UV rays. They are free of harmful chemicals like vinyl chloride, which makes them more environmentally friendly than some other fenders.

Unlike traditional designs, the Sentry Fender uses a woven strap, which resists mold



and water wear, to secure the fender to either the boat or dock. The loop strap fits over cleats or the tower rail and can be easily adjusted to the right length. The design means no more tying knots, so the Sentry Fender can easily be attached or detached from your boat.

A large opening on the front of the fender allows dock lines to be passed through if the fender is covering the boat cleat. The fenders come in several attractive colors to complement your boat's color scheme. The next time you're in the market for some boat fenders, check out the Sentry Fenders at missionboatgear.com, listed at \$64.



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The Boater's Dream Bag

Wind Blows Foldable Luggage Bag

There's not much worse than finding your duffel soaking wet in the bottom of your boat. Goodbye dry clothes, goodbye happiness. Ok, so maybe your happiness doesn't solely rely on dry pants, but let's be honest, no one likes to wring out their belongings. This is where the Wind Blows Foldable Luggage Bag comes in.

Not only does this travel bag have a water-resistant coating, but it's lightweight and foldable, meaning you can easily fold it up into its own exterior pocket and stick it in any

pre-existing bag or purse for use at another time if you wish; it's ideal for small spaces on board or to accompany you on any of your other wild adventures. A double zipper closure keeps your belongings safe and secure, and strong handles support its weight.

Stash smaller items in the front pocket or use this pocket to secure your bag on top of

your suitcase for easy carrying while traveling.

It's functional, water-resistant, lightweight, and attractive. Pick up yours in Burgundy, Indi Pink, Mint, or Navy online at mochithings.com for \$49.95.



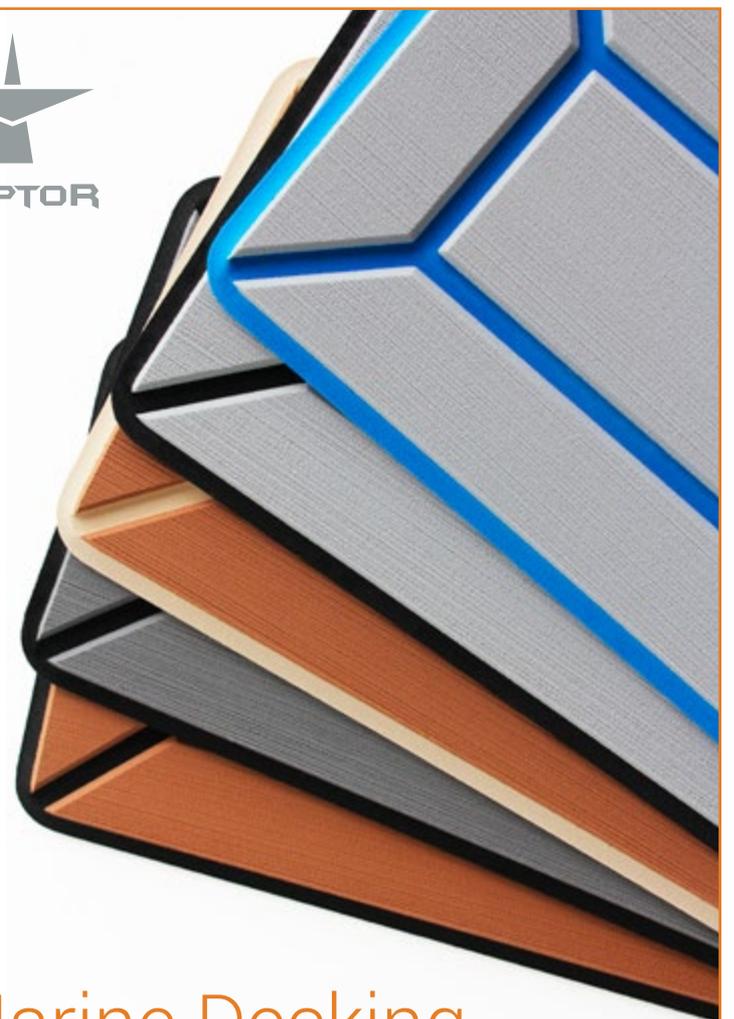
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Put a Ring On It

Traveller Collective Rings

The great Pacific Northwest is rich in natural wilderness and incredible wildlife, but no matter how great of a time you're having or how much you want to remember that moment, it's hugely frowned upon to remove anything from our pristine beaches, rocky landscapes, or lush forests. Traveller Collective found a way to record your favorite destinations and take them with you without removing anything from the destination itself.

The idea is to engrave rings with every place you've visited and collect them on a necklace or clip to take with you wherever the currents flow. Each clip can hold up to 45 rings, and when it's full, clip on another keyring to add even more memories.

These stainless-steel rings can be engraved in different ways. Choose between a country's three-letter or two-letter abbreviation with or without the date you visited, or you can customize three-letter rings with whatever letters you'd like. There are also U.S. state rings and Canada province rings. Decide between a Gunmetal, Dainty Silver, or Classic Silver necklace, or a Brown, Black, Tan, or Brown vegan leather clip to keep your engraved rings all in one place. And, believe it or not, there's more. With every purchase of a Traveller Collective item, 20% of the profit will go towards funding another's travel dream. How cool is that? Pick up your rings (from \$3.25), clips (\$22.50), and necklaces (\$22.50) online at travellercollective.com.

Chillin' like a Villain

Chillsner Beer Chiller

Now that you've matured a little and learned to savor your beer, you might remember one of the many reasons you chugged it in the first place. They warm up too fast! Adding ice will just water down your drink and whisky stones won't fit into the bottle. The Chillsner Beer Chiller by Corkcicle is the perfect solution to all your warm beer problems. The stainless steel icicle fits into most standard 12-ounce beer bottles and keeps the contents as cold as when first opened. A flexible, vented seal fits over the mouth of the bottle and allows you to drink your beer straight



through the Chillsner. Just remember to take a sip first, so beer doesn't spill as you place the chiller inside.

Forty-five minutes in the freezer or a cooler of ice will get the beer chiller down to its coldest temperature. The cooling gel in the core of the Chillsner keeps liquids cold for up to an hour before needing to be put back into a freezer again. Dishwasher safe, just throw the chiller in after a party and clean with ease. Ideal for barbecues, tailgating, or a day on the boat, the Chillsner Beer Chiller is available on corkcicle.com. A two-pack goes for \$30.

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Far Sighted

Bushnell H₂O Binoculars

Being out on the water requires a sharp pair of eyes that can spot buoys, other boats, and obstacles just below the surface. A good pair of binoculars can make all the difference, but not all binoculars are suited for use on boats. The 8x42 H₂O Binoculars by Bushnell are specifically designed for use in the marine environment.

Most assume that the best binoculars are the ones that offer the most magnification. But on a rolling boat, focusing on a distant object with powerful magnification can mean a very shaky image. That's why traditionally marine binoculars have lower magnification

and a very wide objective, allowing for more light and a wider field of view.

Marine binoculars also tend to have a large exit pupil - the image one sees through the eyepiece. The larger the exit pupil, the larger and clearer the image through the binoculars. The H₂O Binoculars fit these specifications perfectly; the 8x magnification means distant objects are larger but it won't cause image shake, while the 42 mm objectives let in maximum light.

Multiple layers of coating on all lenses further increase image brightness while reducing glare. The H₂O's feature a Porro prism system,

which provides a wide field of view and depth of image.

A hard rubber body protects the binocular lenses and prevents slipping in wet conditions. Like all good marine binoculars, the H₂O's are waterproof and fog-proof, and can even be submerged underwater without damage. They weigh in at a mere 25 ounces, and the adjustable eye relief is great for any boater who wears glasses. A good pair of binoculars can get you out of trouble on the water before you're even in it. Check out the 8x42 H₂O Binoculars on bushnell.com, where you can also find a local dealer. Starting from about \$100.



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Unclutter the Galley

Magma Nesting Cookware

A neat and tidy galley means using every square inch of space to its full potential. At home in a kitchen with plenty of space, the idea of nesting cookware would not seem like a necessity to most. But aboard most boats, a set of nesting pots and pans can make a noticeable difference.

Magma is known to most as a manufacturer of grills that can be used on deck, but they also offer several different sets of nesting

cookware. The whole set takes up less than half of a cubic foot when fully stored; removable handles on the pots make this possible. With the handles removed, the pots can be used for baking in the oven, as mixing bowls, or as salad bowls at the table.

Magma offers both seven-piece and ten-piece sets in stainless steel, ceramic, and Teflon. Induction compatible models are also available. All are offered in a selection

of different colors. Many cheaper nesting camping pots are made of thin metal that tends to create hot spots that scorch food. These nesting pots have triple clad bottoms for high-quality heat distribution.

If you've been thinking that you could use a little more space in your galley, check out the nesting cookware from Magma available on magmaproducts.com, starting at \$177.



Short Take

Pop Life

Ecolution Micro-Pop Popcorn Popper

Popcorn is a salty, fluffy, and delicious snack, but it's often difficult to find an easy-to-make healthy option that doesn't leave a mess—something we could do without in a tight galley space. But with the 1.5 quart Ecolution Micro-Pop Microwave Popcorn Popper, you can pop a healthier batch of fluffy corn in your microwave for a quick and easy treat, no oils required.

The container is made of heat-resistant borosilicate glass to make it microwave safe, and the included silicone lid can be used to measure kernels and/or melt butter directly onto the popcorn while in the microwave. When your movie is over, just toss your Popper into the dishwasher. No pan to scrub, no grease splatter, just a well-contained glass container that requires minimal effort.

The Micro-Popper fits into 99 percent of home microwaves, is BPA-free, and pops your entire bowl of kernels in just three minutes. Purchase yours online at bedbathandbeyond.com for \$12.99.



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"Black Max Folding Bike"

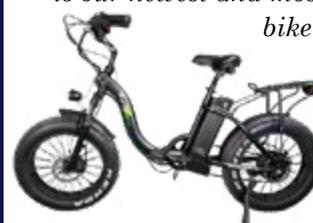


The "Black Max" Folding Bike is the perfect e-bike for boaters and yacht owners. It folds in half for great storage options and the fat tires make it viable for riding on any surface including sand, snow, and rain!

Price: \$1,495

"Black Max Step Through"

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Harnessing the Sun

Suaoki 100W Solar Panel

The intense sunlight of the open water was once only good for tanning (or more likely, sun burns). Now, a few strategically placed solar panels can be used to harness this energy and charge the electronics on your boat such as phones, GPS, and computers.

Due to their pure direct current (DC) power output, solar panels make excellent chargers, perfect for keeping batteries full. Sailboats with enough solar panels can reduce the amount of times they need to run their propulsion engines to recharge batteries, and

a boat with enough panels can avoid it all together.

Solar panels have dramatically dropped in price over the past 10 years, and they are becoming a popular charging alternative compared to a noisy diesel engine. One such panel is the Suaoki 100W 12V Solar

Panel, a flexible panel that can be bent up to 30 degrees and attached to a sail or the top of a cabin. Utilizing the SunPower monocrystalline solar cells, the Suaoki panels have 22 percent conversion efficiency; this is much higher than average cells on the market, which tend to average below 15 percent. Equipped with both a USB port and a DC port, the panel can charge two devices at once. Built-in smart detectors control the rate your equipment is charging up, thus adapting the speed as needed.

The Suaoki panels are lightweight and water resistant—another bonus for a panel mounted on a boat. Whether you're doing it to get on Mother Nature's good side, or you like the idea of being more self-sufficient by harnessing the elements, check out the Suaoki 100W Solar Panel on suaoki.com. Panels start at \$220.

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Discover time- and money-saving tips from Carolyn Shearlock's many years of experience as a live-aboard; take a second to reflect about your fears in the episode, "Life's more interesting when you say 'yes;'" or explore the islands of the Pacific with Rick Page and Jasna Tuta – authors of *Get Real, Get Gone: How to Become a Modern Sea Gypsy and Sail Away Forever*. The list goes on and the adventures are plenty. To listen to this free podcast, tune into Boat Radio on iTunes. And hey, if you love it, maybe even subscribe!

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Some might feel a little uneasy heading out from the comfort of home to unpredictable seas. We get it! The Wavve Boating app could add some relief to the uncertainty

of a cruising lifestyle with some of its helpful features. Use its easy-to-read and visually appealing intuitive navigation experience to steer clear of dangerous obstacles; tap open and manipulate the app's customizable charts to create a map experience that specifically coincides with your unique needs and preferences, and share your knowledge and whereabouts with other Wavve users.

You can pin moorages, boat ramps, fishing, and other points of interest on the map for another user's benefit. What if you discovered a fishing gold mine that you want to keep for yourself? No problem – just set your pin to private. And lastly, if you enable location sharing, other Wavve users can find you and lend a helping hand if need be. Download today for a 14-day free trial period! Available for iOS and Android.

App: Global Tide

Free for iOS & Android



If you have a desire to hold the power of the winds and tides in your hands but you've accepted the fact that you're not Zeus, this app will at least get you

one step closer to that Greek god dream! Global Tide is a free app that provides exclusive real-time forecasts for tidal information that's available offline. Data from major cities, ports, islands, and lakes on a global level are built into the app.

It's convenient and flexible with incredible accuracy. It supports more than 30 languages and operates in over 100 countries. Industries such as fishery production and maritime rescue put Global Tide to good use, and the app has provided the UAE meteorological data for the Ministry of Environment and Fishers of Ras Al Khaimah since 2016; it has a pretty good resume to say the least! Hopefully it checks out just as well for you. Available for iOS and Android.

App: HopPlotter

Free for iOS & Android

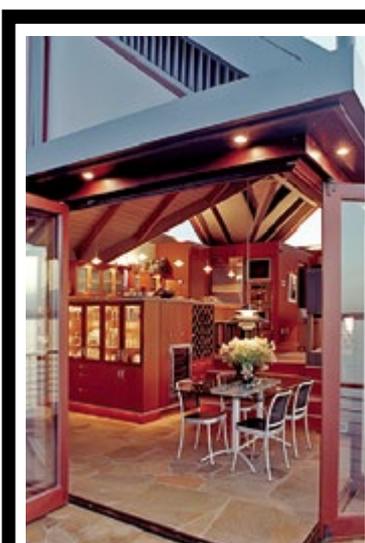


Mariner history is soaked in booze, and for a good reason. It wasn't all smooth sailing back in the day when cannons were firing, splinters were flying, and chores were less than gratifying.

They drank to ease the demands of a sailor's lifestyle, and an alcohol comfort blanket gave them that little extra dose of courage needed to fight battles, so why not continue the historical trend with an app that guides you through the best brews near you?

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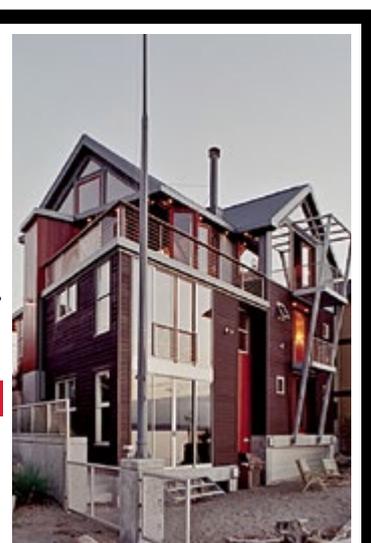
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NWYACHTING.COM

Hotwire

By Jeff Cote

Looking Forward: Heading Sensors vs. GPS



I am a boater who experienced a catastrophic electrical fail on my maiden voyage. When I returned to the dock, I decided there had to be a more reliable way to boat. I started Pacific Yacht Systems over 11 years ago with the goal of providing reliable and safe electrical and electronic systems for boaters. It really is the heart of every modern boat, and these systems, simple or complicated, are based on industry standards designed to keep you and your family safe.

My personal philosophy has always been to do things right versus making things work. I believe the secret to the company's success has been "expertise through repetition." We concentrate on a few things and do them over and over. In 2018 alone, PYS completed projects on over 1,000 boats here in the Pacific Northwest. All our technicians receive American Boat and Yacht Council (ABYC) training, updates, and share tips and tricks on a daily basis. We live for this stuff, and this concentrated approach makes us specialists in the industry.

While reflecting on a topic for my debut *Hotwire* column, I got to thinking about a recent client. He was a bit confused about the differences between heading information given by GPS units versus heading sensors. He asked, "If I already have a GPS connected to my chartplotter and radar, do I really need a heading sensor?" The quick answer is: yes! Course over ground (COG), provided by a GPS, is only reliable if the boat is travelling at a good speed with little current or wind.

Let's look at a few of the differences between heading sensors and GPS. Typically, a heading compass (aka flux gate compass), also referred to as a heading sensor, provides heading information to the autopilot. Heading provides the direction that the boat's bow is pointed relative to the magnetic north pole or geographic north pole.

In contrast, a GPS receiver provides position (latitude and longitude), COG, and SOG (speed over ground). COG and SOG are measurements related to solid ground. The challenge with a GPS receiver is that it knows where your boat was a second ago and where it is now. It then does a series of calculations to determine COG. However, when you start to go slow, the GPS has trouble determining COG with any accuracy.

Additionally, a boat that is anchored or tied to a dock (not underway) has no accurate COG value. Under conditions where the boat is experiencing wind or current, the heading and COG may differ. This difference will typically be greater for boats travelling at slow speeds and in a direction that is not directly parallel to the direction of the wind or current.

The source of COG for most modern marine electronic systems is a GPS sensor/receiver, which may be internal or external to the boat's multi-function display. The newer

heading sensors on the market have incorporated solid state accelerometers and rate gyros for improved performance. Until recently, most affordable GPS receivers transmitted position, COG, and SOG once per second, or 1 Hz. Newer GPS receivers have increased to five times per second, or 5 Hz, while marine heading sensors transmit at 10 Hz.

The Garmin SteadyCast Heading Sensor is an easy-to-install solution that provides fast calibration and good heading accuracy. It aligns the boat's bow to its actual orientation. The heading output rate is 10 Hz with an accuracy of plus or minus 3 degrees, which ensures that your chart orientation and boat heading line match up with reality even in rough waters or at anchor. It retails for approximately \$200.

The Garmin 9-Axis Heading Sensor is a premium solution with a heading output rate of 10 Hz and accuracy of plus or minus 2 degrees. It also allows for MARPA tracking and greatly improves the radar overlay experience. The nine-axis MEMS technology installs easily with the N2K plug and play interface for Garmin chartplotters; calibration with other displays is also supported. It is built to withstand bilge environments and can be installed in any orientation located away from magnetic interference. The suggested retail price is approximately \$800.

Generally, autopilots that are 10 years or older will have a fluxgate compass that provides heading value. If your autopilot is less than a decade old, you will most likely have a 9-axis heading sensor as part of your autopilot system. If your boat doesn't have an autopilot, it is worth considering the Garmin SteadyCast heading sensor. It is really useful to know the boat's heading, even when your boat isn't actually moving. For instance, at night when the orientation of your bow to the surroundings is less visible, you can see your heading directly on the chartplotter at slow speeds or even at anchor. For boaters who don't have a heading value from an autopilot, a heading sensor will prove to be very useful as the charts and radar image will overlay as you would expect it to be.

NWY



Installation notes:

It looks like it comes ready out of the box, but the internal compass must be calibrated on the water after a heading sensor is installed. Failure to do so may result in inaccurate compass readings. Compass calibration needs to be done in calm seas in an open area away from other boats. Avoid congested areas and waters with strong currents because calibration will be difficult and possibly hazardous.



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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PERFECT LINES

Photo: Andrew E. Russell • Words: Norris Comer

Serene in Wrangell

Here we see the superyacht *Serene* near Wrangell, Alaska. Currently owned by Prince Mohammed bin Salmon of Saudi Arabia, who purchased her for €500 million in 2015, *Serene* is the high class escort of many of the world's wealthy elite. The Pacific Northwest's own Bill Gates leased the yacht for \$5 million in the summer of 2014, and the ship was originally built for Russian vodka tycoon Yuri Scheffler for \$330 million. Reportedly, she was one of the world's ten largest yachts upon delivery with a length overall of 439.3' and a 60.7' beam.

No matter what kind of boater you are, there is something cool about the fact that superyachts like these are frequent visitors to our waters. If the world's wealthiest go through all this expense for just a taste of the Pacific Northwest, maybe your afternoon on the water around here is about as close to priceless as it gets.





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Kevin's Catch

By Kevin Klein



Swing of the Seasons



The changing of the seasons is one of the best parts about living in the Northwest, and October is one of my favorite months. From the beginning of the crisp, cool air in the mornings, to the evening of Halloween, it's a time when everything feels special.

Fall fishing in general is a transition for anglers away from the salt to the rivers, and there's still a lot of boating and fishing opportunities to be had. I haven't winterized a boat of mine in years and don't plan on starting now.

Coho and chum salmon provide some opportunities in the saltwater this time of year as do resident Chinook or blackmouth, as the winter variants are called. Some areas in Puget Sound and British Columbia can provide open seasons and good fishing. Do your research and plan to chase fish in local waters or some place a bit farther. Many marinas have discounted rates for the so called "shoulder seasons" that start in October. Fish in the morning and be back in time to warm up and catch the football kickoff. Believe it or not, albacore tuna fishing can still be productive off the

coast when the weather allows. Throw some longfins in the mix during canning season for a real treat!

Still bright and fresh, salmon can provide good fun when river fishing. Twitching jigs have become the go-to method for many anglers, especially for silvers. Simply put, this means casting out and retrieving a jig while twitching it up and down. It's fun and productive!

Chum salmon are usually willing biters and always hard fighters in the river. After a morning of catching and releasing "dogs," your arms will almost be too tired to hold that lunchtime sandwich. And don't forget about Chinook salmon fishing on the Columbia River. October is the time when places like the Hanford Reach really heat up. For something different, the Fraser River in British Columbia can be good for sturgeon in the fall. If you don't have a river boat or have never plied the big streams, going with a guide is a great way to spend the day and learn.

While you've got time to spare this fall — we are heading into gift-giving season, and I'd like to bring up a simple solution to a common problem that could be a wonderful gift. When traveling to different destinations on a larger mother ship vessel, hauling and launching a tender for fishing can present certain problems. Storage can take up a lot of space, and towing can be problematic, especially in rough weather and docking. Launching a heavy tender can have its logistical and safety issues. How about bringing along a couple of kayaks that are set up for angling?

Kayak fishing has really grown in popularity in the last decade. Stories and pictures of anglers with large salmon or halibut caught from a kayak have drawn admiration for this challenging pursuit. All kayaks can be paddle driven, but many use peddles or even a small electric motor for propulsion. Chart plotters, fish finders, rod holders, tackle storage, fish storage...there have been a lot of fish-specific additions and improvements to the angling-specific kayak.

There are clubs and online resources to help research how to get started in this adventurous fishing realm. Of course, safety when kayaking is always paramount. Reading weather reports and checking tidal currents should be done before setting out for the day. Tidal currents can be very strong along the West Coast and up into the islands and interior waters.

Continued on Page 88

Clockwise from top: Michelle Johnson shows off a prize salmon from her kayak fishing adventures; Gretchen Dearden with a local bass caught from a pocket watercraft; Jesse Molnick with a nice longfin. October can be a great month for tuna!



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

Good Jobs Available as Labor Crisis Looms



If you've taken your boat in for repairs or service, you might notice a fact that is causing tremendous concern in the marine industry. Marine service people are becoming harder to find! Every year, more Baby Boomers (the population segment born between 1946-1964) retire. And every year, more of the Generation Y segment enters the workforce (that group comprises those born from 1980-2000, including Millennials). While many social scientists and grumpy old people will opine about the differences between these two generations, I want to focus this column on how these changing demographics are tied to yachting and what we are seeing on the ground in the Northwest.

First, here are the facts. There are an estimated 30 million jobs in the U.S. that pay at least \$55,000 per year that don't require a bachelor's degree, and these jobs are opening fast. By just next year, 31,000 jobs in the marine industry will be available; that breaks down to 21 percent in retail and 59 percent in boating service. In the boating service category, almost all—88 percent—are for marine technicians. Overall, marine manufacturing supports 650,000 jobs and 34,833 businesses in the United States.

The "college for all" mantra that many lawmakers subscribe to has meant that our education system has graduated way too many kids with Gaelic poetry degrees and student debt, but not enough coveted marine trades men and women. Bringing this issue closer to home, Rep. Gael Tarleton passed legislation last year that ties career and technical education (CTE) to Washington state's basic education. If you peruse the state's constitution, and you know you do, then you will remember that the paramount duty of the state is to fund education.

So, when it comes to the legislative formula for success, we've got a bipartisan group of elected officials (aka legislative champions). What else is needed to turn the tide? I took this question to Tory Gering who eats and sleeps this issue. She is part of the team at the Manufacturing Industrial Council (MIC) that is spearheading Core Plus, the stalwart two-year CTE program that's spreading around Washington. Tory replied, "Peter, you need a mix of an industry sponsor; industry support and management (MIC); state support (superintendent) and teachers willing to use curriculum and participate in training three times a year."

Each component is dependent on the others in this system. As good as the MIC is to work with (our state is fortunate to have them), they cannot do it alone. The PTA is needed, and other education partners (like Ann Avary of the Center of Excellence for Marine Manufacturing & Technology and Sarah Sherer of the Seattle Maritime Academy) are essential.

Plus, there's a role for federal partners. Now, we are talking about what's happening 3,000 miles away in the "other" Washington. Thanks to an invite from the National Marine Manufacturers Association (NMMA), I briefed Congressional staffers on September 6 about all the good work going on here and then segued into what's needed at the federal level to bolster our workforce. Having lived with this issue with the 725 members of the Northwest Marine Trade Association, my employer, I was interested to make the case and then get Congress on board (or more on board). The list of asks were very specific:

1. Continuing the Small Shipyard Grant Program.
(Backstory: This grant program has typically only been available to large shipyards. It's only within the last five years that boatyards are eligible to apply.)
2. Funding to support registered apprenticeship and pre-apprenticeship for adults and youth.
3. Funding to support the Domestic Maritime Centers of Excellence initiative, which Washington is a finalist to land after an exhaustive national competition.
4. Funding to support expanded marine industry programming at the K-12 level.

Like any aspiring salesperson, I was able to maximize my time in D.C. after this lunch briefing. In particular, I took my NMMA counterparts with me to visit with Washington state's Sen. Maria Cantwell and Rep. Derek Kilmer's senior staffers. The topics were the same in both meetings: the Whale Task Force (see the previous *On Watch* column) and a new threat to recreational boating, i.e. the National Marine Fisheries Service looking at a raft of new regulations and mitigation needed before existing marinas can be updated. Stay tuned on this issue.

Getting back to the subject at hand, it's easy to get lost in the big numbers. This issue of education hit home for me when I put together this year's Career Fair at the Seattle Boat Show. Thirty-five companies signed up to exhibit. In total, they had over 500 openings to fill during this two-hour event. As the fair went along, the energy was tremendous, handshakes and applications sprinkled the concourse level of the Boat Show. Sadly, though, only 149 people attended. To play a role in having people find rewarding employment gives me goosebumps, but my level of satisfaction is tempered by the demand out there. So much work needs to be done on this subject! **NWY**



Peter Schrappen is the NMMA'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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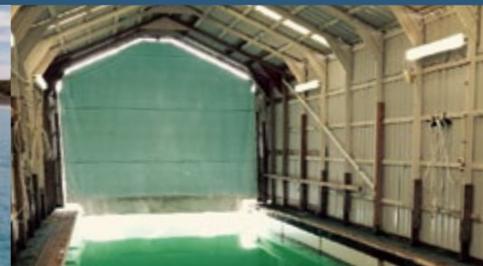


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Galley Gourmet

By Bill Shaw

Head Over Heels for Mollusk Meals

A

As the sounds of the cannon fire and taps signal the lowering of Roche Harbor's flags during our last colors ceremony of the summer, we say goodbye to our guests, seasonal staff, and all the warm memories that made for a great summer in the San Juans.

The days are shorter and the nights are a little colder, but for me, October is my favorite month of all. Things slow down a bit and allow me to reflect on the menus of the summer and look forward to savory stews, braised lamb shanks, roasted winter squashes, and the comfort foods we all enjoy.

I recently headed out the door at sunrise to the calming sound of a distant foghorn, my drive to work less than calm as I navigated through the thick fog and startled deer to Roche Harbor. On my way into work, I stopped at Westcott Bay Shellfish to pick up some clams and oysters for the evening service. Westcott Bay grows Manila clams or Japanese littleneck clams, which migrated here on bottoms of sailing ships amongst the barnacles and mussels. These chubby little clams are known for their meat-to-shell ratio, tender bite, and sweet taste. They

make a perfect steamed clam with butter, fresh herbs, garlic, and white wine; and when making chowder, these are the only clams you should use.

I have always known that the Northwest is a great place to grow shellfish, but it wasn't until I visited Europe on my 50th birthday with my wife Rose that I realized that the Puget Sound is the shellfish basket of the world. I was amazed how frequently our shellfish farms appeared on menus in Europe.

This month I wanted to explore these famous little mollusks and share a few recipes that you can enjoy with your friends and family while cruising, tied up to the dock, or at home by a warm fire.



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.



When I first arrived at Roche Harbor, the Dungeness Bisque was the only soup we served. The pictured clam chowder recipe, added in 1994, was inspired by the fresh herbs we were getting from Nootka Rose Farm on Waldron Island and, of course, the fresh Manila clams from our neighbor Westcott Bay Shellfish. I prefer to use fresh herbs, but dry herbs can be substituted with decreasing the recipe amount by half. Have fun with this recipe by adding fresh salmon, spot prawns, and Dungeness crab for an amazing seafood chowder, best served with warm crusty sourdough bread.

Roche Harbor Clam Chowder

Serves 6 (12-ounce servings)

8 ounces red potatoes, skin on, diced ½",
cooked al dente
4 ounces bacon, sliced ⅛"
½ cup butter
¾ cup celery, chopped ¼"
¾ cup onion, chopped ¼"
2 cloves garlic, finely chopped
½ cup all purpose flour
2 Tablespoons clam base, no MSG
10 ounces clam nectar
5 ounces canned surf clams, chopped in
juice (juice reserved)

1 quart half and half
½ teaspoon black pepper
Pinch white pepper, ground
1 teaspoon fresh basil
1 teaspoon fresh marjoram
1 teaspoon fresh dill
1 teaspoon fresh thyme
1 each bay leaf
2 pounds live local clams, washed,
steamed, and removed from shell
¼ cup parsley, finely chopped

Directions: In a saucepan, bring 1 quart of water to boil and add red potatoes. Reduce heat to bring potatoes to a slow rolling boil. Remove from heat when potatoes are firm to the bite without any crunch. Set aside.

Heat a 4-quart heavy bottom sauce pan over medium-high heat, add bacon and cook until 50 percent of bacon fat is rendered, then add butter. When butter is melted, add celery, onion, and garlic. Continue cooking and stirring until the vegetables are cooked al dente.

Reduce heat to medium and add flour. Stir flour into vegetable and bacon mixture until flour is combined into mixture. Continue stirring and turning mixture for 10 minutes. Meanwhile dissolve clam base into clam nectar. Add clam nectar, clam base, and reserved clam juice into the roux and vegetable mixture. Stir to incorporate fully.

Add half and half, black pepper, white pepper, basil, marjoram, dill, thyme, and bay leaf. Continue stirring chowder and slowly bring the temperature up to 185 degrees, then add cooked potatoes, chopped clams, whole clams, and parsley. Reduce heat and hold chowder at 140 degrees until ready to serve.



Northwest Steam Pot with Smokey Andouille Sausage

Serves 6

4 ounces butter

6 ounces Andouille sausage, sliced in half then cut into ½" thick half-moons.

2 Tablespoons garlic, minced

12 ounces Manila clams, rinsed to remove any sand

12 ounces mussels, debearded

4 ounces white wine

2 teaspoons fresh basil, finely chopped

1 teaspoons fresh thyme, finely chopped

¼ cup Italian parsley, finely chopped

1 teaspoon black pepper, coarsely ground

1 each Dungeness crab, broken up into leg sections with body meat attached

8 ounces spot prawns, split in half with serrated paring knife

Directions: In a large sauce pan over medium-high heat, add butter, garlic, and sliced Andouille sausage. Using a wooden spoon, stir sausage until most of fat is rendered (about 4 minutes). Add clams and mussels, then stir until coated in butter and fat.

Turn heat to medium, add white wine, basil, thyme, parsley, black pepper, and Dungeness crab to clam mixture. Place lid over pan and allow to steam for 5 to 8 minutes or when clams begin to open. Add split prawn and replace lid. Continue to steam until all clams and mussels are open. Then turn off heat, replace lid, and allow to finish.

If all the clams or mussels open except one or two, they may be just stubborn. Remove the unopened mollusks, open them with a butter knife and give them a quick smell. If they smell like an ocean breeze then place them back in the pot. If they do not smell good, discard them immediately.

Meanwhile, prepare some crusty garlic bread and place in oven to brown and slice in handsized pieces for dipping. Pour finished steam pot ingredients into a large ceramic bowl or serve in cooking pot. Garnish with fresh sliced lemon and serve immediately.

Chef's Note: Mudders. This is a term used for clamshells that are filled with sand but have sealed shut and appear as a perfectly good clam. These "mudder shuckers" will ruin your steam pot and deposit their sand in your broth. Give your clams a good inspection before placing in your pot.

Fresh clams, mussels, Dungeness crab, spot prawns, and a scallop or two steamed in white wine, butter, garlic, fresh herb, smoky pork fat and, of course, crispy garlic bread for dipping the wonderful broth. Does it get any better than that? Even before I landed the job as executive chef at Roche, I served this recipe on my menus in Bellevue and Seattle and named it "Roche Harbor Steam Pot." Little did I know that I would make Roche Harbor my home for almost three decades. When making this recipe, fresh seafood is the most important ingredient. The clams and mussels should be tight-lipped, if any are open, give them a quick shake and if they do not close, throw them overboard to the crabs. Also give them a quick rinse under running water to remove any sand.

Thai Green Curry Mussels

Serves 6

2 ½ pounds mussels

2 Tablespoons of peanut oil (can substitute with any oil)

½ cup yellow onion, finely chopped

1 Tablespoon fresh ginger, peeled and grated

1 teaspoon lime zest

1 Tablespoon fresh garlic, minced

1 each Thai chili, sliced thin

2 Tablespoons Thai green curry paste (sold in most stores)

1 Tablespoon fish sauce

1 (15-ounce) can coconut milk

¼ cup cilantro leaves

1 each lime, cut into wedges

Directions: Heat oil in large pan or stockpot over medium-high heat. Add oil and onion, continue to sauté until onions are soft. Add garlic, ginger, and chili and cook for a minute. Add curry paste, lime zest, and fish sauce; cook while stirring until well combined. Add coconut milk and reduce heat to a simmer.

Heat comfort level – taste sauce at this point. The sauce should be slightly spicy hot at your first taste but then level off. Add more curry paste to your liking.

Add the mussels and stir to combine the flavors before closing the lid tightly. Cook for 8 to 10 minutes until all the mussels open. Stir mussels gently in pot to cover in sauce. Pour curried mussels into a large serving bowl and garnish with lime wedge and fresh cilantro leaves. Can be served as a main course with rice or noodles.

Chef's Note: Choosing mussels. Most mussels are farmed sustainably, making them an excellent choice. Penn Cove is the most famous in our area, and you can see their trucks all over I-5 each morning as they fill the refrigerators of seafood restaurants in your area. Penn Cove sells mussels to grocery stores without beards and are the easiest to deal with. The beard is a fibrous growth that comes out of their shells and helps them attach to shoreline rocks, pilings, and my skiff. If you cannot find them without their beards, no worries, they are easy to remove. Simply grasp the little beard in one hand and the mussel in the other and pull the beard off toward the hinge. Then take a green kitchen scrubby and buff off the remaining fibers under cold running water.



I must admit that I prefer mussels to clams and always have. Mussels grow everywhere along the coast, they require little effort to collect, no purging is necessary, they are naturally tender, and they are simply delicious. That being said, I have tried for the past 25 years to serve them on Roche Harbor menus and they will not sell with the exception of a few like-minded individuals. Guests will ask, "Can I have the green curry mussels but substitute clams," or "I'd like the steam pot but could you leave out the mussels and give me extra clams?" Did I tell you that mussels are also gluten free? Ok, maybe I have taken this a little too far, but please give mussels a try. This recipe is one of my favorites and yes, you can substitute clams!

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C R U I S I N G

Hawaii

When I think of the Hawaiian Islands, I can almost hear the tʻwang of a ukulele and imagine swinging at anchor with a balmy breeze playing on my skin.



BY WENDY HINMAN



I can almost smell the fragrant plumeria blossom leis I used to make from a tree in our yard where I grew up. I remember my childhood amazement at the humongous banyan trees, the delicate scrimshaw carvings, and seashells embedded in the roads. I laugh as I think of learning the Hukilau and swinging my skinny little hips staccato-style, attempting to mimic

the exotic Tahitian-style dancing I witnessed at the Polynesian Cultural Center.

The allure of the outer islands called, and my family bought a Cal-27 pop top when I was six, aptly named *Ship of Fools*; we had the boat before signing up for sailing lessons. The first lesson: never try to bridge a gap between two parting boats with my legs—which, as you might imagine, quickly turned into a fortunately



forget my annoyance at my parent's rule on passage that we be either strapped in or down below, where we were overwhelmed by the smell of fuel that sloshed around in the rough waves. Nor will I forget my mother's nervous reaction when I pointed out a rock that turned out to be a whale much larger than our boat. Undeterred, I thrived on the unique blend of Polynesian and Asian culture, lush tropical foliage, sandy beaches, turquoise and sapphire water, and the wonders of each island landfall.

Since my father lives in the Ala Wai Marina aboard his Valiant 47 *Charisma*, I know I can visit most anytime and explore by boat. The draw of sailing there on your own keel is understandable, and the Aloha dock offers a warm welcome to cruisers from around the globe—many I met while my father was Port Captain at the Hawaii Yacht Club (HYC). Yet, despite its charms, for a variety of reasons, cruising Hawaii can be challenging. If you check, you'll note that bareboat charters are rare, a clue that sailing the islands is not well-suited to the novice sailor. Being prepared will make for a much happier cruising experience.

Sailing to Hawaii can offer a taste of pleasant offshore passage conditions before one commits to voyages farther afield; it lets ocean voyagers acclimate to bluewater sailing away from the sometimes intense conditions and myriad hazards along the continental shelf. Because Hawaii sits at the crossroads of the Pacific, it's a natural stop on the way to Micronesia or the South Pacific or on the return from Mexico or Panama as many a Pacific Northwest cruiser can attest.

Don and Sharry Stabbert have made ten crossings of the Pacific and have been

cruising back and forth to Hawaii since 2009 aboard *Starr*, their 77' Steve Seaton trawler. Brian and Mary Alice O'Neill on *Shibui*, a Norseman 447, have cruised through Hawaii many times, most recently on their way to Micronesia and Japan and on their return from Mexico. Jessica and Tor Bjorklund stopped with their two boys on their homebuilt steel Tahiti Ketch *Yare* on a return from a multi-year foray into Mexico. Double circumnavigator Nancy Erley has traveled through the Hawaiian Islands on the way to and from Tahiti, from Panama, and made multiple round-trip visits.

Since sailors of all stripes convene from all directions, you'll likely encounter those with information about places you might want to explore by boat. As a kid, meeting the world sailors who passed through sparked my desire for offshore adventures. My husband's family sailed through Hawaii on their way to the South Pacific during their circumnavigation, learned about the Marquesas Islands while docked in Hawaii, and promptly revised their sailing plans to include a stop there. Swapping information and even charts about onward destinations is a rich nautical tradition.

HOW BEST TO GET THERE

The key determinant for the best sailing route to Hawaii is the location of the North Pacific High, a high-pressure area west of the North American continent. Typical sailing routes skirt this high, keeping it to starboard, to avoid getting caught in the no-wind zone at its center. Generally, the high has a clockwise rotation in the North Pacific, and you can ride it south until the winds start coming more from the east.

Left: Catamarans with the ability to beach themselves are common sights among local charter businesses.

Below: A double rainbow graces Hanalei Bay on Kauai, one of the calmest and most boat friendly anchorages on the Hawaiian Islands. Photo by Scott Fuller.

warm but unscheduled swim. I have memories of struggling to paddle a dinghy in a straight line and windless days dragging on a line behind a boat moving almost imperceptibly yet feeling like my arm might be pulled from its socket. As our family developed sailing skills, we explored the islands by boat.

Our first forays across the channels between islands were exciting. I'll never





Above: Jim and Barbara Cole's boat *Complexity*, a Halberg Rassy 36, leaving the dock in Hilo on the big island. Photo by Lee Youngblood.

Experienced cruiser Stabbert says the best time to go from the Pacific Northwest is when you have a high pressure and the winds are out of the north. If you are leaving from any area below San Francisco you can stretch the window longer, but before December you may still be dodging tropical storms and hurricanes. Summer months are

the best for extended cruising in Hawaii because anchorages that are exposed to northern swells, which include most of the best anchorages, are safest during this period. To get more time exploring the islands during settled summer trade winds, you might want leave in early summer. Regardless of when you go, you'll want to watch the

Hawaii RACING AND CREWING

While a multi-year foray into the Pacific and beyond may not be in your immediate future, this tropical paradise lies within reach of Pacific Northwest waters. If you want to gain offshore experience or go without having to outfit your own boat, consider crewing on the Vic Maui, Pacific Cup, or Transpac races. Every other year a fleet of boats sets off on the Vic-Maui race, with many reaching Hawaii in less than 15 days and returning in the same season. Boats often carry crews of eight or more to alternate watches, and finding enough crewmembers who can secure enough time away from work can often be a challenge. It's a good idea to spend time getting to know the players to be sure you'll want to go offshore with them in a small boat and to convince them you would be valuable crew. Sailing to/from Hawaii is not necessarily for the novice boater, even in the company of experienced crew. You could also offer to help bring a boat back from the islands alongside veteran sailors. There's a requirement that race crew undertake safety at sea training (a good idea in any case), so keep an eye out for upcoming courses. These courses are offered around March or April.

Vic Maui: Victoria, BC to Lahaina, Maui (vicmaui.org)

Pacific Cup: San Francisco to Kaneohe, Oahu (pacificcup.org)

Transpac: Los Angeles to Honolulu, Oahu (transpacyc.com)

The downside of racing to Hawaii (or delivering a boat back) is that boats often return immediately, so you might miss the joys of exploring the islands afloat once you get there.

Alternately, you can catch a ride on a round-the-buoys race at HYC on a Friday night or offer to be extra crew for folks who are venturing offshore, as local sailors Lee and Kathleen Youngblood did with Barbara and Jim Cole (who they met through the Puget Sound Cruising Club).

weather closely. The Stabberts have found the PredictWind app to be the most reliable weather source and have used a professional weather router on their passages.

Nancy Erley likes to leave on the high tide from Neah Bay in the early morning, so the tide is changing as you're leaving. Otherwise it can be lumpy with the tide flowing out of the straits if there's any wind. Another option is to sail over the top of Vancouver Island. The key is to get away from the continental shelf before turning south to avoid the lee shore and shallow water where the waves are bigger and fishing boats congregate. If the weather is calm, you can turn south sooner and get into warm weather earlier.

The Pacific Northwest has a three-hour time difference from Hawaii, so when sailing westwards, you'll have to adjust to the new time zone. To avoid cheating crew out of an hour of sleep three times, some sailors change the clocks as soon as they leave the mainland and again just before arriving in Hawaii. On our passages, my husband Garth and I would split the hour and each take an extra half hour on watch to work through the transition at sea.

WHERE TO GO

When making landfall, you have a choice of the following official ports of entry: Hilo on the Big Island; Kahului on Maui; Honolulu on Oahu; or Nawiliwili on Kauai. Because the direction of the prevailing wind (northeasterly) favors taking a northwesterly route through the archipelago, if you have your choice of arrival locations and plenty of time to explore, visit the ports in the listed order, starting with Hilo, unless you have significant repairs to make. If you do, head straight for Oahu, where the best repair facilities are available.

Jim and Barbara Cole made Hilo their first offshore stop on *Complexity*, their Hallberg Rassy 36, before sailing on to the South Pacific, Australia, and beyond. So did the Bjorklunds, coming from Mexico with their two sons. Check-in is easy and surprisingly relaxed, and the locals are friendly. Walking around Hilo is convenient for provisioning and minor repairs,



Above, Left to Right: Author's father, Bob Hinman, in front of his boat *Charisma* in Ala Wai (photo from the Hinman family collection); Young Odin Bjorklund helping on the bowsprit of the family sailboat; The Bjorklund's Tahiti Ketch *Yare* sailing offshore (both photos from the Bjorklund family collection.)

though the sudden heat of the tropics sent the Coles to a military surplus shop in search of a boom tent for shade. Like many, they rented a car to visit Volcano National Park. The Bjorklunds also took advantage of the rental car to stock up at Costco on the Kona side. Like many, the Bjorklunds found Hilo convenient, as did we, Nancy Erley, and our friends Kim and Robert Milligan on the J/120 *RAM* on their way back from the South Pacific.

However, there is a drawback. Sailing on to the other islands across the Alenuihaha channel can be rough. Nancy Erley found the Alenuihaha Channel to be among the rougher patches of water she encountered during her circumnavigation. Stay north and consider crossing at night for a calmer passage.

BIGGEST CHALLENGES

One of the biggest challenges of cruising Hawaii is the strong winds and currents that funnel between the islands, which can make for boisterous channel crossings between them. The combination of wind, ocean swells, and currents can combine to create waves that are quite steep, and sailing across them can be wet and miserable.

Many prefer to make night passages between islands to take advantage of lighter winds. Making landfall in the darkness can be disorienting when trying to distinguish navigational lights from shore lights, so timing a passage to arrive during daylight may require estimating elapsed travel times and departing at odd hours.

The Alenuihaha Channel between Hawaii and Maui is 26 miles across, while the Pailolo Channel between Maui and Molokai is only eight miles. The Molokai Channel, which stretches between Molokai and Oahu is 23 miles. The largest gap lies between Oahu and Kauai.

If the idea of traversing across these rough channels sounds less than appealing or you are short on time, you might consider making landfall in Maui and confine your travel mileage within the cluster of islands of Maui, Lanai, Molokai, and Oahu. The downside of this approach would

mean missing the relaxed atmosphere of Hilo and the sites of the big island and the lovely Hanalei Bay on Kauai.

The weather in Hawaii can change quickly and dramatically. Smart sailing means keeping a constant eye on the weather around you, knowing where safe harbors are on any given route, and being flexible. In all the islands there are only a few places in which you can anchor and be out of the swells.

Boaters need to be aware of local Kona winds and changing weather conditions in case you need to move. A place that is comfortable in trade wind conditions may not be comfortable in a southwesterly Kona wind condition. Venturing ashore, you'll often need to land the dinghy between swells, leap out, grab the dinghy, and run up the beach before another wave arrives to swamp you. Getting the timing right is a skill my husband and I have had to perfect. The Stabberts consider some sort of motion dampening equipment (like Flopper Stoppers) essential for comfort aboard

in the many roly anchorages, especially for motor boats. Last year, the Stabberts cruised 1,900 miles throughout the islands, were at anchor 90 days in various island anchorages, and 90 percent of the time they were the only power boat and often the only boat in an anchorage.

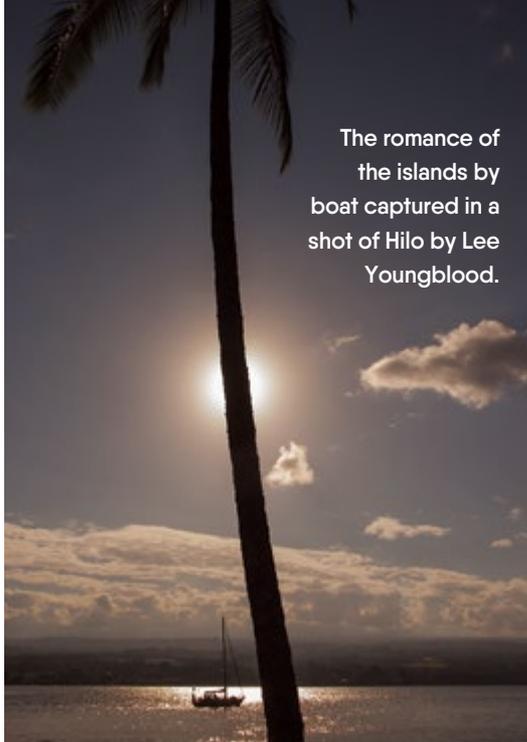
In some places there can be a scarcity of dock and anchorage space due to a prevalence of excursion boats and locals. An example of this is the tiny marina in Lahaina on Maui where med-moor-style dock space can be tough to attain. While Lahaina Yacht Club has eight mooring balls that are available for up to 14 days, it's not a great anchorage if the wind comes up. Planning and calling ahead may make the difference between a pleasant and frustrating experience, but flexibility is key.

Before arriving in Oahu, you may be able to reserve space at Ko'Olina or in the Ala Wai, but chances are good that you will be able to find someplace at anchor or on buoys. The Stabberts like the bight, just off Waikiki Beach, where there's a niche in



Below: Don and Sharry Stabbert's 77' Steve Seaton trawler, *Starr*. Power cruising requires good knowledge of the best fueling stops, stocking up, and planning ahead. Dampening the motion aboard will be the key to comfort in more exposed anchorages aboard a motor yacht.





The romance of the islands by boat captured in a shot of Hilo by Lee Youngblood.

Continued from Page 74

the coral reef at the foot of Diamond Head, or to tie up at the Waikiki Yacht Club, easy walking to shops and restaurants.

In Ala Wai, moorage is inexpensive and you can't beat the heart of busy Waikiki. I especially love the Friday night races of the Hawaii Yacht club. The Bjorklunds found the Ala Wai an ideal place to provision and make repairs. They noted a few odd rules: if you stayed over seven days, you had to prove your boat was seaworthy; sign up for a utilities account if you wanted electricity; and add Ala Wai to your insurance policy. The Bjorklunds found getting fuel was sometimes a challenge in the islands without hauling jerry cans, but there's a nice fuel dock and pump out on Oahu at Ko'Olina, where many live aboard.

The two largest and calmest anchorages in the islands are Kanaohe, on the northeast side of Oahu, and Hanalei Bay on Kauai. Kanaohe is protected inside of a large reef, which means you'll need to navigate carefully. It offers delightful aquamarine water with numerous places to anchor, mooring balls, and limited dock space, and the Kanaohe Yacht Club has a pool with a gorgeous view, clean showers, and outdoor dining. Hanalei Bay, my personal favorite and that of many others, is good in the summer when the trade winds are down. Both can be crowded with local boats depending on when you go.

While it would be impossible to do a full survey of anchorages in an article, many also favor an anchorage area called Ma'alaea Bay/Sugar Beach/Kihei, near Makenna State Park beach and Ma'alaea Harbor on the southwest side of Maui. It has a sandy bottom with great snorkeling nearby in the Five Caves area. Beach landings can be a challenge here and it's exposed to Kona winds. On Molokini, a small crescent shaped extinct volcano vent about 3 miles off Maui's southwest coast, you can secure a mooring ball (submerged when not in use) in the morning

before cruise operators arrive and be rewarded with a great day of snorkeling. One of my favorite anchorages is Poka'i Bay, within easy reach of Ko'Olina marina and Ala Wai on Oahu, which offers beautiful protected water for swimming and snorkeling.

Only a fraction of Hawaii's best sites can be seen from the cockpit of a boat, so you may need to arrange for ground transportation to see them. Uber and Lyft are available in concentrated areas and buses are cheap. Renting a car to see sights farther afield may be necessary, like the Sea Cave on the road to Hana, Upcountry, and the Seven Sacred Pools in Maui.

Of the places they visited in the islands, the Bjorklund family loved seeing Haleakala at sunrise, a two-hour drive by rental car from Lahaina. In Hanalei Bay, they spotted their first green flash from the comfort of their cockpit.

As my dad likes to say with a shrug, "Just another day in Paradise." **NWY**



Wendy Hinman is an adventurer, speaker, and the award-winning author of two books: *Tightwads on the Loose* and *Sea Trials*. www.wendyhinman.com.

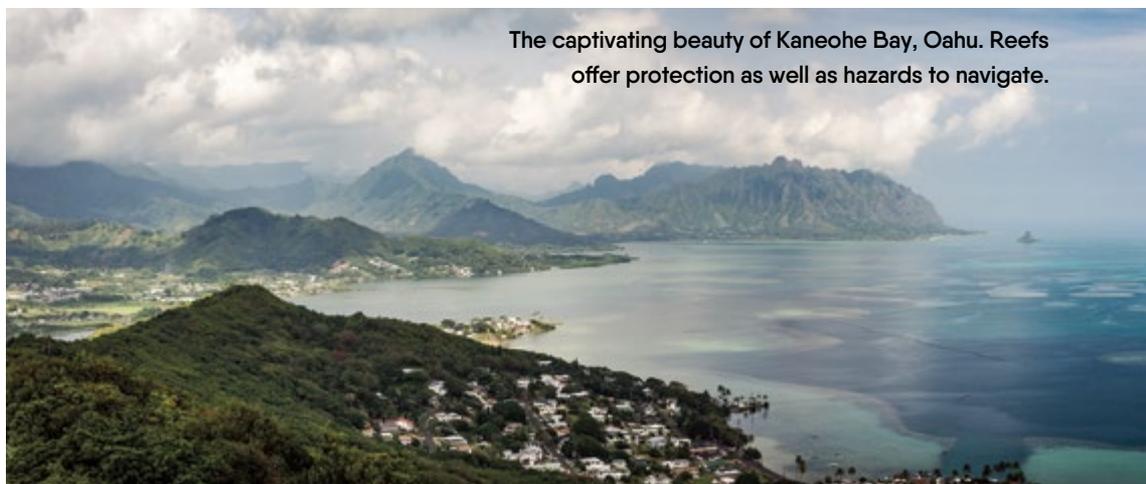
Hawaii RESOURCES

For planning offshore passages, Jimmy Cornell's *World Sailing Routes* gives brief course and route planning suggestions for both sailing to and returning from Hawaii and onward travel to many other ports around the world.

It's a good idea to have multiple sources of information aboard about any single destination to compensate for possible gaps in coverage. *Cruising Guide to the Hawaiian Islands* by Carolyn and Bob Mehaffy offers detailed descriptions about preparing for an offshore journey to the islands, safety and comfort considerations, as well as photos and suggested approaches. The new, eagerly anticipated third edition has just arrived. *Charlie's Charts of Polynesia* and *Charlie's Charts of Hawaii* offer excellent descriptions and even greater detail in the chartlets of major ports and bays plus an overview of the key attractions and facilities.

According to the Stabberts and Al Hughes, who's raced single-handed to Hawaii multiple times, the most helpful cruising guide is *Noodles Notes*. Noodle (Bill Leary) has more than 50 years of experience racing and cruising in and around Hawaii. In his guide (available as a free download from his website: noodlesnotes.com), he provides precise weather and routing advice for cruising the islands, including the latitude/longitude of 37 of his favorite anchorages, many not found in other guides.

The Bjorklunds found helpful resources about cruising Hawaii through friends they met in Mexico on a boat called *Soggy Paws* (svsoggypaws.com); another Seattle linked website (SVBellaMarina.com) also offers useful information about anchorages that a former techie couple are exploring in the Pacific. The Noonsite website (noonsite.com) offers contact information and links, though some pages may not be up-to-date. *Landfalls in Paradise* by Earl Hinz is quite dated, but offers a few pages on Hawaii, including GPS locations and mileage estimates for major Pacific destinations, as well as detailed descriptions of flora, fauna, and historical facts of the Pacific Islands. Google Maps and travel guidebooks can offer supplemental insight on anchorages, climate, ground transportation, and how to best see the sights ashore.



The captivating beauty of Kaneohe Bay, Oahu. Reefs offer protection as well as hazards to navigate.

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NORDHAVN 63 | TRUE BLUE | 2013
 Asking: \$2,095,000 | Location: San Pedro, CA
 James Leishman 949.496.4848



NORDHAVN 62 | BARRINGTON | 2008
 Asking: \$1,525,000 | Location: Seattle, WA
 Don Kohlmann or Mark Gilbert 206.223.3624



NORDHAVN 62 | MOON RIVER | 1999
 Asking: \$1,100,000 | Location: Indian Harbour Beach, FL
 Eric Leishman 949.496.4848



NORDHAVN 56MS | ATA MARIE | 2010
 Asking: \$1,100,000 | Location: Newport, RI
 Ted Robie 561.653.1932



NORDHAVN 46 | NOETA | 1994
 Asking: \$365,000 | Location: Alameda, CA
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TORO 60 | ATLAS | 2014
 Asking: \$995,000 | Location: Dana Point, CA
 Larry Gieselmann 949.496.4848



TORO 60-01 | 2012
 Asking: \$1,395,000 | Location: Dana Point CA
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ALDEN 54 | MITHRANDIR | 1992
 Asking: \$395,000 | Location: Seattle, WA
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REGINA AF VINDO 43 | CORONADO | 2006
 Asking: EUR 275,000 | Location: Cadiz, Spain
 Mark Gilbert 206.223.3624



VALIANT 42 | ENDEAVOR | 1995
 Asking: \$229,900 | Location: Seattle, WA
 Mark Gilbert 206.223.3624



PACIFIC SEACRAFT 40 | DREAM CATCHER | 2000
 Asking: \$319,000 | Location: Seattle, WA
 Mark Gilbert or Don Kohlmann 206.223.3624



NANTUCKET SKIFF 22 | 2016
 Asking: \$37,000 | Location: Seattle, WA
 Mark Gilbert 206.223.3624

Going Big

HEWESCRAFT'S NEW HORIZONS



WORDS AND PHOTOS: NORRIS COMER

The Pacific Northwest's largest boat builder (by units) may be built in cattle country, but with their newest and largest build to date — the 290 Adventure— and bigger facilities in their crosshairs, this classic brand is getting big enough to take on the open ocean.

A large tumbleweed explodes into a disparate cloud of twigs as my car, unleashed on an open country road somewhere on the Colville Reservation, passes through it. Around me are dusty pine forests, some touched by the summer wildlife season, that smell like new beginnings. A roadkill jackrabbit

carcass and herd of cattle bound by barbed wire fencing go by. The shriek of a red-tailed hawk is the perfect accent.

Based on the scenery alone, one wouldn't guess that I am nearing the factory of the largest boatbuilder by units sold in the Pacific Northwest. I'm headed east to the Wild West to visit the Hewescraft factory,

specifically to get a first look at their newest and largest build, the 290 Adventure. This whole scheme was hatched many months before when I met Clint Kirry, a director and vice president at Hewes Marine Company, for the first time at a Northwest Marine Trade Association conference in Spokane, Washington. As per usual, I get



Left: The 290 Adventure tearing up Lake Roosevelt.

Below: Hull #4 of the 290 Adventure, complete with twin 250-horsepower Honda outboards.

schemey after a few beers, and the all-new 290 Adventure came up.

If you've boated long enough in the waters of Alaska south to Oregon and Washington east to Montana, you've undoubtedly seen a Hewescraft. Built as compact, rugged, well-performing aluminum trailerable fishing machines, Hewescraft boats have been around since 1948. Striking that golden balance of quality and affordability, these boats are aimed squarely at the couple with two kids and a dog crowd, the serious

fisherfolk with buddies in tow, or those who want a reliable guide boat for their salmon fishing charter services.

Ever since the early 2000s, Hewes Marine Co. has been expanding from their traditional open, aluminum builds to a line of models built for extended cruising with enclosed cabins. Notably, the newer Alaskan and Pacific Cruiser models, while still under 30' length overall, are clearly flirting with the new direction. The fresh-off-the-line 290 Adventure is that committed first date between Hewescraft and the 30' cruising family. Will this blossom into a serious relationship?

These thoughts bounce about in my head like the tumbleweed I annihilated as I pull into the parking lot. The dust from my wheels settle, I shake

hands with Clint Kirry again, and we're off into the factory.

THE FACTORY FLOOR

Fresh from its first boat show, hull #4 of the 290 Adventure is getting loaded onto its trailer, I am given the factory tour. Right away, Kirry lays down some photography ground rules. Generally, no cameras are allowed within.

"I'll let you know what you can and can't take pictures of," Kirry says and chuckles. "We know for a fact that some of our competitors have bought and cut open our boats to learn about our building process. We don't want to serve up our trade secrets lightly."

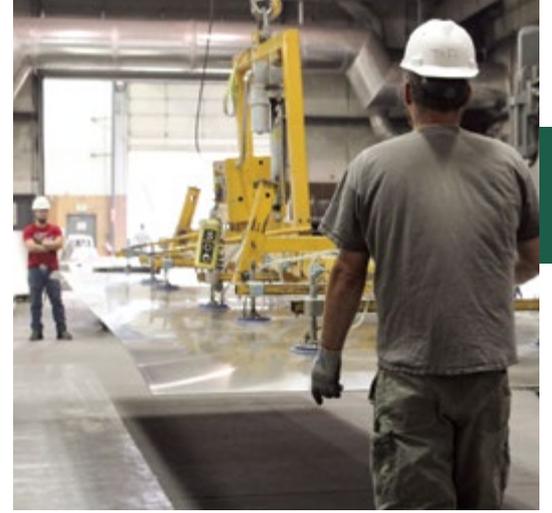
The factory is a retrofitted bowling alley, and if you squint hard enough past the dozens of aluminum boats in various stages of completion, you can imagine the phantoms of the lanes and thunder of falling pins. The organization of the factory is very logical, with the raw materials on one side and completed boats on the other.

"We try to make the labor and boats flow in one direction," says Kirry as we watch a team load sheet aluminum to be cut and formed by giant machines. "The main parts of the boats get cut here, and then the pieces are sent down the line to be welded in the next area."

As we walk down the line, it's apparent that this is a serious operation. I ask Kirry about the scale of the operation as we examine the leak testing tank (which all the boats go through) and stroll through the metal hulks of soon-to-be boats. Here, the larger metal components are welded together. One doesn't have to be a professional welder to appreciate the perfect craftsmanship of the Hewescraft welders, the welded seams immaculate.

"We currently employ 160 people full-time, and most of those are in manufacturing," says Kirry, clearly proud of Hewescraft's commitment to the American manufacturing sector. "As far as boat volume,





Clockwise from top left: Hewescrafts in the welding stage of the build; workers on the factory floor load a large piece of sheet aluminum to be formed; hull #4 of the 290 Adventure with appropriate oversize signage on the trailer; the crew (left to right): Jim Rogers, Clint Kirry, Alex Dzinbal, and Daniel David; Clint Kirry on the water.

we produce between 18 and 19 boats per week. We are not a custom shop and don't want to be."

One element of building the boats that is firmly in the do-not-photograph category are their fitting frames and clamping schemes. Fiberglass companies may be territorial about their molds, and the rough equivalent of this in the aluminum boat business is the fittings.

"Aluminum is tricky, as it always wants to warp and move around," says Kirry. "Therefore, as the boats are welded, they get clamped onto specially made fitting frames to keep them in the right form." The methodology of these fitting frames and clamps is a Hewescraft secret.

Another feature I can't photograph is how Hewescraft installs the flotation foam into their hulls, another point of pride for the company. The U.S. Coast Guard has stringent regulations for flotation in boats under 20', which Hewescraft meets with all their models. However, Hewescraft opts to keep a similar flotation standard for all their builds, not just ones under 20' in length.

"To be honest, that's one of the most important things that really sold me on this company," says Kirry. "That commitment to safety is huge. Just recently one of our Alaskan buyers got into some really hairy water off Kodiak and his 21' Sea Runner capsized. He stayed with his boat as you're supposed to do for two hours before he was

able to flag down a passing ship and was rescued. The flotation saves lives and not something we skimp out on."

We pass by two gigantic ovens, and I even enter one to look around. It's here that the boats are painted and baked into shape within, metaphorically entering as clumps of dough and leaving fully formed cookies. After the heat treatment of the oven, the nearly complete boats go down the last stretch of the line where things like electric systems are installed.

HEWESCRAFT 290 ADVENTURE

Our time in the factory ends just as the Hewescraft 290 Adventure is ready for action. Looming large and green, hull #4 is fitted with twin Honda 250-horsepower engines and sits comfortably on her trailer. Twin 300-horsepower Yamahas are also options for the 290 Adventure, and in the future, inboard diesel options are something the company is considering.

"We have a deal with EZ Loader trailers, built in nearby Spokane," says Kirry. "They are a good fit for our boats." While built to be trailerable, it is an oversize load and law stipulates appropriate signage be posted for drivers. The first impression is of a rugged sport boat, a look reinforced by the large fishing-oriented cockpit complete with live bait well, fishbox, and studded aluminum floor. The forward attack angle of the wheelhouse is also that of a no-nonsense Pacific

Northwest open water fishing machine. In no time we're underway and the boat is launched into Lake Roosevelt for a test spin.

Once underway, I get a proper look at the interior. Spacious with hickory and mahogany wood trim, the interior is where this boat differentiates itself from most of its aluminum fishing sisters. With a galley to starboard, dinette (that converts to a berth) to port, and captain and co-captain chairs forward, it's the spacious interior of a proper motorcruiser. Travel a few steps down the companionway forward, and you're in a large V-berth (with 6'11"-long body clearance) with en suite head. I'll admit, I do a few double takes and remind myself: "Yep, this is a Hewescraft."

However nice the boat is thus far, the real mind blower is the performance once I take the helm. The 290 Adventure almost seems to float over the water versus ply upon it, especially on a windless calm day like this one. I initiate a few turns over her own wake at full throttle, even some abeam, and she handles them like a champ. Even a hard stop, from wide open to zero, is so smooth that nobody needs to use the handrails (of which there are many). What's going on?

One of the team's staff engineers, Alex Dzinbal, is aboard and offers his thoughts. "This boat has a big, thick, 8" chine that provides a lot of lift and stability, helping get on step at lower speeds. It helps the boat

HEWESCRAFT HISTORY

perform well." Dzinbal also accredits the performance to the hull form.

"This boat has 21-degree deadrise in the back, and something like 55 degrees up at the bow. We keep that keel low all the way forward too. If you look at Kingfisher or North River, companies we may be competing with, they pick their keel up as you move toward the bow. It may be a good entry angle, but it'll slam more underway in weather."

How the 290 Adventure utilizes deadrise may be the answer to some of the smooth performing voodoo going on. "On these boats, unlike our other builds, the back third of this hull is flat constant deadrise. This helps with performance on large planing hulls."

For Hewescraft shipping supervisor and boat driver Jim Rogers, who is also aboard, the 290 Adventure is his favorite of the whole Hewescraft lineup. "This one is my favorite to drive. The performance, the handling, it's just great. Docking is easy with one person (bow thruster helps). This one just handles the best. Easy to tow, easy to dock, all-around good."

The full suite of electronics on hull #4 is not operational at the time of our ride, but performance data from Hewescraft publishes a maximum speed of around 47 miles per hour at 5,900 RPM, and that sounds right to me based on my ride. The fuel efficiency at that speed is about 1 mile per gallon or 47 gallons per hour. More typically, a cruiser will probably operate in the 20-something miles per hour range for a fuel consumption in the 12 to 20 gallons per hour and 1.7 to 1.6 miles per gallon range. More specs can be found by contacting Hewescraft or on their website at hewescraft.com.

All told, driving hull #4 around Lake Roosevelt had me smiling from ear to ear.

THE FUTURE IS HEWESCRAFT

After tucking away hull #4 on her trailer, Kirry and I part ways after some more boat talk. Turns out that hulls number 1 through 5 are built and spoken for and up to six more may be available during the upcoming 2019 model year.

"The production run proper, when we will officially roll these out assembly line style at a pace of one and maybe eventually two a month, will not begin until our 2020 model year," Kirry says. I ask him about the future of the company. Will Hewescrafts keep getting bigger? Will the company known for building safe, reliable, and fun runabouts have more for bluewater yachties as time goes on?

"I think there's a lot of good reasons for us to explore this market," says Kirry. "We'll

Hewes Marine Company was founded in 1948 by brothers Ralph and Bob Hewes, both pilots and airplane mechanics during WWII. After the war, they returned to Colville, Washington, and started Hewes Flying Service to train pilots, mostly attracting veterans with G.I. Bill money. Eventually, the G.I. money ran out, and the brothers went to building aluminum boats with three other friends of theirs.

The agreement was to help build each other's boats, but as each partner got his boat, he would disappear. Finally, the last remaining two were the Hewes brothers, who decided to start Hewes Marine Company as the reputation of their boats grew across Stevens County and beyond. Now in its 70th year of operation, the company is owned and operated within the family with Ralph Hewes' sons, Bill and David Hewes.

Hewescraft 290 Adventure Specs:

LOA: 29'5" | Beam: 9'9" | Dry Weight (Boat Only): 8,500 lbs.

Tankage (Fuel/Fresh/Black): 250 gals./40 gals./28 gals.

More information is available at hewescraft.com

Below: Brothers Bob and Ralph Hewes in the 1940s and Hewescrafts from 1977 and 1987.



follow the opportunity, and if the 290 Adventure does as well as I think it could, we'll definitely be playing with bigger boats. It's easy for me to imagine an 310 Adventure that features an extended cockpit for even more fishing capabilities."

From an industry perspective, the 290 Adventure looks like a contender in what I'm dubbing the Pacific Northwest Trailerable Pocket Cruiser Renaissance (PNTPCR? Pint Picker?) we're going through. Recently, local builders have been churning out quality pocket cruisers that have affordability as a top consideration with massive success. Examples include Ranger Tugs and Cutwater, built in Washington, that are now ubiquitous on the water. Anecdotally, the recent Ranger Tug rendezvous was attended by hundreds of their clients, very impressive for a company less than a decade old. The 290 Adventure is definitely a crossover of

sorts, with elements of aluminum family fishing boats and more luxurious cruisers.

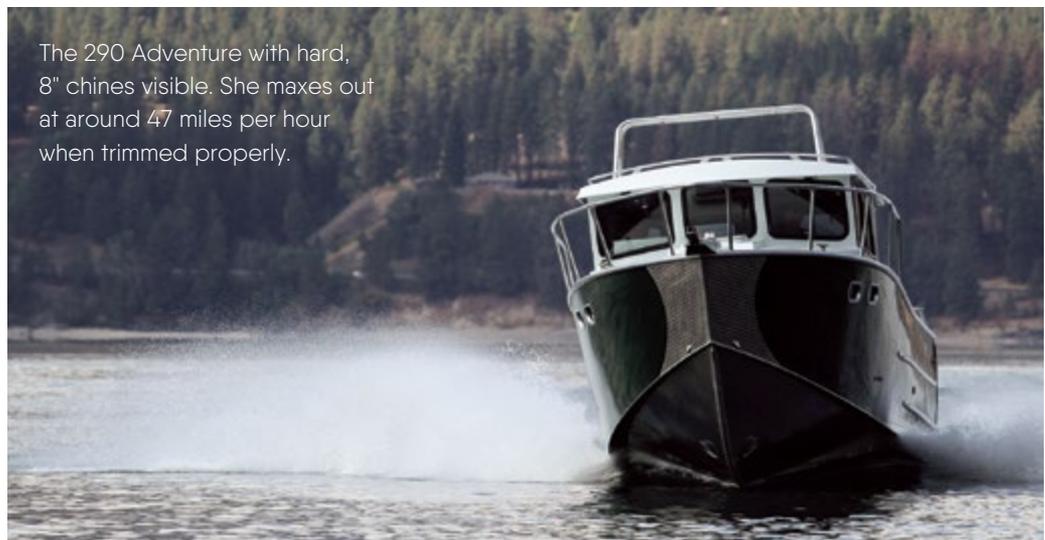
As far as the company's future is concerned, a nearby factory space—once a lamp manufacturer—will soon be the new headquarters. The current Hewes Marine Company facility is 60,000 square feet with office space in modular outbuildings, while the new location has 100,000 square feet of manufacturing space with 30,000 square feet of office space included. In many ways, this factory move says it all. If the larger Hewescrafts like the 290 Adventure do become a success, they'll need all the space they can get.

NWY



Norris Comer is the managing editor of *Northwest Yachting* magazine. Say hi on Facebook at Norris Nelson Comer, follow on Instagram @norriscomer, or send an email at norris@nwychting.com.

The 290 Adventure with hard, 8" chines visible. She maxes out at around 47 miles per hour when trimmed properly.



DISASTER

at Point no Point



BY RICHARD WALKER

Claire Buor of Seattle was in her berth aboard the *SS Admiral Sampson* when she was awakened by the repeated sound of the ship's whistle. It was about 0545 hours on August 26, 1914. Then the world turned upside down.

T The steamship *Admiral Sampson* departed Seattle at 0400 hours that morning en route to Juneau with 160 crew and passengers aboard. Visibility was poor because of dense fog and smoke from area forest fires. Captain Zimro S. Moore ordered extra lookouts and the ship's speed to be reduced to 3 knots. Somewhere near Hansville, Washington,

R

Photo by Robert McEaney, Photographs 1904-1913, Seward Community Library Association, SCLA-38-8

Point No Point laid abeam the *Admiral Sampson's* port side. The light station's engine-powered fog signal could be heard, but the pea soup that enveloped the channel seemed ominous.

"I feared something was wrong, so [I] arose and peeked out," Buor said of the ship's whistles, in an account published later that day in the *Seattle*

Star newspaper. "It was fearfully foggy, but the steamer was still moving, so I concluded everything was all right and climbed back to my berth. Hardly was I back when I heard and felt a terrible crash."

HEROISM SAVES OVER 100

The 300-foot steamship *Princess Victoria*, en route from Vancouver to Seattle, rammed into the *Admiral Sampson* (a slightly smaller steamship at 280') opposite the No. 2 hatch astern of amidships.

All hands—officers, crew and passengers—on both ships acted swiftly. The *Princess Victoria* and *Admiral Sampson's* wireless telegraph operators sent out SOS messages; in response, the steamship *Admiral Watson* reported that it was off West Point Light Station in Seattle and on its way to render assistance. *Princess Victoria's* captain, Patrick J. Hickey, kept his ship's speed at slow ahead to hold her prow in the gash in the *Admiral Sampson's* side while lifeboats were lowered and his ship took on passengers.

Women were lifted from the *Admiral Sampson's* deck onto the *Princess Victoria*, and men jumped overboard and swam to lifeboats. *Admiral Sampson* passenger Joe Brosman, one of about 20 ironworkers headed to Juneau for work, found two children in their nightclothes, clinging to

an older woman on the *Admiral Sampson's* deck. "He carried them, one by one, the children first, and hoisted them aboard the *Princess Victoria*," the *Seattle Star* reported.

Another ironworker, J.H. Varley, told the *Seattle Star*: "The bow of the *Princess* towered high over the deck of the *Sampson*, and we were helping the crew of the *Princess* hoist passengers to her deck. By and by, when all the women near had been lifted up to the *Princess Victoria*, we men climbed aboard. We were none too soon, for the *Sampson* turned her nose down into the water and made as pretty a dive as you ever saw. There wasn't any splash to speak of. Were none too soon..."

Fire from a ruptured oil tank aboard the *Admiral Sampson* forced the *Princess Victoria* to back away, and seawater flooded the disabled ship. At 0602 hours, the *Princess Victoria's* wireless telegraph operator reported of the *Admiral Sampson*: "She has sunk."

The *Admiral Sampson* descended below the surface stern first and came to rest on the sea floor at a depth of 320'. Three passengers and eight crew members, including Captain Moore, went down with the ship. Ezra Byrne, the *Admiral Sampson's* assistant engineer, was badly injured in the fire and later died at Providence Hospital in Seattle.

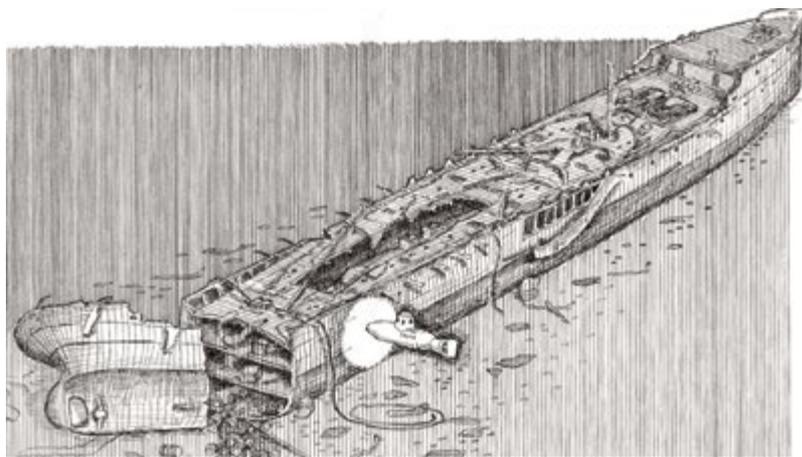
Left: The *Admiral Sampson* in happier times, sailing into Resurrection Bay offshore of Seward, Alaska in the early 1900s. Below: A postcard displaying the *Princess Victoria* in her prime. She'd survive the incident and live on for several more decades of service, ultimately sinking as a repurposed barge in 1953.



Underwater explorers Gary Severson and Kent Barnard preparing for their historic adventure into the depths to find the *Admiral Sampson* wreck.



Pictured here is an artist's rendering of the *Admiral Sampson* wreck based upon side scan sonar imagery. Note the catastrophic damage to the stern, as expected based upon the historic records of the *Princess Victoria* collision.



Tragic, indeed, but that so many lives were saved in such a short time -- 114 of 126 people aboard the *Admiral Sampson* were aboard the *Princess Victoria* or lifeboats within 17 minutes of the collision -- points to the training, focus and quick action of all hands.

"Captain Moore took charge of the rescue work with unusual skill and dispatch," the *Seattle Star* reported. "Boats were promptly lowered and ropes thrown out. The last seen of Captain Moore was just as [his ship] sank. He was raising his hand as though in token of farewell. As the bow of the ship dipped into the water, he was swallowed up."

At his side was Walter E. Reker, the *Admiral Sampson's* wireless telegraph operator, who "stayed at his post until his calls were finished, even though the wireless operator on the less damaged *Princess Victoria* assured him that he would handle the calls for assistance," Betty Lou Gaeng wrote in a 2011 story for *The Sounder*, the publication of the Sno-Isle Genealogical Society.

"After completing his own SOS calls, Reker then assisted passengers into the

lifeboats. As the last, loaded boat left, he reported to Captain Moore on the bridge. Standing side by side, they went down with the ship."

Reker was 20 years old, his captain 50.

THE GLOOMY AFTERMATH

A crowd gathered at the wharf at Seattle as the *Princess Victoria* arrived with survivors shortly after 1000 hours. "Her decks were crowded with people, half of them well-dressed and the other half with only fragments of clothing protecting them from the cold," the *Seattle Star* reported.

"A gaping wound loomed large in the vessel's bow, only two or three feet above the water line ... In the breach hung a battered hatch cover from the *Admiral Sampson*."

U.S. District Court records state that three passengers and eight crew members went down with the ship. Passengers included Ruby Whitson Banbury, who had married the previous year; George Bryant, a printer headed to Alaska to seek employment; and John McLaughlin, who was last seen clinging to the ship's rigging as the *Admiral Sampson*

sank. Those who perished included ship's cook L. Cabanas, who was raising four young children on his own after his wife's death two years earlier; Scottish-born stewardess Mary Campbell, who was on her first voyage on *Admiral Sampson*; quartermaster C. M. Marquist; Captain Zimro S. Moore; chief engineer Allen J. Noon, who reportedly drowned while trying to save Mrs. Banbury; wireless telegraph operator Walter E. Reker; watchman A. Sater; and messboy John G. Williams.

Pacific-Alaska Navigation Co., owner of the *Admiral Sampson*, was quick to blame the *Princess Victoria* for the collision, alleging the ship had been traveling at too great a speed for the visibility conditions. Canadian Pacific Railway, owner of the *Princess Victoria*, was equally quick to sue Pacific-Alaska Navigation Co. for libel, claiming damages of \$670,000. The ships' owners later agreed that the collision was the result of "mutual fault" and that the U.S. District Court should determine loss claims. In 1917, U.S. District Court Judge Jeremiah Neterer awarded \$17,509 to Pacific-Alaska Navigation Co., and Canadian Pacific Railway received \$16,065—roughly \$335,000 and \$307,000, respectively, in 2017 dollars.

HEROISM IMMORTALIZED

Tributes came in for the captains and crew of both ships. The *Seattle Star* editorialized on its front page that lives were saved by "the coolness with which the passengers faced their peril" and the "coolness and the courage and discipline of the crew of the *Sampson*."

The *Seattle Star* also gave credit to Capt. P.J. Hickey of the *Princess Victoria*. "He kept the prow of the *Victoria* in the hole torn by his ship in the *Sampson's* hull. This gave the passengers and crew the chance to save themselves."

The *Railway and Marine News* reported in its September 1914 edition: "The sad event cast a gloom over shipping circles generally, owing to the fact that both steamships and all of the officers concerned were so well known, Capt. Moore particularly, being a lifelong sailor and one of the pioneer skippers of the Northwest and Alaska, a popular man in every way and an able commander."

The publication editorialized in the same edition that Moore was "one of the best loved steamship men in that service ... He has commanded many vessels in Alaskan waters and was known to all as a capable, kindly officer." The publication predicted that "legions" of mariners would, "when passing the spot where he went down to his grave, offer a silent prayer to a hero and a gentleman who met his fate as becomes the true master mariner."

“A gaping wound loomed large in the vessel's bow, only two or three feet above the water line... In the breach hung a battered hatch cover from the *Admiral Sampson*.”

Reker's name was added to the Wireless Operators Memorial in New York City's Battery Park. His name is near that of Jack Phillips, who died from exposure after the sinking of the *RMS Titanic*.

The Wireless World reported in April 1915: "As the cargo of his vessel consisted of oil, the horrors of fire were super-added to the situation and Reker found too much work to do to think of his own safety. He shared the fate of the captain side by side with him on the bridge."

Telegraph and Telephone Age reported on May 16, 1915: "It is proof of the bravery and efficiency of the crew that [most] passengers were saved. Reker might have saved himself by taking to the boats with the passengers and the greater part of the crew. He remained at the wireless telegraph key, however, giving direction to the rescuing ship which proved invaluable. He ignored repeated appeals from the boats to save himself. When the last boat had left safely, Reker reported to the bridge and remained to share the fate of the captain. It proved to be too late for them to leave and eight of the men, including the wireless telegraph operator, went down with the ship."

ORIGINS: A TALE OF TWO SHIPS

The *SS Admiral Sampson* was built in 1898 in Philadelphia for the American Mail Steamship Company and named for Rear Adm. William T. Sampson (1840 to 1902), who led U.S. naval forces to victory in the Battle of Santiago de Cuba during the Spanish-American War.

The *Admiral Sampson* measured 280', with a beam of 36.1' and gross tonnage of 2,262. Its hull was constructed of steel and its two upper decks wood, and the ship featured a single smokestack. Its twin propellers were powered by 2,500-hp engines.

The *Admiral Sampson* made regular trips between Philadelphia and Caribbean ports until 1909, when it was purchased by the Alaska Pacific Steamship Company and began plying the San Francisco-Puget Sound shipping route. Alaska Pacific Steamship Company merged with Alaska Coast Company in 1912 and became Pacific-Alaska Navigation Company. The new company also acquired the *Admiral Sampson's* sister ships, and the fleet offered freight and passenger service between San Francisco, Puget Sound, and Alaska.

The *SS Princess Victoria* was built in England in 1902. "The Canadian Pacific Railway, already operating the fastest and handsomest ocean steamships in service from the Northwest, introduced a new standard of speed and elegance to Puget Sound with the arrival of the splendid three-funnel steel steamship *Princess Victoria* from the yards of

Swan & Hunter, Newcastle," evergreenfleet.com reported.

"A twin-screw steamer of 1,943 tons, 300 x 40.5 x 15.4, her triple expansion engines of 6,000 horsepower gave her a top speed of 20 knots. She had accommodations for 1,000 day passengers and 152 overnight passengers in 76 staterooms."

Princess Victoria was repaired after the collision and continued as a passenger ship. In 1930, it was rebuilt and widened 18' to accommodate 60 automobiles. In 1952, *Princess Victoria* was retired and sold to Tahsis and Co., which converted it to a barge. In 1953, it struck a rock and sank in Welcome Pass, between Thormanby Island and British Columbia's Sunshine Coast. The engine room telegraph and steering were recovered and repurposed for the *M/V Uchuck III*, which still sails today.

THE WRECK REVISITED

Using side-scan sonar, dive explorers Gary Severson and Kent Barnard located the *Admiral Sampson's* final resting place in 1991, and over the next year obtained exclusive salvage rights. In 1994, a research vessel perched over the site and the men climbed into a two-man sub and began their slow descent to the wreckage. They would be the first to see the *Admiral Sampson* in 80 years. At that depth, visibility was poor and the current strong, Severson recalled in a July 18, 2018 interview. "We were bouncing along, and then we saw this huge wall of white," he said. It was the *Admiral Sampson's* bow, covered in sea anemones.

"The ship lay in two pieces, having buckled at its weak point and broke apart as it sank or after it hit bottom," Severson said. The ship's wood superstructure had collapsed. The ship had become occupied by ling cod, octopus, ratfish, yellow eye, and various other denizens of the deep.

Severson looked unsuccessfully for the ship's safe, which he said would have contained its payroll and passengers' valuables. But the mission did recover numerous other artifacts, including the ship's whistle, engine order telegraph, and galley items.

The collision was a grim reminder of the importance of the Point No Point Light Station, which was established in 1880 to provide a navigation aid to ships traveling to and from the growing port cities of Seattle and Tacoma. But even the lighthouse and its engine-powered fog signal were no match for the thick cloud that enveloped the entrance to Puget Sound that day.

"We have a place at Point No Point and when it gets foggy, the visibility is bad," Severson said. "I was out on a boat

in the fog there once. It was so thick it was terrifying."

Wisely, modern Washington state ferry captains on the nearby Port Townsend-Coupeville route will cancel runs and wait for the fog to clear rather than risk it. **NWY**



Richard Walker spent part of his childhood on a Chris Craft Super Sport in Long Beach, California; got his first taste of sailing on a catamaran in Newport Beach, California; served as a helmsman and quartermaster aboard *USS Manitowoc* (LST 1180) from 1980-84; and married a lovely San Juan Island woman of Irish and Coast Salish ancestry who also happened to own a 26' Nordic Tug. He is a writer, author, and poet serving as a deckhand aboard the *M/V Guemes*.

ON THE WIRELESS

Telegraphing the Tale

The official wireless report of the collision, by wireless telegraph operator A.E. Wolfe of the steamship *Admiral Watson*. Source: Marine and Railway News, September 1914 edition.

0548 hours: *Princess Victoria* sends first SOS, which steamship *Admiral Watson* and the Seattle station answer at once. *Admiral Watson* asks for position and trouble.

Princess Victoria: "Stand by, we are in collision."

Admiral Watson: "All right; if you need assistance, give your position."

0552 hours: *Princess Victoria* sends second SOS

Princess Victoria: "We want assistance off Point No Point."

Admiral Watson: "O.K. Will be there to help."

0555 hours: *Princess Victoria* asks captain of *Admiral Watson* his position.

0557 hours: *Admiral Watson* replied that at 0505 hours he was off West Point Light Station in Seattle and would soon be at the scene of the collision.

0558 hours: *Admiral Watson* asks *Princess Victoria* the extent of her damage and if she had been in collision with the steamship *Admiral Sampson*.

0559 hours: *Princess Victoria*: "We are lowering boats."

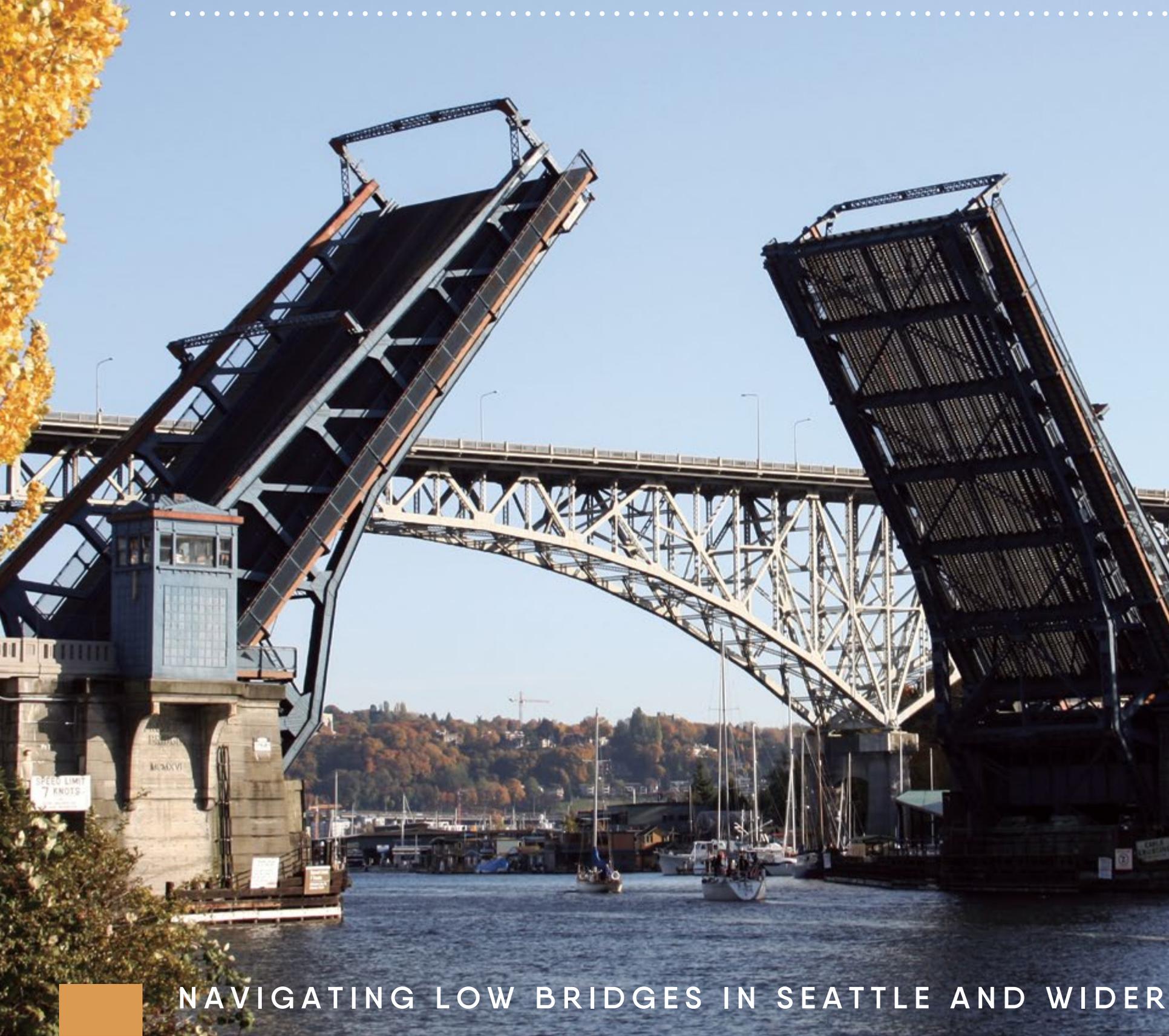
0602 hours: *Princess Victoria*: "We are in collision with the *Admiral Sampson* off Point-No-Point. She has sunk."

0630 hours: *Princess Victoria*: "Have lifeboats still out doing rescue work."

0640 hours: *Princess Victoria*: "*Admiral Watson* is putting out lifeboats."

0641 hours: U.S. revenue cutter *Unalga*: "We are under way, proceeding to assist."

Water Under



NAVIGATING LOW BRIDGES IN SEATTLE AND WIDER

By Capt. Herb Hunt

Ever wonder how close your mast really is to the bottom of that bridge?



When traveling into the Seattle-area lakes eastward or expanding your horizons westward out to the Salish Sea, knowing our waterways, including the opening of bridges, is vital. Is your knowledge enough to make your transit skillful and timely? Can you slip under that bridge if the tide is low?

Decades ago, my Beneteau sailboat's mast was scratched on the lower reaches of a bridge, a memory I'd almost forgotten. Writing this article brought back that dreadful moment. We all make a mistake occasionally, and attention to detail can go a long way towards keeping you and your family and friends safe with the boat

the Bridge



WASHINGTON

the increase of vehicle congestion, especially around Seattle, there's currently a compromise that places times and limits on openings during peak traffic. Size does matter and the big vessels (over 1,000 gross tons) still receive a timely opening upon request. Big or small, each boat captain must possess patience and respect, essential qualities in navigating these urban waterways. Listed below are crucial knowledge and equipment that will also help you get to where you want to go without injury or damage.

FIVE EASY PIECES OF KNOWLEDGE:

1. How to be patient and respectful
2. Total height of your vessel
3. Clearance height of the bridge
4. Factors of water level such as tides and lake levels
5. How to communicate for opening the bridge

EQUIPMENT TO HAVE ON HAND:

1. Current charts or equivalent such as *United States Coastal Pilot*
2. Current tide tables if venturing towards or from salt water
3. Working horn or sound device including a spare or backup
4. VHF radio capable of being tuned to channel 13
5. Ample amounts of patience and respect

HYPOTHETICAL BRIDGES TOUR: SOUTH LAKE WASHINGTON TO SHILSHOLE BAY MARINA

Let's first plan our move for a hypothetical *Super-Guppy (Guppy)*, a vessel equipped with a mast that lowers. The height with mast in the up-position is known to be 41' 6" and

when lowered, the height is 28' 2". Leaving from South Lake Washington, we wish to arrive in her new slip at Shilshole Bay Marina. The timing needs to happen October 1, per moorage agreements. Studying the charts, there appear to be many choices:

Choice #1 is what side of Mercer Island shall we travel – the shorter distance requires lowering the mast, the longer distance has plenty of clearance. Where would you find that information? Charts have vast amounts of information; essentially novels displayed graphically. You know the I-90 Bridge has boat traffic traveling under the west and east ends, but you don't know if *Guppy* slips under. Reviewing the chart, at each end area you'll find East Fixed Span... **VERT CL (Vertical Clearance) 29'** and West Fixed Span... **VERT CL 29'**. OK, with mast down you're good to go that direction.

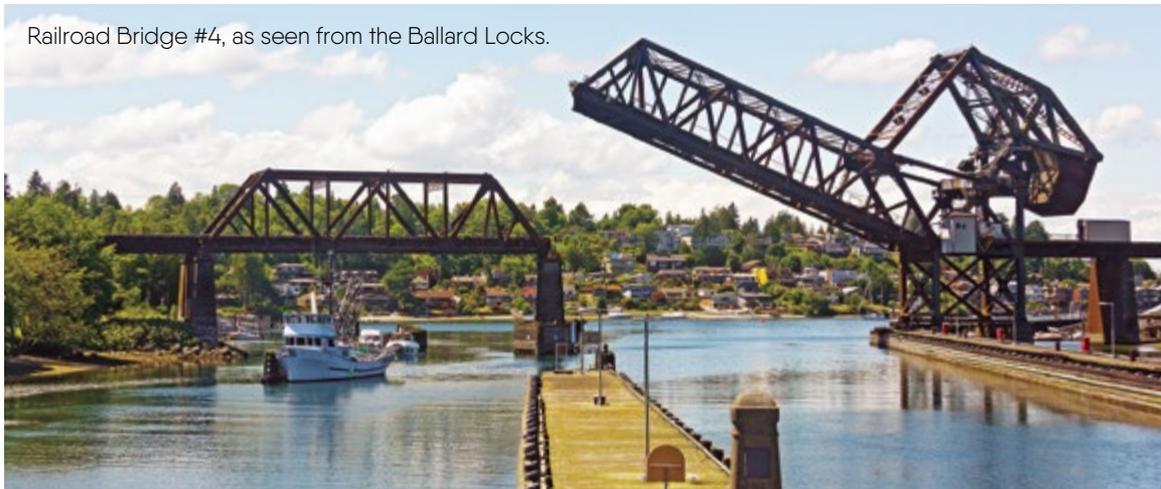
Choice #2 is to travel the longer, counter-clockwise distance past Newport Shores and not have to lower mast by going under the I-90 East Channel Bridge with **VERT CL 72'**. Before finalizing to keep that mast up, further study the other bridges along the route. Continuing your planning northwards, the SR 520 bridge looms and again, you can find multiple ends to pass under; the **East Fixed Span... VERT CL 57'** and the **West Fixed Span... 44'**. This shows you pass under at either place, mast up or down. After the 520 bridge, the course turns to the west and the next bridge along the path is the Montlake Bridge with a **VERT CL 32'** (48' at center).

Noting these heights, either you're near the center or the mast must be tilted down. Since your crew today is limited and the lowering of mast process is new to them, the *Guppy* is leaning towards leaving the mast up and transiting towards the middle

intact. My mast survived; my pride had more damage. Other boaters have had different outcomes.

There are many bridges in Washington, with more than a dozen moveable bridges in the Puget Sound area. Our federal laws state that marine traffic has right of way over vehicular traffic. With

Railroad Bridge #4, as seen from the Ballard Locks.



WHERE TO LOOK

HEIGHT OF YOUR VESSEL:

For many recreational boaters, vessel height isn't an issue beyond local bridges. But if you're near 29' in height – better pay attention. It's suggested that you know your exact height—radars and antennas included—with arches/masts up or down. A quick method used to measure is a halyard or pendant. Pull the shackle or tip to the water, marking the halyard at the exit block or known point. Before sky'ing the halyard, tie tagline to the shackle, then pull the halyard till the line end (shackle) is at its highest level, measuring the length of line you pulled and add any additional components such as the masthead and antenna heights. This total gets you the basic height.

Other vessels may find that using a level, off the top of wheelhouse or cabin top, to the water and then adding the additional vertical heights is usually sufficient for power boats. You may also look up the specifications in your manual, but that's not reliable – a shortcut that could be costly. Keeping the vessel level during the measuring process is important for accuracy.

WHERE TO FIND BRIDGE CLEARANCE HEIGHT:

The vertical clearances of bridges are sometimes painted onto the bridge's side walls or often near the peak area of vessel traffic lane (SR 520 and I-90 bridges). These painted marks might be difficult to read at night or have seen the worst for wear. Locating information from alternate sources such as charts or *Coastal Pilot*, and reviewing such resources before releasing lines is highly recommended. The falling dominoes of events can eliminate precious time you were counting on for research while moving.

With your paper charts, the clearances are listed along with other information on the chart near the bridge in question. Very common today are electronic charts; these will vary in what and how information is displayed. Usually, the clearances are displayed in normal mode. Learn your system, as there are different methods to locate the information. Smartphones increasingly can be a source for your charting and are becoming a common resource. Nothing replaces a current paper chart, as batteries are not included nor needed. Often friends pull out their favorite new device and are anxious to share. It's important to note that outside the Seattle area reception with smartphones may not be reliable.

WATER LEVELS:

Other factors that constantly change, and therefore are important to know, include water height of the lake or tide phase. Mean High Water (MHW) is the standard (tidal or lake) datum. Example: Burlington Northern Railroad Bridge, commonly referred to as "railroad bridge #4", has a clearance listed of 43' MHW. The S.S. *Virginia V* has a height of 39'10" – does she fit under? Most of the time, but not always! Water level might be higher than MHW.

A majority of sailboat masts transiting these waterways do not clear under bridges. Again, most electronic charts and many smart devices support tidal information. Learn how they work – best to do before the need arises. MHW is the average high tide observed over several years; in the United States this time period is 19 years. Tidal information on charts is commonly displayed as Mean Lower Low Water (MLLW). The tide height during your travel may be higher or lower than the MHW bridge clearance.

Using a tide station close to your bridge in question, such as Seattle station #9447130, provides more accurate data. In this case, another benefit of station #9447130 is that it also shows the true water level (red line) compared to predicted (blue line). This accounts for the many different factors such as recent rainfall, barometric pressure changes, or storm surge. The bridge clearance heights are listed in MHW and the tidal predictions are listed as MLLW. You can toggle MLLW to MHW on the NOAA tide prediction site (linked below) which aligns the data. On October 1, the high tide listed for Seattle station #9447130 (see *Bridge References* sidebar) is -0.31' at 1052 and at an earlier time of 2139, the tide is -0.80'. Meaning you have plenty of clearance for all times on October 1st.

OPENING THE BRIDGE:

This question is: Do I slip under with room to spare or spend a lot of money fixing the mistake? If you fit under, proceed. If you need a bridge opening, use the horn and blow one prolonged blast (duration of 4–6 seconds) with a 1-second gap followed by one short blast (duration of 1 second). If the bridge operator does not wish to open the bridge, they usually sound four short blasts. Usual suspects for not opening the bridge is the traffic congestion or timing since the last opening, also consider how loud your sound device is.

CFR 33, 117.15 (b) Sound signals. (1) Sound signals shall be made by whistle, horn, megaphone, hailer, or other device capable of producing the described signals loud enough to be heard by the drawtender.

When the bridge operator can open the bridge, they will sound the same sounds—one long and one short blast—and you should be able to see the traffic guards rotate down and the span open.

While approaching and during this time, be aware of other vessels. Allow vessels who can navigate the bridge without opening to proceed. Some vessels have special requirements. Within this article there's not enough space to outline all of them, but here are a few important highlights: Vessels constrained by draft or height and vessels restricted in their ability to maneuver have the right of way over other vessel in narrow channels and near/around the bridges discussed here. When these vessels near a blind bend (such as the approach to the University Bridge) the vessel shall sound a blind bend sound signal, which is four 6-second long blasts. See *Rules of the Road*.

of the channel at the bridge. Looking farther west, there's the University Bridge and a similar **VERT CL 30' (45' at center)**, therefore staying on northern side of the bridge's center will allow the *Guppy* to pass under. As a good captain should understand, your fantastic crew deserves a stop at one of the several restaurants with docks in Lake Union (future article to be written).

After rewarding your crew, the lowest of the bridges is next on the northwestern end of Lake Union—the Fremont Bridge—and studying the charts, a **VERT CL 14' (31' FOR CENTRAL 38')** is listed. Again, by lowering the mast, *Guppy* fits. But with mast up? No! Guess you should consider opening that bridge. Along the transit, various signs posted on the bridges structure list horn sounds and a phone number for late night transiting (see picture below). The US Coast Guard has requested all pleasure craft to use sound signal from 0700 hours to dusk and refrain from using VHF channel 13. Additionally, read and review *Opening the Bridge* (under the *Where to Look* sidebar in this piece) where several links are provided, which outlines the elements of opening times and standard procedures.

Now back to our scenario. You've arrived just after 1430 hours thanks to your extended lunch stop. To get the attention of the bridge tender as a pleasure vessel, blow your sound device (one prolonged blast and one short blast). The bridge tender echoes back the same sound (yipee!) and the bridge shall shortly open.

If you hear four short blasts, the bridge tender has reviewed traffic congestion along with positions of nearby vessels and decided not to open the bridge at this time. Okay, remember that essential

They're there to help you – not look pretty.



quality of patience. It's important to allow other vessels to safely pass as you wait; the bridge tender has a stellar view of you and most of the world – remember patience! Instead, enjoy the appetizers provided by your crew and marvel at the clouds or people watch.

Shortly you'll hear the sounds, one prolonged and one short blasts, signaling the opening will soon start. Watch for the closing gates and vehicular traffic on the bridge to clear, listen to hear the locking pins release, and stand by to proceed. Five bridges done and two to go.

The Ballard Bridge is the last remaining bridge in freshwater and lists its clearance as **VERT CL 29'** (46' at center). From the previous experiences, you know the heights are good. Ahhhh – the Locks – so unique. Feel free to reference the *Northwest Yachting's Unlocking the Locks* feature (March, 2017 - see nwyachting.com) on navigating them in greater detail.

While in the Locks, look west and spy the next bridge; Burlington Northern Railroad (or Railroad Bridge #4). Is it up or down? Will it stay up? If down, does the *Guppy* skate under? In simple terms, do your homework and know the tide! The charts listing is **VERT CL 43' MHW**. MHW means Mean High Water. So, it's science time, back to school; thank goodness NOAA has been on this case and provides great resources (see *Bridge References* sidebar).

Be prepared to side-tie along waiting walls and tight maneuvering after exiting the Locks if the bridge is down and requires an opening or lowering of your mast before proceeding west. If the bridge is down, time can be saved if one looks west under the center span area at the painted numbers with binoculars. If you're aboard the *Guppy*, the reasonable minimum number you want to clearly read above the water level is 42'—which only gives 6" clearance—very tight tolerance, so check your numbers! If you're confident with the clearances, proceed into the Salish Sea where the world awaits your venture.

Even though I know the clearance, I look it up. Rarely do I not. Remember, if you're within inches, use patience and common sense!

NWY



Herb Hunt has been the Port Captain for the Virginia V Foundation since March 2016. He's a proud Husky and active within the area's maritime community.



View of the University Bridge (nearest) and the Ship Canal Bridge (farthest with I-5 overpass) from the bow of the *Virginia V*. Note how the curvature of the bridge results in differing clearance, indicated by signage and charts.

BRIDGE REFERENCES

NOAA general information: 301-713-2816

Moveable Bridges of Washington:

hstrial-troychilds.homestead.com/~local/~Preview/Bridge-Navigation.html

Seattle Bridge Opening times:

There's lots of great information here - much more than just bridge openings: www.seattle.gov/transportation/projects-and-programs/programs/bridges-stairs-and-other-structures/bridges (or you can type in: bit.ly/2PTcyrg)

Unlocking the Locks, Northwest Yachting Ballard Locks Guide:

nwyachting.com/2017/03/unlocking-the-locks/

Seattle Tide Station:

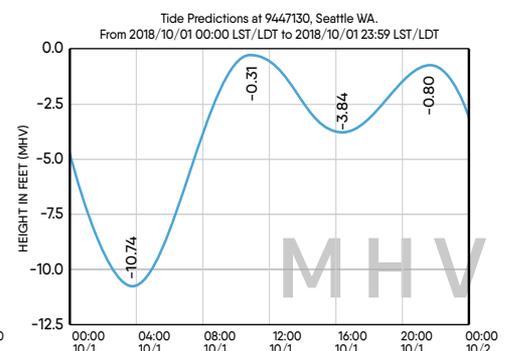
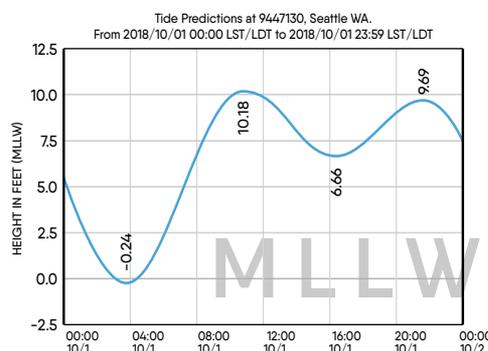
Adjust Data to MHW and Date to October 1, 2018 then refresh Plot Daily: tidesandcurrents.noaa.gov/noaatidepredictions.html?id=9447130

The relation between data of MHW, MLLW, and MHHW is referred to as "air gap."

Lake Washington Ship Canal and Lake Washington Chart #18447.

The two graphs below show October 1, 2018: MLLW and MHW (difference of 10.49')

NOAA / NOS / CO-OPS



RACING SHEET



PITCH Perfect

Words: Doug Hansen // Photos: Jan Anderson

The one-and-only Pacific International Ton Championship, known as PITCH (September 1 to 2 this year), is two days of short-course buoy racing in Bellingham Bay, Washington, hosted by none other than Bellingham Yacht Club. The origins of this event

date back to the days of International Offshore Rule (IOR), with its aluminum boats and mustached tacticians. These days, the fleet is a strong mix of sport boats, racer/cruisers, as well as some purebred racing machines mixing it up. Setting the bar high for host clubs, Friday night got things kicked off

with a skippers' meeting with beer and hamburgers provided by Bellingham Yacht Club's now infamous Dead Pirates Society. With crews from the 25-boat fleet in attendance, it was standing room only at the bar and a fantastic atmosphere as friends reconnected over dark 'n stormy drinks as only sailors can.

Saturday morning welcomed racers with a stiff breeze at the dock. Blade jibs went up and boats began tacking upwind in the flat water of the bay. The wind held in the high teens for most of the morning, making for some high-intensity starts as boats got settled into some wind after a summer of light air racing. Towards the end of the day, the race committee sent PHRF 1 on a long-distance course around Eliza Island at the entrance to Bellingham Bay.

The three-boat fleet left the other racers behind and headed for the island, only to be greeted by a light, fading wind around the back side. The race became a game of connect the dots from puff to puff. While Eliza Island is beautiful, it was a challenge to stay focused while struggling to keep moving along the rocky



Left to right: Stephanie Schwenk continues her defense of the top spot, landing first place in PHRF 5 aboard *Wild Rumpus*; Crews were tested with shifting breezes, keeping boats powered up in the light spots and on their feet in the puffs was crucial to staying competitive throughout the weekend.

Results: 2018 PITCH Regatta

Listed are selected results from PITCH 2018.

Martin 242

Sail	Boat	Rating	Skipper	Club	R1	R2	R3	R4	R5	R6	R7	R8	Total	
1	267	Treachery	165	Ken Machtley	OIYC	1	1	1	1	1	2	3	1	11
2	203	Crazy I's	165	Chris White	OIYC	2	2	2	2	2	1	2	2	15
3	163	Purple Martin	165	Betsy Wareham	OIYC	3	3	3	3	3	3	1	3	22
4	69053	Boomer	165	Mike Merrick	Seattle Yacht Club	5/DNC	5/DNC	5/DNC	5/DNC	5/DNC	4	4	4	37

PHRF 1

Sail	Boat	Rating	Skipper	Club	R1	R2	R3	R4	R5	R6	R7	R8	Total
1	USA125	Wicked Wahine	24	Darrin Towe	SYC/CYC	1	1	3	1	2.5/TIE	1		9.5
2	3909	Absolutely	18	Charlie Macaulay	CYC - Seattle	2	3	2	2	1	3		13
3	USA 55	Bat Out Of Hell	54	Lance Staughton	STYC	3	2	1	3	2.5/TIE	2		13.5

PHRF 2

Sail	Boat	Rating	Skipper	Club	R1	R2	R3	R4	R5	R6	R7	R8	Total
1	240	Vitesse	81	David Steffen	Bellingham Yacht Club	1	1	1	1	1	1	1	8
2	30925	Quest	81	John Gerity	Bellingham Yacht Club	2	2	3	2	3	3	3	23
3	97600	Keet	93	Mike Powell	Bellingham Yacht Club	4	4	4	3	2	4	2	25
4	USA 440	Kinetic	93	Bob Hayward	Anacortes Yacht club	3	3	2	5	6	5	4	33
5	51847	Hravn	69	Todd Koetje	CYC/BYC	5	6	6	4	4	2	4	34
6	69532	Sunshine Girl	72	Walt Meagher	Anacortes Yacht Club	6	5	5	6	5	6	6	45

PHRF 3

Sail	Boat	Rating	Skipper	Club	R1	R2	R3	R4	R5	R6	R7	R8	Total
1	KC1	MadDash	105	David Jackson	PRYC	3	1	1	1	1	1	1	10
2	398	Double Alpha	99	Troy Curran	BYC	1	2	2	3	3	3	3	20
3	9	Errant Belle	105	Mike Strauss	Anac. Yacht Club	5/RET-BF	5/DNS	4	2	2	2	2	24
4	12	Run Wild	108	Andrew Hura	Astoria Yacht Club	2	3	3	5/DNS	5/DNC	5/DNC	5/DNC	33

PHRF 5

Sail	Boat	Rating	Skipper	Club	R1	R2	R3	R4	R5	R6	R7	R8	Total
1	83	Wild Rumpus	156	Stephanie Schwenk	AYC	2	2	2	3	1	1	1	13T
2	69182	Flying Circus	135	Eric Yaremko	BYC	1	1	1	1	2	3	2	13T
3	29807	Blackfoot	153	Michael Corcoran	Bellingham Yacht Club	3	3	3	2	3	2	3	22
4	8939	Back Bay	117	Peter Schoenburg	Berkeley YC (California)	6	4	5	4	6	4	4	39
5	84	Off Constantly	156	Jeff Hulme	Anacortes Yacht Club	4	6	6	5	5	6	4	41
6	79171	DuFrie	192	Tim Divine	Sloop Tavern Yacht Club	7	7	7	6	4	6	5	47
7	3242	Aquavit	285	Dave Sinson	Sloop Tavern Yacht Club	5	5	4	7	9/DNF	7	7	51
8	28054	Dreamtime	135	Bart Maupin	BYC	9/DNC	72						

shoreline as seals swam around the boats.

The breeze began to slowly fill as the fleet neared the gybe mark at Post Point, but it was here that the race committee declared that the course was just too ambitious for the fading breeze and sent everyone towards the club. Meanwhile, back on the racecourse, the rest of the fleets continued to sail in the light breeze inside the bay and finished a couple more races before the committee made the call to send everyone to the bar. That night, Bellingham Yacht Club treated everyone to a fantastic tri tip steak dinner and an expertly staffed bar, much to the lament of several racers who needed to stay under weight limits for an upcoming championship.

Sunday morning brought another day of steady winds, though this time it was accompanied by a heavy marine fog that made Bellingham Bay feel more like San Francisco for the early parts of the morning. The forecast called for light wind, but like clockwork, the weather proved the weatherman wrong. A very raceable 10-15 knots settled on the course as the first race of the day neared. The cold air bit into crews, and people scrambled for warm gear before the first start.

Things began to warm up as racing continued, and it was not long until fleets were tearing around the course in T-shirts as the sun punched through the fog. A mid-race wind shift tested the committee, but thanks to race officer Charlie Rathkopf's experience and calm, they were able to lock down a new upwind mark before anyone even noticed the change. Racing continued into the afternoon, allowing most fleets to get in a total of eight races in just two days.

Although any regatta could benefit from another 20 or 30 boats, those that showed up to PITCH 2018 came to race and every fleet had its battles. PHRF 5 had a tie for first, while PHRF 1 only had half a point difference between second and third. While everyone still talks of the glory days of hundreds of boats at every regatta, it is nice to see that there are those who choose to be part of the solution by racing rather than complaining from the sidelines.

Showing up to race is what keeps the sport alive and promotes others to do the same. Steady wind, great racing, and a fantastic town make PITCH an autumn highlight for any racing schedule. I hope and expect to see more entries in years to come.

NWY



Top to bottom: Lance Staughton's Farr30 *Bat Out of Hell* (BOOH) coming around the downwind mark for a third place finish in PHRF 1; *Wicked Wahine* once again led the way to a top finish in PHRF 1.

Deer Harbor, Washington

By Greg Van Belle



Situated on the west end of Orcas Island, Deer Harbor, Washington, has all the services of more popular destinations but with a slower pace and none of the crowds. As a destination, Deer Harbor is overlooked by many San Juan cruisers. Its proximity to Friday and Roche Harbors and location tucked behind the navigational hazard of the Wasp Islands makes it easy to motor right past en route to other locales.

Deer Harbor's obscure location makes it the perfect getaway. The town retains the feel of a smaller, out-of-the-way port of call. It is more in tune with remote ports in British Columbia's Gulf Islands than the busy harbors of the San Juans. With a relatively easy approach, a large and easy to navigate marina, wide docks, and a friendly community surrounding the marina, there is no reason not to visit.

Deer Harbor sits near the site of an ancient Lummi Indian encampment that was used as a fishing outpost. The otherwise peaceful life at the encampment was often disrupted by raids from other tribes, and the native history of this place is replete with stories of violence and suffering.

White settlers began arriving in 1852, at the tail end of the Fraser River gold rush. The bay had everything needed for settlement: a protected harbor, ample fresh water, and multiple sources of food. Soon after, the Hudson Bay Company sent deer hunters here in search of meat and pelts, and that's how Deer Harbor earned its name.

Arriving by boat today requires attention to your charts and GPS. While relatively straightforward by San Juan standards, navigation can be confusing and the Wasp Islands act as a sentinel maze when approaching from the southwest. From this direction, approach through North Pass

between the Wasp Islands and Orcas. Pole Pass separates Orcas from Crane Island and is the preferred approach from the southeast. Observe the 6-knot speed limit here and keep your wake to a minimum. Navigate the rocks and shoals along the Orcas shore with caution and keep to the center of the channel.

Once you're in the open mouth of Deer Harbor, maneuvering is trouble-free. Anchoring south of the Deer Harbor Marina

is possible, but be aware of any southerly winds in the forecast, as they will blow right into the bay. On a typical summer westerly or northwesterly wind, this is a fine anchorage with a flat mud bottom. The Deer Harbor marina lies on the east side of the bay, unprotected by any breakwater or sea wall. Cayou Quay Marin, on the west side of Deer Harbor is for permanent moorage only. **NWY**

1. Treat Yourself

Cayou Massage is located near the Deer Harbor Inn. A small, rustic cottage is the perfect setting for a massage to work out the kinks after a long day on the water. Why not indulge yourself with a 90 minute treatment from Peggy Jo? Nearby you will also find Doe Harbor Cottages, complete with full spa facilities and yoga programs. The San Juan Islands are renown for their local spas and the like, so ask around for local recommendations. They know best. You never know what hidden gem you'll stumble upon.



2. Walk with Nature

Orcas Island is home to some of the San Juan Islands' most spectacular trails for hiking, biking, and running. Nearest to Deer Harbor is the spectacular Turtleback Mountain Preserve, with over eight miles of trails winding through the island's largest tract of undeveloped land. Farther away, but accessible by public transport from Deer Harbor, are the trails of Moran State Park, culminating with the best 360-degree views in the islands at the summit of Mt. Constitution. Several trail running and mountain biking events are held at Moran State Park every year, but with so much trail, there's plenty to go around.



3. Fisherfolk Paradise

Deer Harbor is a great spot to drop a couple of crab or shrimp pots while you enjoy your time ashore. Anywhere at the mouth of the bay is likely to yield your daily limit. Locals have excellent hauls of Dungeness crab in and around Deer Harbor itself. The shallow, flat bottom makes for easy crabbing. If fishing is more your speed, hook up with North Shore Charters for salmon, halibut, and ling cod fishing. Salmon fishing around Orcas Island is typically excellent, especially on the north side. Check the regulations, and good luck.



4. Explore

Padding around the bay is a great way to slow down and see the area. A kayak will allow you to get to the estuary at the head of the bay, the location of an original Lummi encampment. Rentals are available at the dock at the marina. With care and attention to weather and tides, kayakers have access to the incredible Wasp Islands, Shaw Island, West Sound, and even Friday Harbor if you are up for the longer paddle.



5. Stay Awhile



The Resort at Deer Harbor is a modern condominium development with updated rooms, an outdoor pool, and a fitness center. Or fully acclimate to island time by resting your head at the historic Deer Harbor Inn. Orcas Island has dozens of small cottages and homes for rent, many near the Deer Harbor marina. To truly slow down and enjoy the island lifestyle, this is the way to go.

Place at Cayou Cove offers charming cottages with stunning views, beach access, and other amenities set very near to Deer Harbor. Getting a few nights on shore during a long cruise can be exactly what the crew ordered.

6. Shop 'til You Drop

Floating on the north docks is The Barge, a gift shop that carries water toys, postcards, shirts, hats, books, and a lot more. This fun little shop is the sort of place where you go in for one item and leave with five. Nearby you will also find Rutabaga, a home and garden shop with locally made products and gifts, all in a beautiful farm-like setting.

West of Deer Harbor, Local Goods Orcas Island offers seasonal, local products coveted by island residents and tourists alike. Strolling the shops in Eastsound makes for a fabulous summer afternoon. Most shops are locally owned and feature products from the islands.



GASTRONOMY

At the marina, the crew will find the Dock Store and Deli a welcome sight. Amazing burgers, sandwiches, ice cream, and espresso make it possible to make this your only stop if you're short on time. You can also find a decent supply of groceries here for restocking the boat.



At the head of the dock is the recently opened Island Pie (pictured right). Exceptional pizza, salads, and craft beer make this a must. The Seasonal Squash (amazing combination of local veggies) and America's Favorite (think a spicey pepperoni with bacon) are \$22 each for a whole pie.

The nearby Deer Harbor Inn serves dinner by reservation and is a nice walk from the marina. The inn itself was built in 1915 and makes for a beautiful setting for a more upscale evening meal. A favorite is the cioppino made with the catch of the day, scallops, prawns, clams, and mussels steamed in a garlic, wine, and tomato broth with butter and herbs (\$32).

A word of caution for visiting foodies; check operating hours for all local establishments. The island tends to wake up late and shut down early, often based on business traffic rather than posted hours. The season also has a big effect on how businesses operate, and if you're visiting in the off-season, you may need to structure your day accordingly.



Deer Harbor Marina
(photo: Jonathan Miske)

Marinas:

DEER HARBOR MARINA:

N 48°47'12.175" W 123°0'9.936"
5164 Deer Harbor Road, Deer Harbor, WA 98243

Amenities & Moorage: Deer Harbor Marina has many individual slips and side-tie accommodations for vessels up to 120'. Fuel dock, pool, water, showers, and laundry are available.

Contact/Comms: Marina manages VHF Channel 78 and the office number is 360-376-3037.

CAYOU QUAY MARINA:

N 48°37'23.448" W 123°0'17.704"
449 Channel Road, Deer Harbor, WA 98243

Amenities & Moorage: Cayou Quay Marina is strictly confined to long-term accommodations.

Contact/Comms: You can reach the office at 360-376-4560.

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“Distrust and caution are the parents of security.”

– Benjamin Franklin



Brandon Baker

Brandon Baker has been the Marina Manager of Elliott Bay Marina for the past 3 years. He started at the marina 7 years ago during his college days working nights for some extra money and the rest is history. “Being a marina manager is a bit like managing a large floating hotel,” explains Baker. Hospitality and customer service are top priorities for Baker and Elliott Bay Marina. “The most important thing for us is to facilitate fantastic memories for boaters.”



Generally, there are lots of expensive toys aboard even a modestly-sized boat, and wherever nice things exist, there will be those looking for their shot at a five-finger discount. The pair of paddleboards your significant other bought last Christmas or that brand new downrigger can be mighty tempting, especially if you’re dipping in and out of different marinas, fuel docks, and anchoring fields during your adventures.

Boat security as a concept is a giant subject that includes conversations ranging from the use of padlocks to packing heat aboard. Remote sensing systems are becoming increasingly user-friendly, efficient, and affordable as well. Cameras are appearing on smaller yachts and systems that manage a dozen sensors at once can alert you to

an issue almost instantaneously via text. It’s a brave new world in a lot of ways, and boaters should probably take a reflective look at their boats and think about what security measures are right for their situation.

Of course, the best defense of all is choosing a good marina with an active clientele to channel that neighborhood watch energy. To learn more about the subject of boat security, we talked to Brandon Baker, longtime manager of Elliott Bay Marina in Seattle, Washington.

NWY: Generally speaking, do you have any security tips for boaters?

My advice to our boaters is to always do more upfront and to be proactive when protecting things on board. For example, for fishing boats with several downriggers and rods, it’s always safer to keep those expensive pieces of equipment locked up or put away. Don’t leave that kind of gear out on the deck to entice anyone.

We also encourage boaters to keep any eye out on the docks for anything that doesn’t look

right. We want our boaters to call the office, available 24 hours a day, so we can get a heads up and come down to take a look. Encouraging boaters to keep their eyes out for each other and lock away loose valuables are two big pieces of security advice for boaters.

NWY: You mentioned the community as a security asset. In your experience, do fellow boaters provide a reliable line of defense against crime?

Definitely. In fact, boaters tend to err on the side of being overprotective about reporting anything suspicious on our docks. Maybe things get called in that don’t turn out to be an issue, but we always respond to every call just in case, and overall, it’s a good thing.

The culture is that everyone is looking out for one another. We don’t have many liveboards, who can also be a helpful asset, but we still have eyes on the dock that are helpful. We manage an 11-acre property, so it can always be a challenge to have our staff monitoring everything at once. Enlisting our boaters to help has

proven to be successful.

NWY: *Locked gates are a marina standard around here. What are typical effective practices with regards to those gates?*

There are a couple of ways to do it. We utilize codes that are only good for 24 hours for use with hired vendors and the like. These vendors register with us daily as well, checking in and out. This helps us keep tabs on who should be in the marina and control the traffic of non-clients. We also have a separate set of guest codes that are separate from everyone else. Again, that way we can change those as needed.

For boaters we have key fobs in addition to codes, unique to each slip. We can also keep track of the number of transactions of the fobs and codes with the gates. We can spot over-usage, which can signal that somebody who doesn't belong may have gotten their hands on an access code.

Another issue marinas are experiencing in Seattle, with more people on the streets, are securing the warm bathrooms with hot showers. We don't want our facilities to be abused by non-clients either, so we have fob-only access there as codes can be more easily guessed. Places that require extra security, like the bathrooms, tend to have cameras trained on them as well as an extra precaution.

NWY: *In some places, outboards can be prime targets for theft. Is that an issue in your experience and what should boaters do in response?*

That's not an issue I've ever personally dealt with. The closest thing I've seen to that is kayaks going missing. That being said, there's nothing wrong with using a bike lock for that extra peace of mind.

“
My advice to our boaters is to always do more upfront and to be proactive when protecting things on board.
”



Elliott Bay Marina

Elliott Bay Marina is nestled at the base of the Magnolia neighborhood of Seattle, Washington. Construction began in 1989, and now the marina is widely considered the largest private marina on the West Coast with over 1,250 in-water slips and an iconic Seattle skyline backdrop.

Website: elliottbaymarina.co

NWY: *Every once and a while, the internet blows up with a boat owner's private onboard camera catching an intruding thief in the act. Do you have any thoughts on those kinds of cameras or remote monitoring systems?*

We see those onboard cameras and vessel monitoring systems increasingly on larger yachts. For example, when we experience a rare power outage, we get lots of calls from users of monitoring systems that send them a text or email as a power outage alert.

I know there's some companies out there that offer systems that are similar to home security systems. You can get a text alert for something as simple as a hatch opening, and basically put sensors on anything. One of the main benefits of some of these systems, that I've found in my research, is that there can be a small insurance break.

These systems are a little overboard for the average boater and for us. Security is top priority for the staff of Elliott Bay Marina and we do a good job. For boaters who may be out of town

during the winter and may go six months without being aboard their boats, those monitoring systems can be helpful. A lot of people use them to keep track of vendors doing work on their boats.

Bottom line, I wouldn't say these monitoring systems are strictly necessary, but it can certainly be beneficial in certain circumstances. I wouldn't say that everyone needs them.

NWY: *Do you have a favorite among those monitoring systems?*

I don't have a specific endorsement at this time, I'm mostly drawing from some of my own research and conversations with some company reps. They all offer very similar services and capabilities.

NWY: *Remote monitoring systems on the level we're seeing today seem like a relatively new trend to me. Thoughts?*

I first heard about them only a few years ago. Onboard monitoring systems have been around forever, but as far as the level we're seeing today, I'd say they started popping up around five years ago and have only recently become mainstream.

It's probably a function of the improvements in camera technology, Wi-Fi technology, smartphones, and more. It seems most cost-effective now, so maybe that's part of why more people are using them.

NWY: *Do you have any thoughts about developments in boat security in the near future?*

I've heard a little bit about

using geo-fencing technology, that's existed for a while. I think the cost of these monitoring systems will continue to drop, making them more common in the boating sphere.

NWY: *Do you have any thoughts about packing heat on board?*

I do not bring guns on board, but I wouldn't necessarily say it is a bad idea if you are properly permitted and experienced with firearms. Additional security is never a bad thing, but around the Puget Sound I can't think of an area that brings much of a threat to recreational boaters.

NWY: *Do you have any security considerations that are unique to the Pacific Northwest?*

Off the top of my head no, but that doesn't mean you shouldn't always be vigilant of what or who is around you when boating and anchoring in harbors around the this region. Some of the strangest and scariest situations can happen out of nowhere and it is always good to be prepared and have an action plan.

NWY: *Any final thoughts about boat and marina security?*

Be proactive. We, and other marinas, will focus on security, but the staff can't be everywhere at once. The harder you make for things to walk off your boat, the better.

Picking your marina is also another way to be proactive about security. We have a nightguard at the front door, 24-hour phone, etc. Keep security on your list of marina priorities as a boater, good marinas do good work. NWY

Kevin's Catch

By Kevin Klein



Continued from Page 57

Also, as with any type of boating, being cognizant of other vessel traffic should be a top priority. Pack water, food, and provisions while kayak fishing. Dress for the occasion and expect it to be a tad chillier out there closer to the water. A dry or wet suit may be a good idea and a good personal flotation device is a must!

Another use for those kayaks, when not on the big boat, can be freshwater fishing. Trout or bass in lakes can provide fun fishing from a kayak. October can be a great month for bass fishing around the Northwest. Both smallmouth and largemouth bass are feeding heavily to put on weight for the winter. Tackle and tactics are

simple, with spinner baits and plastics being the go-to. Cast 'em out, reel 'em back in. Vary speed of retrieval to try and draw a strike.

Bass are really fun to catch. They strike hard and fight well. If you have a lake nearby or want to make a little different jaunt, this species may be a good option to mix things up.

So, that's a wrap for opportunities for an awesome October. The crowds have thinned, and the pace has slowed. The weather can still be phenomenal during the day and a heater on the boat can warm those mornings. Until next time, let's get out there and go get some! **NWY**

Kevin's Pick:

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Old Town Kayaks built their first canoe in New England in 1898. Since then, they have been known for producing a stable platform for getting anglers out on the water. You can find a kayak for sale pretty much anywhere these days. But to find a high-quality, trusted kayak that suits the purpose-driven angler, you should give Old Town a serious look. They offer a variety of sizes and styles to match your chosen pursuit. The Old Town Predator Anglers series in pedal or motorized has all the fishy features needed to bring home the catch of the day. Check them out at oldtowncanoe.johnsonoutdoors.com.



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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.

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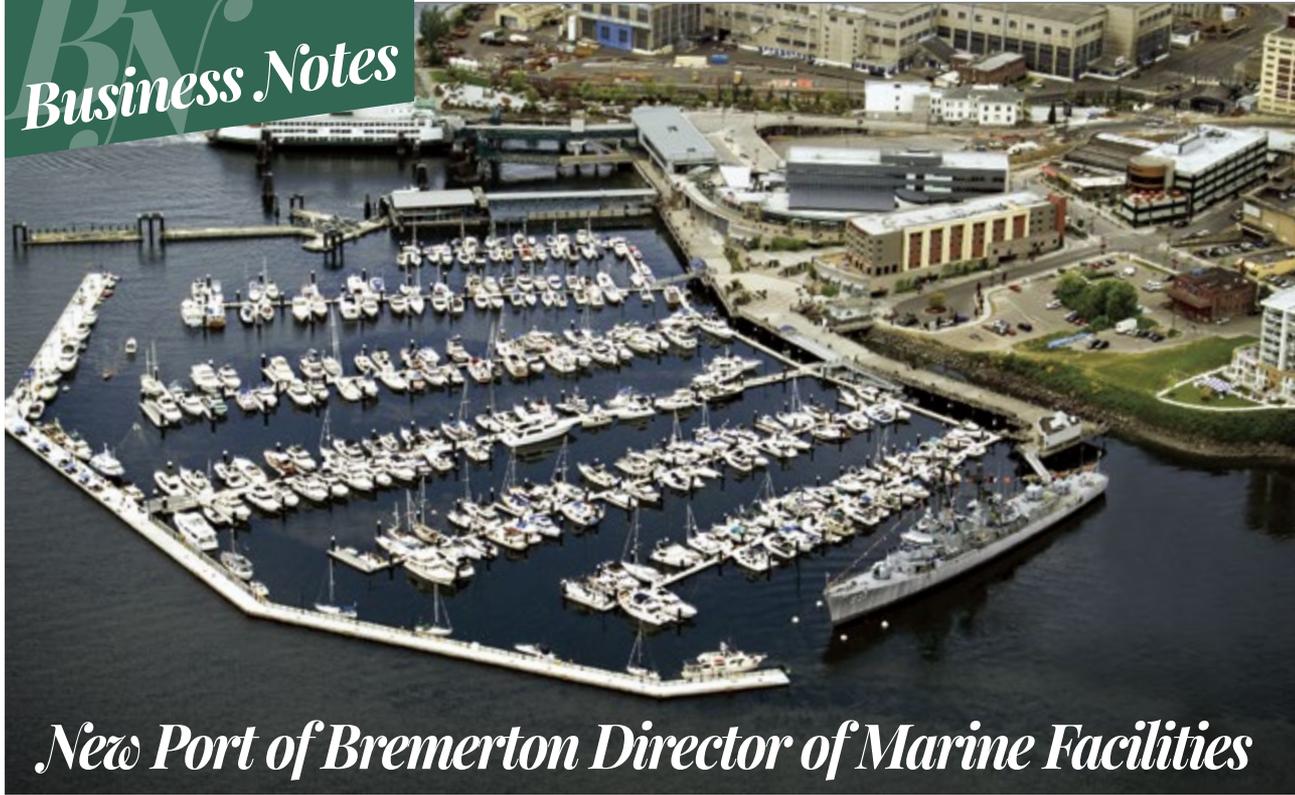


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New Port of Bremerton Director of Marine Facilities

By Evin Moore

The Port of Bremerton has hired James Weaver for the role of Director of Marine Facilities.

"We are excited to bring James onto the marina team" said Port of Bremerton CEO Jim Rothlin in a press release. "His experience in implementing process improvements, his collaborative leadership style along with his passion for the maritime industry will be a perfect fit for an already dynamic staff at the marina."

Weaver has worked in the Kitsap area for the past 15 years and has an extensive background in bringing waterfront projects to completion. He previously worked as a planner for Kitsap County, the City of Port Orchard, and the City of Bainbridge Island. He has served as a coastal land use expert for Scripps Institute of Oceanography and for the City of San Diego. Weaver has

also worked on large corporate endeavors, such as the Liberty Station Naval Training Base redevelopment, the SeaWorld Amusement Park expansion, the San Diego Convention Center expansion, as well as various other marina and hotel redevelopment projects. His education includes a B.S. in Business Administration and an M.S. in Architecture from San Diego State University.



James Weaver

Weaver looks forward to working closely with Port staff and the local community on future marina improvements. "What I hope to bring to the Port of Bremerton is an opportunity

to employ my knowledge, my experience, and my energy to benefit the Port, our shared waterfront, and our shared communities," said Weaver in the same press release.

The Director of Marine Facilities position involves managing the Port's marine facilities department, which includes the Bremerton and Port Orchard marinas, Harper Pier, and other harbor facilities.

"Having been a lifelong boater and having a career focused on waterfronts, I feel I can bring a passion to this position that is unique," explains Weaver. "I am grateful every day for the incredible place we live and understand the importance and power of helping others succeed while we work together for the future," he states. His first day on the job was September 10.

BN

Amazon's Deep Dive

By Evin Moore

Celebrated Seattle Chef Renee Erickson recently opened a nautical-themed bar in the Amazon Spheres. Christened the Deep Dive, the bar's décor is inspired equally by classic speakeasys and Seattle's maritime culture. With an interior darker than her other projects, the bar is lit primarily through spot lights showing off collected curiosities—statues, carved flowers, and a crown made of matches. Navy velvet seating, dark wood, and low golden lighting give the impression of being deep underwater, exploring a cave or shipwreck.

A hefty cocktail menu is available, from classics to originals by Jermaine Whitehead. Try the Made in the Shade: a mix of raspberry shrub, bitters, citrus, and gin. The bar is run by a renowned chef, so expect the bar eats to be well above average. Erickson offers a twist on the Seattle



Dog; hers involves a grass-fed beef frank topped with jalapeno, red onion, whipped cream cheese, and a line of pink salmon caviar. Cured salmon, caviar toast, and crab tartine are also on the menu. Several non-alcoholic drink options made from alcohol-free Seedlip 94 are available for the designated driver.

The entrance to Deep Dive can be found on the Amazon Spheres at Lenora Street. The bar sits 30, and due to its location and novelty, it can still be hard to get seats. But if you find yourself in the area with some time to kill, check out one of Seattle's most beautiful new nautical bars in a unique location.

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Grand Banks Skylounge



Ever heard of a Grand Banks Skylounge? If not, don't feel too bad, for only two were ever built during their brief run in the late 1990s. The 72-foot, uber-Grand Banks was a collaboration of two owners and the Grand Banks factory in Singapore, and the ultimate love project for fans of the brand.

The Skylounge has a simply massive interior that includes a main deck galley forward, three large cabins, two king-sized berths, four heads, a huge salon with dining space, and even an office-style desk area that will serve as an excellent work space. The fact that there's no helm in the cabin frees up the interior space even more, devoting a ton of real estate to entertaining family and friends. One neat feature is the two portable wing stations that stow away. Simply pop out the carryable console and

mount them outside when needed.

To get up to that enticingly gigantic pilothouse, one travels up a set of stairs within the cabin. As expected, the fully enclosed large pilothouse has many amenities, including the commanding helm station. In addition to seating and entertainment space around a table, there's even a day head up there. Travel aft of the pilothouse to find a large open bridge area where there's plenty of roaming space and the dinghy crane.

As far as the guts are concerned, there are twin diesel MAN engines for a total horsepower of 1,360, two 20-kw generators, two inverters, two watermakers, and a stabilization system. Performance data at cruise is 1,200 rpm at 10 knots with fuel efficiency of 20 gallons per hour.

If you want to take your passion for

Grand Banks to the next level, one of the two builds is currently for sale by local broker Irwin Yacht Sales. Reach out to them for more info, listed price is \$649,999.

Specs

LOA: 72' • Beam: 18' • Draft: 5' 6" • Disp.: 80,000 lbs.

Tankage (Fuel/Fresh/Black):
2,600 gals./230 gals./80 gals.

Local Dealer: Irwin Yacht Sales, (Portland), 360-901-1293

Web: irwinyachtsales.com



Nordhavn 35 Coastal Pilot



The Nordhavn 35 Coastal Pilot, the company's most diminutive model, is no longer in production, but that doesn't mean there aren't some good ones still out there plying the waters. Built by Nordhavn in answer to many of their clients' requests for a couple's cruiser, the reason for the build's ultimate production demise came down to the numbers. It can be hard to convince buyers to drop a third of a million on a 35-footer when they can get more boat per dollar with other builds (including other Nordhavns). But for a couple who wants a cruiser with fewer big boat problems, the Nordhavn 35 Coastal Pilot could be an intriguing option.

The 35 Coastal Pilot features a single stateroom and a generous, open interior layout. The interior is split, with the galley down a flight of stairs forward of the

helm station. In the galley area, there is also a large enclosed head with a massive shower—a unique layout that makes eating in the shower very tempting. The huge, full-beam stateroom with island berth is aft and shouldn't leave a couple in want.

There is a token mast and boom with sail plan, but it's there to look extra-ship-py. A typical engine setup for a 35 Coastal Pilot is a single Yanmar 350-horsepower inboard diesel for reported performance of an 8-knot cruising speed at 2,000 RPM and a maximum speed of 10 knots.

Just looking at a Nordhavn 35 Coastal Pilot underway gives most boaters warm fuzzy feelings, invoking images of a couple cutting loose and chasing the horizon. Built with that Nordhavn toughness and sophisticated eye, this little-big boat could be

what you're looking for. One was recently sold by Nordhavn Yachts Northwest, price listed at \$259,500. If interested in this model, they are the local go-to resource.

Specs

LOA: 35' 5" • Beam: 13' 2" • Draft: 3' 9" • Disp.: 23,000 lbs.

Tankage (Fuel/Fresh/Black):
590 gals./150 gals./40 gals.

Local Dealer: Nordhavn Yachts Northwest, 206-223-3624

Web: nordhavn.com



BOATS FOR SALE

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

LENGTH & TYPE	YR	PRICE	BROKER	PG	LENGTH & TYPE	YR	PRICE	BROKER	PG	LENGTH & TYPE	YR	PRICE	BROKER	PG	LENGTH & TYPE	YR	PRICE	BROKER	PG
POWER					28' Four Winns Vista 275	2018	184,862	Marine Serv.	41	32' Carver Aft Cabin	1996	44,900	La Conner YS	93	35' Cabo Flybridge	2004	279,000	Stan Miller YS	15
					28' Uniflite 28	1977	18,000	Port Garnder	93	32' Grand Banks 32	1972	37,500	Elliott Bay YS	25	35' CHB Tri-Cabin	1983	35,000	Port Garnder	93
					28' Uniflite Mega	1976	22,500	La Conner YS	93	32' Grand Banks 32	1971	49,500	Waterline Boats	45	35' Four Winns V355	2018	399,807	Marine Serv.	41
					27' Beaver Picnic	2016	259,000	Emerald Pacific	10	32' Grand Banks	1976	89,000	La Conner YS	93	35' Luhrs 350 Tournament	1990	79,900	Stan Miller YS	15
19 Center Console	2018	27,500	Waterline Boats	45	27' Blackfin Combi	1998	98,500	Stan Miller YS	15	32 Hunter 326	2002	49,900	Signature YS	27	35' Tiara 3500 Express	1997	124,900	Stan Miller YS	15
22' EdgeWater 228 CC	2016	79,900	Stan Miller YS	10	27' Ranger Tugs	2013	189,000	Stan Miller YS	15	32' Trojan Sportfisher	1981	26,500	La Conner YS	93	35' Viking Convertible	1976	50,000	Stan Miller YS	15
22' Devlin Surf Scoter	1992	49,900	West Yachts	39	27' Ranger Tugs R27	2012	159,000	Denison YS	106	33 Blackfin Flybridge	1993	147,500	Stan Miller YS	15	36' Chris-Craft 36	1960	4,880	Waterline Boats	45
23' Chris-Craft Cont.	1957	37,500	Stan Miller YS	15	27' Ranger Tugs R27	2012	159,950	Elliott Bay YS	25	33' KINGFISHER	2017	279,900	West Yachts	39	36' Covey Island 36	1997	189,000	Swiftsure YTS	23
24' Elliot Bay Launch	1983	39,900	West Yachts	39	27' Ranger Tugs R27	2012	149,950	Elliott Bay YS	25	33' Prout Quest 33 CS	1986	37,900	Waterline Boats	45	36' Egg Harbor	1978	44,950	Elliott Bay YS	25
24' Skagit Orca Hardtop	1999	47,500	La Conner YS	93	27' Sea Ray 270	1995	25,000	Waterline Boats	45	33' Riviera Convertible	1990	79,900	La Conner YS	93	36' Grand Banks Classic	1974	79,000	La Conner YS	93
25' Rosborough 246	2000	59,500	Elliott Bay YS	25	30' Bayliner 3058	1991	19,900	La Conner YS	93	33' Tiara 3300 Open	1996	69,900	Emerald Pacific	10	36' Grand Banks Classic	1986	139,500	NW Explorat.	107
25' SHEARWATER	2005	85,000	West Yachts	39	30' Boston Whaler	2007	136,000	Emerald Pacific	10	33' Tiara Express	1991	68,500	Stan Miller YS	15	36' Grand Banks Classic	1989	144,000	NW Explorat.	107
25' Devlin Surf Runne	2004	119,500	West Yachts	39	30' Willard Trawler	1976	57,000	Stan Miller YS	15	34' Bayliner 3486	1989	27,500	Waterline Boats	45	36' Hinckley Classic Picnic	2001	225,000	Elliott Bay YS	25
26' Skipjack 262 FB	2000	75,000	Stan Miller YS	15	31' Camano Troll	2003	114,000	Stan Miller YS	15	34' Boston Whaler 345	2008	224,900	Stan Miller YS	15	36' Hinckley Picnic Boat	1999	215,000	Elliott Bay YS	25
26' Tollycraft 26	1973	17,500	Port Garnder	93	31' Helmsman 31	2018	279,000	Waterline Boats	45	34' CHB Puget Trawler 34	1977	27,500	Waterline Boats	45	36' Lindell	2001	167,500	Swiftsure YTS	23
26' Tollycraft Sedan	1973	25,000	Elliott Bay YS	25	31' Helmsman 31	2016	239,000	Waterline Boats	45	34' Luhrs Convertible	2002	109,000	Stan Miller YS	15	36' Monk Trawler	1988	115,000	West Yachts	39
26' Wooldridge PH	2012	135,000	Port Garnder	93	31' Sea Ray 310	2010	127,000	Waterline Boats	45	34' Red Wing	2008	115,000	Swiftsure YTS	23	36' Monterey	1957	60,000	Elliott Bay YS	25
27' Devlin Black Crown	1993	90,000	West Yachts	39	31' Sea Ray 310	2010	112,700	Waterline Boats	45	34' Sea Ray 340 Sundancer	2005	99,500	Stan Miller YS	15	36' Tiara 3600 Open	2008	279,000	Stan Miller YS	15
27' Maple Bay Trawler	1987	49,000	West Yachts	39	32' 3288 Bayliner MY	1991	49,000	La Conner YS	93	34' Sea Ray 340 Sundancer	2008	139,600	Denison YS	106	36' Union 36 Cutter	1982	59,000	Marine Serv.	41
27' Ranger Tugs R-27	2017	185,000	Waterline Boats	45	32' Back Cove 32	2018	449,500	Marine Serv.	41	34' Tollycraft 34	1989	79,999	Waterline Boats	45	36' Universal 36	1979	52,500	Port Garnder	93
27 Sea Ray Sundancer	1995	14,900	La Conner YS	93	32' Bayliner 3270	1986	36,500	Port Garnder	93	34' Tollycraft 34	1989	79,500	Waterline Boats	45	36' Wellcraft 360	2007	169,000	Stan Miller YS	15
28' Albin Tournament	2001	75,000	Stan Miller YS	15	32' Bayliner 3270	1986	24,000	Port Garnder	93	34' Tollycraft	1990	72,500	Elliott Bay YS	25	37' Beneteau First 375	1985	54,500	Signature YS	27
28' Bayliner 285 Sunbridge	2006	32,000	West Yachts	39	32' BC 32 Tri-Cabin	1986	69,000	Waterline Boats	45	35' C&C Landfall	1983	24,900	Signature YS	27	37' Island Packet 370	2008	275,000	Marine Serv.	41
28' Bayliner 2859	1993	21,000	Waterline Boats	45	32' Boston Whaler 320	2014	209,000	Stan Miller YS	15	35' Cabo Express	2003	335,000	Stan Miller YS	15	38' Egg Harbor 38	1990	89,000	Waterline Boats	45
28' Bayliner Ciera	1994	17,500	La Conner YS	93										38' Helmsman 38	2007	249,900	Waterline Boats	45	

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 42' 1976 Westsail.....\$69,000	 32' 1985 Gulf PH.....\$29,900	 60' 2003 Metalcraft 60.....\$699,000

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38' Meridian 381	2005	145,000	Waterline Boats	45
38' Protector Tauranga	2008	325,000	Stan Miller YS	15
38' San Juan 38	2000	309,000	Emerald Pacific	10
38' True North	2007	249,000	Elliott Bay YS	25
39' Azimut	2000	215,000	West Yachts	39
39' Beneteau 393	2003	124,500	Signature YS	27
39' Carver Cockpit MY	1993	64,900	West Yachts	39
39' Grand Banks Eastbay	2006	399,000	Hampton YS	6
39' Mainship 390	2001	109,000	Waterline Boats	45
40' Bayliner 4050	1978	35,000	Waterline Boats	45
40' Beneteau Oceanis	2011	169,900	Signature YS	27
40' Chris-Craft Roamer	2006	274,000	Denison YS	106
40' Hatteras Double Cabin	1988	99,000	Stan Miller YS	15
40' HI-Star 40 Flybridge	1986	63,900	Waterline Boats	45
40' Tollycraft Sport	1993	172,500	Elliott Bay YS	25
40' UNIVERSAL	198	49,950	La Conner YS	93
41' Beneteau 411	2000	127,900	Signature YS	27
41' Bracewell 41 Flybridge	2019	556,000	Waterline Boats	45
41' Tiara 4100 Open	2001	199,000	Stan Miller YS	15
42 Beneteau 423	2007	169,000	Signature YS	27
42' CHB 42 Aft Cabin	1987	119,500	Waterline Boats	45
42' Chris-Craft 42	1964	84,500	Waterline Boats	45
42' Devlin Sockeye 42'	2000	279,000	Marine Serv.	41
42' Grand Banks 42 Classic	1977	118,500	Marine Serv.	41
42' Grand Banks 42 Europa	1979	150,000	NW Explorat.	107
42 Grand Banks Classic	1970	55,000	NW Explorat.	107
42' Grand Banks Europa	2001	435,000	Stan Miller YS	15
42 Grand Banks Europa	2002	399,000	Stan Miller YS	15
42 Grand Banks Motoryacht	1988	239,000	Stan Miller YS	15
42' Hunter 426	2003	149,900	Signature YS	27
42' Mikelson Sedan	1988	74,500	Stan Miller YS	15



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LENGTH & TYPE	YR	PRICE	BROKER	PG	LENGTH & TYPE	YR	PRICE	BROKER	PG
42' Monk 42 Bridgedeck	1960	17,000	Waterline Boats	45	61' Ocean Alexander 610	1998	585,000	Emerald Pacific	10
42' Roughwater 42PH	1988	74,500	Waterline Boats	45	61' Viking Convertible	2004	895,000	Stan Miller YS	15
43' Hunter Legend	1992	52,000	West Yachts	39	62' Horizon E62	2005	849,000	Emerald Pacific	10
43' Tiara 4300 Open	2001	227,000	Stan Miller YS	15	62' Offshore Pilothouse	1998	775,000	Emerald Pacific	10
43' Tiara Sovran	2006	327,500	Hampton YS	6	62' Osborne/Monk	1968	220,000	Emerald Pacific	10
44 Sea Ray Sedan	2006	279,000	Stan Miller YS	15	63' Nordlund	1984	475,000	Emerald Pacific	10
44' Tollycraft 44	1988	114,900	Waterline Boats	45	65' Moonen	1990	785,000	Chuck Hovey	17
45' CHB Grand Mariner	1981	115,000	Waterline Boats	45	65' Pacific Mariner	2003	879,000	Hampton YS	6
45' Chris-Craft Corsair	1955	69,000	Waterline Boats	45	67 Tollycraft Pilothouse	1987	395,000	Stan Miller YS	15
45 Viking Convertible	2007	649,000	Stan Miller YS	15					
46' Egg Harbor	1976	139,500	Stan Miller YS	15					
46' Grand Banks Classic	2001	427,000	Stan Miller YS	15					
46' Nielson Trawler	1981	249,000	West Yachts	39					
46' Ocean Yachts SS	1983	99,500	Stan Miller YS	15					
46' Sea Ray 460	2003	189,777	Stan Miller YS	15					
46' Sunseeker Portofino	2006	289,000	Hampton YS	6					
46' West Indies	1977	99,900	Signature YS	27					
48' Camargue 48	1989	169,000	Port Gardner	93					
48' Navigator Classic	2006	385,000	Stan Miller YS	15					
48' Offshore	1989	179,000	Stan Miller YS	15					
48' Silverton	2005	399,000	Hampton YS	6					
48' Tollycraft	1981	209,000	Swiftsure YTS	23					
49' Alden Flybridge	2007	698,000	Denison YS	106					
49' Grand Banks MY	1995	449,500	Stan Miller YS	15					
49' Grand Banks MY	1993	499,000	NW Explorat.	107					
49' Meridian 490 PH	2006	310,000	Elliott Bay YS	25					
50' Bertram Conv.	1994	209,000	Stan Miller YS	15					
50' Grand Banks 50	1972	179,000	Waterline Boats	45					
50' Northwest 50	2009	799,000	Seattle YS	27					
50' Riviera 5000	2012	795,000	Elliott Bay YS	25					
52' DeFever Euro 52	2016	134,900	Seattle YS	27					
52' Emerald 5200	1996	219,000	Elliott Bay YS	25					
52' Grand Banks Europa	1998	499,000	NW Explorat.	107					
52' Nordic Sedan	1987	227,000	NW Explorat.	107					
52' Ocean Alexander 520	2005	399,900	Stan Miller YS	15					
52' Riviera 515 SUV	2015	999,000	Emerald Pacific	10					
52' Sea Ranger 52	1985	127,900	Port Gardner	93					
52' Sea Ray 520 Fly	2018	1,800,000	Stan Miller YS	15					
53 Aluminum PH LRC	1974	219,000	Waterline Boats	45					
53' Skookum MY	1978	159,000	Elliott Bay YS	25					
54' Ocean Alexander 548	1996	580,000	Denison YS	106					
54' Riviera 5400 Sport	2019	1,823,547	Emerald Pacific	10					
55' Jones-Goodell PH	1974	199,000	Stan Miller YS	15					
55' Navigator	2012	675,000	Hampton YS	6					
55' Tug Conversion	1939	17,000	Waterline Boats	45					
57' BAYLINER 5788	2000	459,000	West Yachts	39					
57' Carver Voyger	2005	479,000	Hampton YS	6					
57' Nordhavn PH	1998	1,195,000	Emerald Pacific	10					
58' Bertram Sportfisher	1980	189,000	Stan Miller YS	15					
58' Hampton YS	2008	1,200,000	Hampton YS	6					
58' Ocean Alexander	2004	869,000	Hampton YS	6					
58' Ocean Alexander PH	2005	899,000	Emerald Pacific	10					
58' Ocean Alexander PH	2006	995,000	Emerald Pacific	10					
60' DeFever 60	1984	399,500	Waterline Boats	45					
60' Inace Buccaneer 60	2004		Seattle YS	27					
60' Ocean Alexander	1986	349,000	Hampton YS	6					
61' Buddy Davis	1989	275,000	Stan Miller YS	15					

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44' ATLANTIC SDMY 1977, T/120 Ford Lehman's radar, AP, GPS, diesel furnace, 11' Whaler, DB, 3000W inverter, 7.5KW gen, US built, asking **\$99,500**



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**



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 3208, 210hp, inverter, GPR/Radar, dinghy, DB, asking **\$48,500**



35' SEA RAY SUNDANCER 1991, T/7.4L 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 DB, 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 DB, Radar, GPS, HT over cockpit, asking **\$39,900**



28' KINGFISHER 2725 OFFSHORE 2017, Evinrude E-Tec 2S, 300hp, 140 hrs, Radar, windlass, 15hp DB, 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**



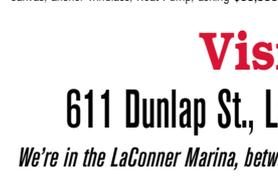
28' BAYLINER 2859 1996, 7.4L + BR11 O.D, inverter, GPS, 12VDC windlass, transom door, AK bulkhead, incl. 3 axle trailer, asking **\$23,500**



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 DB, EZ Loader trailer, heavy duty canvas enclosure, Radar, DS, asking **\$44,000**



19' BOSTON WHALER MONTAUK 2016, 15hp Mercury EFI outboard, 35 kt cruise, custom bimini top, GPS plotter, trailer, like new **\$47,500**

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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
70' Delta Marine	1988	1,950,000	Hampton YS	6	72' Nordlund PH	1990	550,000	Emerald Pacific	10	76' President Legend	2004		Seattle YS	27	33' Ta Chiao North Sea 33	1977	44,500	Waterline Boats	45
70' Hatteras Motor Yacht	1998	799,500	Emerald Pacific	10	73' Northcoast Custom	1998	939,000	Elliott Bay YS	25	77' Nordlund	1990		Emerald Pacific	10	34' C&C 34 Sloop	1980	15,000	Port Gardner	93
70' Jensen Expedition	2004	2,280,000	Swiftsure YTS	23	75' Northern Legacy	1998	1,490,000	Hampton YS	6	78' Converted Tug	1890	127,000	Waterline Boats	45	34' Catalina	1985	45,000	Port Gardner	93
71' Grand Banks Skylounge	1997		Irwin Yachts	13	76' Converted Tug	1906	149,000	Waterline Boats	45	78' West Bay SonShip	2000	1,595,000	Emerald Pacific	10	34' Catalina Tall Rig Sloop	1987	36,900	Stan Miller YS	15
72' Bertram Convertible	1991	595,000	Stan Miller YS	15	76' Lazzara	1994	999,995	Chuck Hovey	17	80' Lazzara	1997	759,000	Emerald Pacific	10	34' Columbia 34 MKII	1972	33,000	Marine Serv.	41
72' Donzi Sportfish	1995	775,000	Stan Miller YS	15	76' Monte Fino	1997		Chuck Hovey	17	83' Monk McQueen	1980	389,000	Chuck Hovey	17	34' Hallberg Rassy 342	2008	183,000	Swiftsure YTS	23
72' Hatteras 72	1981	459,000	Port Gardner	93	76' President Legend	2004		Seattle YS	27	83' Monk McQueen	1980	389,000	Chuck Hovey	17	34' Hallberg Rassy 342	2008	173,850	Swiftsure YTS	23

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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

POWER

- 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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SAIL

20' Beneteau First	2017	44,900	Signature YS	27	37' Tartan 3700	2008	227,000	Elliott Bay YS	25
20' Laser Performance SB3	2008	19,500	Marine Serv.	41	37' Tartan 3700 SOLD!	2000	149,000	Waterline Boats	45
23' Stone Horse Edey & Duff	1981	16,900	Elliott Bay YS	25	37' Tayana	1987	79,900	Elliott Bay YS	25
25' Dart - Left Coast Dart	2013	59,900	West Yachts	39	375' Beneteau First 375	1985	49,500	Swiftsure YTS	23
26' Hunter 260 w/Trailer	2004	19,500	Marine Serv.	41	38' Alajuela 38	1972	49,900	Waterline Boats	45
27' Com-Pac 27	2015	59,900	Waterline Boats	45	38' Bavaria OCEAN	2000	99,000	Elliott Bay YS	25
27' Island Packet 27	1988	34,900	Marine Serv.	41	38' Beneteau 38 Sloop	1990	99,900	Port Gardner	93
30' Catalina 30	1981	24,900	Marine Serv.	41	38' Beneteau First 375	1985	44,900	Elliott Bay YS	25
30' Catalina Tall Rig Sailboat	1981	8,900	Stan Miller YS	15	38' Morgan 384	1985	49,500	West Yachts	39
30' Hunter 306	2002	42,500	Signature YS	27	39' Cal	1971	44,000	Swiftsure YTS	23
31' Pacific Seacraft	1997	92,500	Swiftsure YTS	23	39' CAL Mark II	1980	52,500	West Yachts	39
32' Endeavour 32	1978	14,900	Marine Serv.	41	39' CAL Mark III	1981	79,000	West Yachts	39
32' Evelyn 32	1985	22,000	Marine Serv.	41	39' Jeanneau SO	2007	149,500	Marine Serv.	41
32' Islander 32	1978	19,500	Marine Serv.	41	39' Jeanneau SO	2008	159,500	Marine Serv.	41
32' Kettenburg Pacific Class	1934	19,000	Stan Miller YS	15	39' Nauticat	2003	275,000	Swiftsure YTS	23
32' Kettenburg Pacific Class	1937	39,900	Stan Miller YS	15	40' Beneteau Oceanis 400	1994	93,500	Elliott Bay YS	25
32' Westsail 32	1979	31,500	Marine Serv.	41	40' C&C 121	2002	124,500	Marine Serv.	41
33' J 100	2007	79,000	Swiftsure YTS	23	40' Hinckley Bermuda 40	1970	127,500	Elliott Bay YS	25
33' Nauticat 33	1972	64,500	Marine Serv.	41	40' J 40	1990	107,500	Marine Serv.	41
					40' Jeanneau 409	2016	264,500	Marine Serv.	41
					40' Kettenburg 40 Sloop	1959	39,500	Port Gardner	93
					40' Lagoon 40	2019	519,336	Marine Serv.	41
					40' Nauticat 40	1985	149,900	Marine Serv.	41
					40' Schucker 436	1977	69,000	Marine Serv.	41
					40' Ta Shing Panda 40	1981	150,000	Swiftsure YTS	23
					40' Ta Shing Panda 40	1984	175,000	Elliott Bay YS	25
					40' Valiant Cutter	1978	99,000	West Yachts	39
					41' Islander Freeport	1979	69,900	West Yachts	39
					41' Sceptre	1986	159,000	Swiftsure YTS	23
					41' Sceptre 41	1988	134,900	Marine Serv.	41
					41' Tiara 4100 Open	1998	199,000	Stan Miller YS	15
					410' Hunter 410	2000	120,000	Swiftsure YTS	23
					42' Bavaria	1999	112,500	West Yachts	39
					42' Catalina 42 2	1994	114,500	Marine Serv.	41
					42' Hallberg Rassy 42E	1983	154,000	Swiftsure YTS	23

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LENGTH & TYPE	YR	PRICE	BROKER	PG
42' Hinckley Sou'wester 42	1984	250,000	Swiftsure YTS	23
43' Beneteau Cyclades 43	2005	134,000	Elliott Bay YS	25
43' Hallberg Rassy	2004	360,000	Swiftsure YTS	23
43' Hans Christian (Christina)	1986	127,000	Swiftsure YTS	23
43' Hans Christian (Traditional)	1978	115,000	Swiftsure YTS	23
43' Hunter 430	1995	89,000	Stan Miller YS	15
43' Luengen 43 Ketch	1987	99,500	Waterline Boats	45
43' Saga 43	2001	225,000	Swiftsure YTS	23
43' Slocum Cutter	1987	149,900	West Yachts	39
43' Wauquiez Amphitrite	1984	149,000	West Yachts	39
44' Bruce Roberts Pilothouse	1993	49,500	Marine Serv.	41
44' Island Packet '07	2007	344,900	Signature YS	27
44' Jeanneau Sun Odyssey	2019	399,982	Marine Serv.	41
44' Lyman Morse Seguin	1982	169,000	Swiftsure YTS	23
44' Morris	1995	375,000	Swiftsure YTS	23
44' Nauticat NC-44	1980	185,000	Marine Serv.	41
44' Outbound	2005	385,000	Swiftsure YTS	23
44' Roberts PH Motorsailer	1990	39,500	West Yachts	39
44' Worldcruiser Schooner	1979	218,000	Elliott Bay YS	25
45' Bruce Roberts 45	1983	79,900	Waterline Boats	45
45' Hunter 450 CC	1999	145,000	Stan Miller YS	15
45' Morgan/Catalina 45	1995	159,500	Port Garnder	93
46' Amel Maramu	1983	99,500	Elliott Bay YS	25
46' CAL 2-46	1972	99,500	Port Garnder	93
46' Hallberg Rassy	2001	369,000	Swiftsure YTS	23
46' Jeanneau Sun Odyssey	2000	179,500	Marine Serv.	41
46' Jeanneau Sun Odyssey	2013	324,500	Marine Serv.	41
46' Kaufman 46	1981	49,900	Port Garnder	93
47' Beneteau 47.7	2005	189,000	Elliott Bay YS	25
47' Chris White Atlantic	2013	799,000	Swiftsure YTS	23
47' Vagabond Center Cockpit	1983	249,900	Marine Serv.	41
48' Chris White Atlantic	2010	689,000	Swiftsure YTS	23
48' Custom Schooner	1986	80,000	Elliott Bay YS	25
49' Jeanneau SO 49	2007	349,500	Marine Serv.	41
49' Jeanneau Sun Odyssey	2019	498,951	Marine Serv.	41
50' Farr Pilothouse	2003	495,000	Swiftsure YTS	23
50' Herreshoff Ketch	1975	85,900	Marine Serv.	41
50' Lavranos	1990	169,900	Swiftsure YTS	23
51' Custom German Frers	1981	62,500	Marine Serv.	41
51' SKYE 51' Alden Ketch	1980	139,500	Marine Serv.	41
53' Oyster	1999	449,000	Swiftsure YTS	23
53' Skookum Motorsailer	1984	258,000	West Yachts	39
53' Spencer 53	1978	158,000	Waterline Boats	45
56' Herreshoff	1956	215,000	Waterline Boats	45
57' Alden 57 Trawler	1964	98,500	Waterline Boats	45
61' C&C 61	1972	222,000	Marine Serv.	41
61' C&C 61	1972	222,000	Marine Serv.	41
65' MacGregor 65 Pilothouse	1990	159,000	Bristol Yachts	92
83' Custom Staysail Schooner	1934	250,000	Waterline Boats	45

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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



VERY CLEAN 1993 CATALINA 42 MK1 3 CABIN 2 HEAD Second owner boat. Major refit last year and most systems NEW. No tank or diesel odor. Too many upgrades to list. Contact Shawn | 206 9319585 shawncmotley@gmail.com S757-10



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POWER



1951 REINELL CUSTOM 42' CLASSIC Twin Isuzu diesels 3000 hours. Raymarine electronics. 2kw Honda generator. 2016 Survey, bottom paint, zincs. 2005 Boston Whaler 110 sport tender, 25hp merc. \$58K. Contact: kcebert@msn.com. P767-10



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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**



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 mvriptide@aol.com P760-11**



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 \$339. Phone: 510.928.8500 Price: \$349,000 P813-10**



VIKING 43 CLASSIC DOUBLE CABIN 2006/80 COMPLETELY REBUILT in 2004-06, resulting in a beautiful, Northwest cruising vessel - from the famous Viking hull to the custom-designed fully enclosed upper navigation station, featuring 360 degree visibility and complete current electronics for comfortable and safe cruising in all NW weather conditions. This is truly a one-of-a-kind boat for the discerning boating enthusiast **LIVABILITY:** Custom hardtops, flybridge and sundeck with polycarbonate enclosures, two staterooms with ensuite heads, walk-around queen-size master berth, ample storage, dry bar in main cabin, lustrous hand-rubbed interior teak finish. **ENGINES:** 2005 Yanmar twin 6LY2A-STP diesels with 440hp each, w/786 hrs. **CRUISE SPEED:** 15.5 knots at 2400 rpm **TOP SPEED:** 24.5 knots at 3200 rpm. **ELECTRICAL:** Northern Lights 8kw with sound shield (850 hrs), 2013 Magnum 2500w pure sine-wave inverter/charger with main cabin monitor, + 2014 Pro-tech 4 30-amp house battery charger. **ELECTRONICS - COMPLETE ELECTRONIC BRIDGE:** Furuno NavNet 2 networked GPS chart plotter, depth sounder and 4kw 36-mile radar, Compact Designs nav computer, ICOM VHS, cell phone amplifier. **DINGHY:** Achilles 10 ft RIB with 2013 4 stroke Yamaha 15 hp, electric start/outboard Offered for Sale @ **\$174,500, VESSEL VIRTUAL TOUR :** <https://youtu.be/YuoL3CBOrzc> **CONTACT (206) 905-1133 or gormaytrvl@gmail.com MOORAGE (Anacortes) for sale or lease separately. (Owner retiring from boating). P759-10**



1964 CUSTOM 50' MONK 1964 Custom 50' Monk. Bronze fastened, cedar on oak. Professionally restored over the past 20 years. Numerous modern upgrades. Bristol inside and out. View photos and details @ mvtopaz.com or email Pete at pete@hamptonyachtgroup.com. **P762-10**



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: 360-202-4656. P774-11**



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 **\$82,500** Brookehaven Yachts **360-951-5900. P748-3**



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**



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**



ESTATE SALE - "FLAMINGO" 1989 37' PRESIDENT TAIWAN TRAWLER, 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**



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 Price: \$ 319,000.00 P811-1**



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**



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. **\$35000. 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 Blue Ocean: 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. **\$167,000 For more photos/info: email blueoceanoa@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. Trinka sailing dinghy included. Located Blaine but worth the drive. **Contact Terry 360 202 4149 or arnettea@yahoo.com \$26,500. P818-2**



CARVER 35 SUNDECK FOR SALE IN ANACORTES, WA. TWIN 300 HP IN 2003, 400 HRS. 206-227-1317 RON. 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 refrig/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 stateroom. 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**



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



CLASSIC 1963 CHRIS CRAFT 37' CONSTELLATION TRI-CABIN \$26,999 FULLY remodeled cabins with new flooring, cushions, shades in excellent condition. Two staterooms, full galley, twin 427 300 hp V-8 engines. Pictures at Craigslist post # **644-551-1264. Contact by email at mwwarren1@outlook.com. P746-10**



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 **360-420-5418. P752-3**



1969 WOOD MONK MCQUEEN Best waterfront property, fairly new carpets, upholstery, washer/dryer, chart plotter, and other amenities. Comfortable liveboard 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**



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**



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 liveboard 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**



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**



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**

CLASSIFIEDS



ED MONK 38 TRAWLER Comfort 38 full displacement aft cabin fiberglass offshore capable trawler. John Deere lugger, Westerbeke 8000 watt generator, 500 GPD R.O. watermaker, radar, GPS plotter, auto pilot, hydraulic system for newly rebuilt bow thruster & windlass, washer-dryer, ref-freezer. Separate freezer, two heads, one w/tub-shower. Webasto central heat. Also available-new roll up 8' inflatable w/3.5 Tohatsu and a new spare spade A-100 anchor. Additional pictures and information @ www.craigslist.com. Appraised at \$90,100.00. **HIGHEST OFFER. BELLINGHAM. OWNER 360-720-4480. P785-11**



38' 1989 BAYLINER 3888 MOTORYACHT WITH FRESHWATER MOORAGE. Well maintained, odor free, comfortable cruiser. 175hp Hino diesels (2800 hrs), 8kw Onan genset (995 hrs), high output inverter/charger, diesel furnace, bow thruster, 2 staterooms, 2 heads, propane stove, radar, GPS, VHF radios, new zincs & bottom paint 7/18, spray rails, 11 ft inflatable w/ 2hp Honda, 44# Bruce & 18# Danforth anchors, engine synchronizer, rudder angle indicator, flybridge seating upgrade, and much more. Always moored in fresh water. Possible 50' freshwater liveaboard slip near Seattle for purchase at same time, with background & credit checks. \$50k for boat + \$5k for slip. **Price: \$50,000.00. Contact: 253-219-8093 P836-10**



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**



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 CARVER COCKPIT MOTORYACHT 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..**



33' 2007 EAGLE CRAFT Cruiser sport-fisher. 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**

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. 425-244-1115, 2jsarmstrong@gmail.com P834-10**

TENDERS

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**



12' RENDOVA YACHT TENDER. \$6,000 Very, very good condition. Includes 12' Rigid Hull Inflatable Dinghy, 30HP Mercury 2 Stroke motor, EZ Lift galvanized trailer all with current licenses. Lifting yoke available. Notes: Auto bilge pump. New Garmin Echo 500 GPS/ Depth Sounder, Fish Finder. 16 gallon built-in fuel tank. As you may know, this tender has a fiberglass step over the tubes which makes boarding very safe. It is certified for 4 people and up to a 40 HP motor. It gets up on step with a full passenger load very quickly. Due to the 725 lbs. it is very smooth riding and goes about 25 MPH. Recently tuned up. **\$6,000 Phone: 206-948-3031 T831-10**



SWIM STEP DAVIT. 1,000 POUND, ELECTRIC, MFG BY NICK JOHNSON, 2 YEARS OLD, COST OVER \$10,000 NEW CAN BE SEEN AT ELLIOTT BAY MARINA, SLIP C-28. \$3,500.00 Phone: 480-216-8632 T833-10

CLASSIFIEDS

FAQ

Have questions about Classified Advertisements? Look no further!

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 nwyachting.com and click "Place a Classified."

The form will walk you through the advertising 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.

How do I know when my ad expires?

Keep an eye on your email! You'll receive an email notification when your ad expires with the option to renew.

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

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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JOB OPPORTUNITY

A small, busy and highly productive company has an opening for Yacht Technician. Job requires skills that range simple plumbing and mechanical skills to sophisticated navigation and computer installations. Compensation DOE but ranges from \$25 - \$35 per hour plus benefits. 206-282-3500 M832-10

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REMINDER

The deadline for Classified Ads is the 5th of each month. Thank you!



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BOAT HOUSES



105' BOAT HOUSE FOR SALE - This Boathouse is located off Highway 20 on the way to Anacortes. It is 105' length of water, 24' wide and 34' high door. It has a mezzanine with exterior deck. Please call for more details and showing. 360-961-0120. R829-10.

REAL ESTATE



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TREASURE ISLAND, FAIR HARBOR WATERFRONT HOME WITH SHELTERED DEEP WATER MOORAGE - Treasure Island, Fair Harbor Waterfront Home with Sheltered Deep Water Yacht Moorage! Rare 8' x 40' moorage float w/50 amp shore power. This fully updated home has the warmth and charm of a vacation home but the conveniences of a luxury residence! 2358 square feet, faulted tongue & groove ceilings, open beams, baths updated w/ Italian tile, two masonry fireplaces w/ gas inserts. Gorgeous Maple kitchen w/ 6-burner gas range/oven and granite counters. Wet bar, jetted tub, hot tub, double garage and expansive Tigerwood decks. Located directly across from the Fair Harbor Marina at Grapeview. \$629,000. Contact Keith Fuller at landman@keithfuller.com. R827-10

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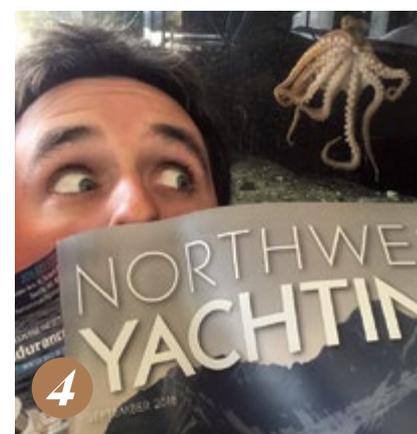
The deadline for Classified Ads is the 5th of each month.

Thank you!

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.

Out & About

1. **Boats Afloat, Devlin Boats:** The South Lake Union Boats Afloat Show (September 13-16) was a ton of fun! We caught up with Sam Deolin of Devlin Boats aboard one of his builds, Woody.
2. **Boats Afloat, Aspen Power Cats:** The one and only Larry Graf, visionary behind Aspen Power Catamarans, had a fleet of new boats to show off at Boats Afloat.
3. **Boats Afloat, Supreme Seattle:** Whether you were in search of a new cruiser, browsing the boat scene's hottest new arrivals, or simply out to meet the faces of the industry, the Boats Afloat Show was the place to be. This lovely couple couldn't take their eyes off the Seattle Yachts section. We'd love to hear your favorite part!
4. **Office Octopus:** We're happy to announce a new arrival to the office; our octopus! That's right, we've got an intelligent, tentacled sidekick now to help. Why, you may ask? Better question is, why not!?
5. **Crow's Nest, Over the Hill and Going Strong:** Crow's Nest Yachts Inc. officially turned 41 this year and celebrated with a "40 Plus" birthday bash. We at Northwest Yachting salute our friends on the good work, especially now that the company is extra-over the hill. Here we see San Diego-based Michael Gardella, who recently sold an 87' Mantra sportfisher for around \$5 million this summer. Congrats!
6. **California Tugboat Captain, Nationally Awarded Hero:** Honorees from around the world gathered September 20 at the annual award ceremony of non-profit Association for Rescue at Sea (AFRAS). Local Captain Nathan Lins (pictured right) of TowBoatUS Catalina received the AFRAS C-Port search and rescue award for saving a sailor who fell overboard. Pictured left is AFRAS president Charles "Skip" Bowen. Good work, cap'n.
7. **Have NWY, Will Travel:** Seasoned Northwest Yachting contributor Greg Van Belle sent this snapshot from his recent trip to Vietnam. Our contributors are truly everywhere and always in boat mode. Join us! Send your pitches to our managing editor at norris@nwyachting.com.
8. **Wooden Boats Galore:** The annual Port Townsend Wooden Boat Festival was a great success, September 7-9, with hundreds of wooden boats, rowing and sailing races, seminars, and more. We look forward to next year, better than Christmas!
9. **The Last Unicorn:** A rare and beautiful sight was witnessed in the mooring field of Port Townsend; a rainbow unicorn. If you see this rare beastie for yourself, please send us photographic evidence. We are tracking her for scientific research.
10. **Tallships Duke it Out:** The Schooner Regatta is a mainstay at the Port Townsend Wooden Boat Festival, and participants and bystanders alike were in awe of the massive sails, salty crew, and general majesty of the occasion.
11. **R2AK Inspiration:** A young woman sailor looks on at the recent Race to Alaska Blazer Party as team Sail Like a Girl skipper Jeanne Goussev, Race Boss Daniel Evans, and Northwest Maritime Center Executive Director Jake Beattie offer a few closing words of inspiration. Applications are now being accepted for 2019; go fast, go north!
12. **Crabs! Crabs! Crabs!:** If you attend SeaFeast without indulging in the Crabfeed at the Harbor, did you even go? These happy seafood enthusiasts were wrists deep in a whole (or half) Dungeness crab, coleslaw, corn, potatoes, a bun, and lemonade.
13. **Salty Shanties:** The Fisher Poets took over Bellingham at three different happening venues. Bob Gudmundson welcomed the first attendees to the Sylvia Center of the Arts Lucas Hicks Theater with some salty tunes, including one about a blind helmsman.
14. **Pink Boat Regatta, Tacoma-style:** The Pink Boat Regatta charity sailboat racing phenomenon continued with the Tacoma, Washington, iteration of the event on September 15. One hundred percent of all net proceeds are donated to The Breast Cancer Research Foundation. (photo: Jan Anderson/JanPix).
15. **Ranger Territory:** Here we see the massive Ranger Tugs and Cutwater Boats Factory Rendezvous at Roche Harbor Resort. There were 218 boats in attendance, all made here in the Pacific Northwest. Seminars, games, prizes, contests, meals, magician, live band, boat show, and more went down. Photos courtesy of Sam Bisset.

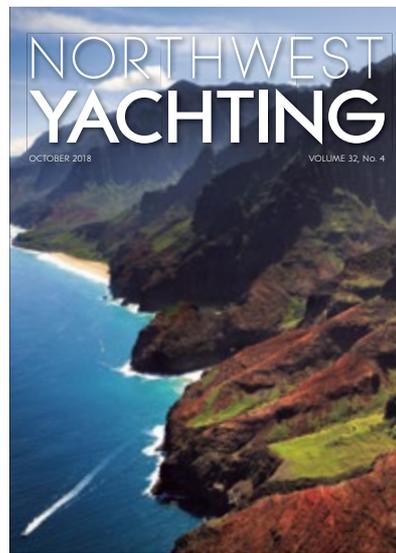




ADVERTISER INDEX

October 2018

AAA Yacht Finders	22	JK3 Yachts	37
Alexander Marine USA.....	2, 3, 4, 5	KAMgear.....	104
Aspen Power Catamarans.....	33	La Conner Yacht Sales	93
Bellingham Yachts.....	19	Lindell Yachts.....	56
Best Day Yacht Sales.....	40	Marine Sanitation.....	90
Bill DeVoe, Attorney at Law.....	88	Marine Servicenter.....	41
Black Max Electric Bikes & Scooters ...	47	MonkeyFist Marine	36
Boat Insurance Agency	24	Nordhavn Yachts.....	69
Bristol Marine Insurance	44	NW Explorations	107
Bristol Yachts Northwest.....	92	NW Yachtnet.....	59
Bullfrog Boats.....	38	Pacific Fiberglass, Inc.....	20
Carter Volkswagen/Carter Subaru.....	29	Pacific Marine Foundation.....	85,94
Certified Professional Yacht Brokers....	89	Philbrook's Boatyard LTD	46
Chuck Hovey Yachts.....	17	Philbrook's Roche Harbor	94
Constructive Energy.....	50	Port Ludlow Resort	30
Crow's Nest Yachts	21	Port Gardner Yacht Brokerage	93
CSR Marine	95	Port Townsend Boat Company.....	92
Denison Yacht Sales	106	Prism Graphics	48
Dunatos.....	38	Raptor Deck.....	44
EagleCraft	35	Sail Northwest	31
Elliott Bay Yacht Sales	25	Seattle Yachts	27
Emerald Pacific Yachts	10,11	Selene Yachts Northwest	9
Fisheries Supply	43	Signature Yachts.....	29
Flagship Maritime.....	85	Stan Miller Yachts	15
Fournier Insurance	105	Sterling & Associates	18
Fraser Yachts WW.....	7	Sundance	62,63
Gallery Marine.....	104	Sure Marine Services Inc.....	89
Gig Harbor Marina/Second Wave	23	Swiftsure Yachts.....	23
Hampton Yacht Group.....	6, 108	Trident Funding	32
Hebert Yachts	8	Twin Rivers Marine Insurance	28
Holmes Marine Specialties.....	95	Waterline Boats	45
Hot Stove Society	26	West Yachts.....	39
Hylebos Marina.....	38	Windermere Real Estate.....	53
Interlux.....	49		
Irwin Yacht Sales.....	13		



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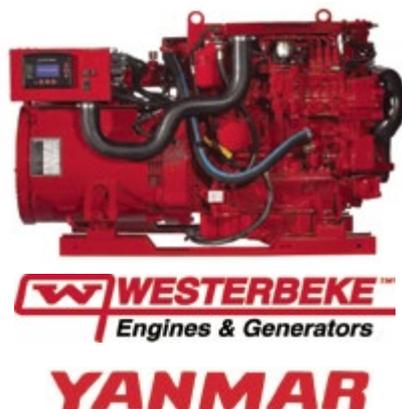
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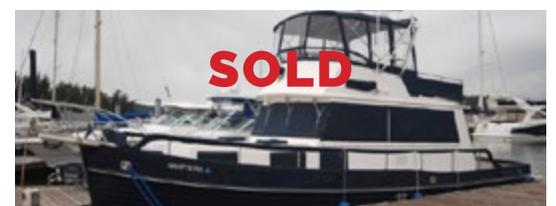


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