

NORTHWEST YACHTING

DECEMBER 2018

VOLUME 32, No. 6



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70e OCEAN ALEXANDER
Seattle | 2018
San Diego | 2019



90R OCEAN ALEXANDER
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88' OCEAN ALEXANDER
Seattle | 2019



85' OCEAN ALEXANDER
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55' AZIMUT S
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REGAL

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44' AQUILA
Newport Beach | 2018



51' GALEON SKYDECK
Newport Beach | 2018



38' TIARA SPORT LS
Seattle | 2019



39' TIARA OPEN
Seattle | 2018

call for special pricing



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



35' REGAL SPORT COUPE
Seattle | 2018



33' REGAL OBX
Seattle | 2019
Newport Beach | 2019



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available in San Diego



2017 | **46' REGAL SC** | \$599,000
Greg Wilkinson | 714.331.7131



2017 | **31' SEA RAY** | \$238,500
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2016 | **30' CUTWATER** | \$229,000
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1989 | **120' FEADSHIP** | \$2,750,000
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select brokerage inventory

1994/2017 | **112' CUSTOM WESTPORT** | \$6,485,000
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2018 | **90' OCEAN ALEXANDER** | \$7,295,000
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2007 | **75' ALASKAN** | \$2,295,000
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2001 | **75' HATTERAS** | \$1,145,000
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2009 | **74' QUEENSHIP** | \$2,399,000
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2009 | **74' OCEAN ALEXANDER** | \$2,395,000
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 "Wakaya" | \$3,195,000
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1986 | **68' NORDLUND** | \$669,000
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1965 | **65' TRUMPY** | \$749,000
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2004 | **64' NORTHERN MARINE** | \$975,000
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1999 | **64' FAIRLINE** | \$499,000
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1994 | **55' SEA RAY** | \$219,000
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1974 | **45' CHRIS CRAFT** | \$299,000
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2016 | **44' TIARA O** | \$715,000
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2006 | **43' TIARA SOVRAN** | \$359,000
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2015 | **37' SEA RAY** | \$249,000
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sistership

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 Henry | 206.427.7167 & Ray | 425.327.0994





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75' ENDURANCE 750 LRC 2019
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WINTER 2018 DELIVERY

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Displacement: 116,600 lbs | Beam: 20 ft | Cabins: 4 | Heads: 6



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



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



FOR ORDER

65' ENDURANCE 658 LRC 2019
Displacement: 102,500 lbs | Beam: 19'2" | Cabins: 4 | Heads: 4



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Price
Reduced



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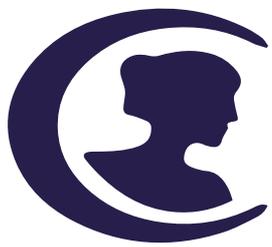


1998 Bayliner 4788, One owner, low hour Cummins 330 HP diesels, Gen, inverter, diesel heater, new carpet, dinghy, KVH satellite TV, completely serviced and ready to go! Fresh water kept since new. Price \$179,000. Call or email Dave Boynton at 206-949-6866 or daveb@hebertyachts.com



1999 Bayliner 4788 Pilothouse, Twin Cummins 370 HP diesels, bow and stern thrusters, Air conditioning/heating, dinghy and davit, New Raymarine electronics, 2 heads with showers and tub, 2 staterooms, washer/dryer, generator, inverter, and much more! Sale - \$175,000. Call or email Dave Boynton at 206-949-6866 or daveb@hebertyachts.com

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53' PRIMA 2001 | NEW LISTING



62' HORIZON 2005 \$849,000



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82' HORIZON MY 2006 \$2,295,000



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



57' NORDHAVN 1998 \$1,095,000



70' HATTERAS 1998 \$799,500



58' OCEAN ALEXANDER 2006 \$949,000



80' LAZZARA 1997 \$759,000



58' OCEAN ALEXANDER 2005 \$899,000



39' BAYLINER 1997 \$109,000



38' SAN JUAN 38 2000 \$295,000



33' TIARA 3300 OPEN 1996 \$69,000



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Sea Trial : 2019 Sabre 38' Salon Express (Located at Bell Harbor Marina)

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Sea Trial : 2019 Back Cove 37
 (Located at Bell Harbor Marina)



Sea Trial : 2019 Back Cove 41
 (Located at Bell Harbor Marina)

NORTHWEST YACHTING

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ALWAYS
READY

62

Both the U.S. Coast Guard and Canadian Royal Mounted Police put their lives on the line to keep us boaters safe. Read on for the complete picture, both on the water and behind the scenes.



68

GO YOUR OWN WAY

2018 NORTHWEST YACHTING CHARTERING GUIDE

December is a great month to scheme that next boating adventure! Our annual charter company guide is meant to give you the info you need to plan the Pacific Northwest experience of a lifetime.



74

Shop!

NORTHWEST YACHTING'S ANNUAL HOLIDAY GIFT GUIDE

If you're still scrambling to find all your holiday gifts, we're right there with you. We're keeping with our annual tradition of compiling some of this year's best boating gifts so you don't have to start from scratch. You're welcome!



86

PORTS OF CALL

Prince Rupert, British Columbia

Whether you're heading north to or south from Alaska, Prince Rupert is a great boat friendly speck of civilization adjacent to the sometimes dicey Dixon Entrance.



88

ASK THE EXPERTS

Electric Systems

After talking with Jen Haaland, a senior marine electrician with Northwest Explorations, we're fired up to tackle that rat nest of wires aboard! Read on for pro tips on what kind of multimeter to own, troubleshooting, and more.

On the Cover

Cape Disappointment || Jamie E. Parsons (USCG)



A U.S. Coast Guard National Motor Lifeboat School class trains for heavy weather and surf boat operations in the harsh environment of Cape Disappointment, Oregon. The Cape Disappointment Lighthouse is in the background.

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1930 | 62' Boeing | \$199,950
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1983 | 52' Midnight Lace | \$199,850
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2011 | 51' Navigator 5100 PH | \$569,000
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1971 | 50' Grand Banks Alaskan | \$199,850
Available in Seattle (206) 632-2900



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



1995 | 44' Sea Ray 440 Exp. Bridge | \$124,900
Available in Portland (206) 632-2900



2007 | 39' Meridian 391 Sedan | \$249,950
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1970 | 36' Uniflite Sports Sedan | \$59,950
Available in Seattle (206) 632-2900



2005 | 35' Regal 3560 | \$109,900
Available in Seattle (206) 632-2900



2014 | 25' Ranger Tugs R25SC | \$114,500
Available in Portland (503) 381-5467



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The Powerful Play Goes On



Norris Comer

A roaring wall of fire towered into the frigid night sky above me, illuminating the sailboat masts and motoryacht profiles of Canal Marina from across the Fremont Cut. What started out as a Friendsgiving last month—the phenomena of a mock Thanksgiving with local friends vs. the traditional

pilgrimage to out-of-state family—was interrupted by the initial sighting of the fire from our hillside porch. Leave it to a crowd of 20- and 30-somethings to resist good sense and rush toward the fire to check it out. Soon I found myself on an ideal viewpoint from a pile of gravel in the Lakeside Industries Inc. yard surrounded by a hundred or so equally aghast and fascinated onlookers.

“My boat is in there!” one of our guests lamented before making a beeline for his car. Fortunately, the fire was constrained to the Gascoigne Lumber yard and left no person injured nor boat scuttled. It was quite a sight to see the commendable Seattle Fire Department in action as crane-mounted hoses rained down upon the blaze with water pumped directly from the Fremont Cut. The iconic *M/V Chief Seattle*, a flagship fireboat operated by the Seattle Fire Department, even made an appearance to a round of cheers from the onlookers.

As the fire subsided, the crowd started to disperse. As I reflect upon the experience, I’m struck with a feeling of appreciation,

not only for our firefighters, but for the always dynamic lifestyle and community that defines the Pacific Northwest’s aquatic community. Ours is a slice of the world with a never-ending supply of stories, a perfect answer to Walt Whitman’s iconic *O Me! O Life!* poem. The powerful play goes on, indeed.

Perhaps our role at this magazine is simply to celebrate and appreciate the performance, its blazing infernos and heroic firefighters all. From that basis of appreciation for the powerful play, our roles performed to critic’s acclaim, we can be truly be present with our loved ones this holiday season both on the water and land, orange brandy hot chocolate in hand (recipe on page 24). While we hope your part involves taking first in that regatta or sealing the deal on that big boat buy, it’s most important that you embrace the play; get on the water, get involved with the community, and be your best boater!

As far as housekeeping is concerned, we bid a fond farewell to Jodi Maisel, our previous U.S. salesperson. She has moved on to another opportunity. In the interim, we ask that current and potential advertising partners direct communications to advertising@nwyachting.com. We are also looking to expand our sales force, so interested applicants with sales and marine industry experience are encouraged to inquire at the same email address or call our office at (206) 789-8116.

—Norris Comer, managing editor

Oh me! Oh Life!

*Oh me! Oh life! of the questions of these recurring,
Of the endless trains of the faithless, of cities fill'd with the foolish,
Of myself forever reproaching myself, (for who more foolish than I, and who more faithless?)
Of eyes that vainly crave the light, of the objects mean, of the struggle ever renew'd,
Of the poor results of all, of the plodding and sordid crowds I see around me,
Of the empty and useless years of the rest, with the rest me intertwined,
The question, O me! so sad, recurring—What good amid these, O me, O life?
Answer.
That you are here—that life exists and identity,
That the powerful play goes on, and you may contribute a verse.*

—Walt Whitman

This Month's Feature Contributor



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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Views expressed by individual Northwest Yachting contributors are those of the authors and do not necessarily represent the opinions of the magazine.



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!



SANLORENZO SX88 – IN STOCK

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Community

Nominate and Win!

One Month Left to Nominate for the Northwest Marine Championship Awards

By Eva Seelye

Northwest Yachting magazine is proud to be hosting the first annual Northwest Marine Champion Awards. We're already receiving a boatload of inspiring nominations from you, our readers, for a variety of categories to give the hardworking the recognition they very much deserve. You have a little under a month left to nominate the outstanding individuals in your life, so what are you waiting for?

We have 14 categories to cover all nautical waypoints and each are described in detail in November's issue of *Northwest Yachting*, but for your convenience, keep reading for a quick and dirty rundown of each category.

They include **Outstanding New Yacht Brokerage** designed to recognize a brokerage established in the last two years that represents outstanding excellence; **Promising New Yacht Broker** for the latest and

greatest up and coming talent; **Exemplary Marina Manager** for the dedicated behind-the-scenes superstar that facilitates the best possible boating experience for their tenants; **Terrific Boatyard Employee** who's dedication to the industry shines bright for all to see; **Active Yacht Club** for the club that never sleeps, settling for nothing but the best for its members; **Excellence in Industry Education** for those who put forth tireless work for the benefit of their students or workforce; **Outstanding Environmental Leadership** for the local champion with our waterway's health as a first priority; **Adventurous Soul** for the seafarer who lives to explore every nook and cranny of the Pacific Northwest; **Weekend Warrior** for the person who is foreign to the idea of winterizing and is on the water every waking moment that fits in their schedule; **Exemplary Racing Program** for the pro-

gram that's the full package: fun, friendly, fierce, and fantastic all at the same time; **Beloved Chief Cook/Mixologist** for the friend who regularly takes over the galley with their tasty concoctions; **Consummate Mentor** for the on-water enthusiast who shares their passion for the sport with boaters everywhere; **Supreme Boat Name** for the punny, strange, and delightful boat names that make us chuckle; and **Furry First Mate** for the beloved pet that knows a life on water better than land.

It's vital that every nomination includes a detailed story for us to truly understand and be inspired by the worthy individual. Our *Northwest Yachting* team will review each nomination and select winners based upon the strength of their case. Objectivity and fairness are our goals, but who are we to guarantee such ambitions?

Set your winner-take-all mentality aside and see these awards merely as a celebration to recognize the outstanding members of our nautical community. We will be announcing winners in our January issue just in time for the Seattle Boat Show, which means you have a little less than a month to submit your inspirational nominations for review. Rumor has it that a party could be in the works. Guess you'll have to nominate to find out!

Current nominees for Supreme Boat Name (left) and Exemplary Marina Manger (right, Kathy Garcia).



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Education

Seattle Boat Show: Seminar Lineup Finalized

By Eva Seelye

The Seattle Boat Show's seminar lineup is ready to go for the January 25 to February 2 show. With 165 free boating seminars, 76 fishing and crabbing seminars, and an impressive number of Boat Show University classes, you're bound to get carried away in the endless ocean of Seattle Boat Show knowledge.

Topics include provisioning and entertaining, technology/solar power, drones/photography, marine signage, graphics and wraps, flotilla cruising, and weather. As far as fishing and crabbing goes, learn about the latest and greatest fishing gear, high-yield destinations, and the variety of Pacific Northwest fish just waiting to chomp on that pole of yours.

There are 21 additional fishing and crabbing seminars compared to 2018's show, with five brand-

new speakers coming to the Seattle show.

Enroll in Boat Show University to "Learn from the Experts" with three-hour and all-day nautical courses. Catch up with nautical expert Jeff Renner, marine mechanical professor Mike Beemer from Skagit Valley College, cruising experts Mark Bunzel and Lorena and Leonard Landon from the Waggoner Cruising Guide, captains Linda Lewis, Margaret Pommert, and more at Boat Show U. All-day trainings are \$125 and three-hour trainings are \$45 each.

Some of the marquee seminars are Troubleshooting Marine Systems, Diesel Engines, Docking and Anchoring, Cruising through B.C. and S.E. Alaska, What to Do When the Going Gets Tough, and many more sessions on cruising the beautiful Pacific Northwest. Women everywhere, stop by on

January 28 to take classes taught by women for women, learn about their experiences cruising alone, with a crew, or as a couple and pick up some special techniques and advice for your own boating.

Of course, we'd be remiss if we didn't mention the popular Writing Your Cruising Adventure seminar. This session features an all-star panel including our very own editor, Norris Comer, along with Waggoner Cruising Guide's Mark Bunzel and successful Pacific Northwest marine authors Elsie Hulsizer, Wendy Hinman, and Christine Smith.

If you want in on the action, the seminar is on Saturday, January 26 at 12:15 hours on Stage #5 (club level). Sign up on seattlboatshow.com to reserve your spot for these enlightening opportunities. They fill up quick!



Environment

WDFW Accepting Grant Proposals

By Evin Moore

In an effort to further involve citizens in the preservation of the state's wildlife and fishing resources, the Washington Department of Fish and Wildlife (WDFW) is accepting grant applications for volunteer projects. The projects are intended to enhance the state's natural areas and the public's enjoyment of them. WDFW plans to allocate about \$867,000 available for projects occurring between July 1, 2019 to June 30, 2021. The funds come through the state's Aquatic Land Enhancement Account (ALEA).



WDFW volunteer working on a local salmon habitat project.

The grants are intended to fund five major types of projects, although other project types will be considered. Project types include habitat restoration, scientific research/citizen science, public education and outreach, facility development, and artificial fish production. Because the grants are intended to increase public participation, for-profit businesses and government agencies are not eligible. Those eligible include individual citizens, scientific researchers, citizen scientists, schools including universities, tribes, and political subdivisions of the state like conservation districts.

Grants cannot be used for wages, staff salaries, or benefits. Grantees are required to follow state purchasing rules and report progress quarterly. The WDFW will begin accepting applications December 1, so if you or someone you know is interested, apply at wdfw.wa.gov/grants/alea.



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



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



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

JUST REDUCED



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



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



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

JUST REDUCED



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



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



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



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

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

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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.



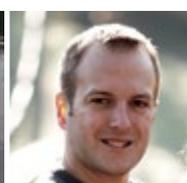
61' NAVIGATOR 2000
Fresh water kept its whole life, v. good condition, 2 staterooms + office. Contact Mike Manning.



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

Investing In Your Boating Experience

By Chris Couch

How much is your boating experience worth to you? When it comes to boating, it's not just how much money you paid for your boat or how much you spend in maintenance. It's also the time you take to plan and prepare your vessel and the time and effort you put into the decisions you make. As a motoryacht delivery captain, I have a big stake in the investment you make as well. Mostly, in how well you keep your vessel maintained. Before each delivery, I also invest large amounts of time into planning, watching for, and picking the right weather.

The preparation and decisions I make directly affect the qual-

ity of my delivery experience and yours as the client as well. Whether your journey takes you up the inside passage to Alaska or to Roche Harbor in the San Juans, across the Pacific to Hawaii or down the West Coast to Mexico, or to Gig Harbor for the weekend or to downtown Kirkland in Lake Washington for dinner, there are four fundamentals that will affect the quality of your boating experience.

Maintenance. How many of you have come down to your boats for the weekend only to spend most of that time fixing things that are not working? One of the best examples of this was a

story I heard from a good friend, fellow captain, boat owner, and the owner of a yacht maintenance business. He told me of a gentleman a few years ago who kept his boat at his dock behind his home. This motoryacht had sat for several months over the winter with little to no attention. One late spring weekend, he plans a short family trip over a long weekend. They provision and load the boat for their departure. He goes to start the engines and there is nothing but silence. All the batteries were dead.

What kind of boating experience did this gentleman and his family just have? How many of you have experienced something

similar? Had he at the very least gone down to his boat every two weeks or so, started the engines, gensets, run the systems, checked to ensure that the chargers were on, etc., he would have known of any issues that would have precluded his plans. Just the act of running your equipment is some of the best maintenance you can perform. Not to mention the regular maintenance that needs to be performed and kept up to date to ensure a safe and reliable vessel.

Every engine, generator, pump, system, appliance, and piece of equipment needs to be turned on and run on a regular basis. There is regular mainte-

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nance that needs to be performed from an annual basis down to every few weeks. The maintenance of your vessel does not stop with the last trip of the season. The maintenance of your vessel continues through the winter right up to the start of the next season.

Many boat owners know very little about how the systems and equipment on their vessel actually works. Take an active role in the maintenance and repair of your vessel. Take the time to learn its systems and operation. Proper maintenance of your vessel is the foundation upon which you build your boating experience.

Trip Planning. Planning your trip is much more than just deciding where you will go and what you will bring for groceries. A good trip plan starts with ensuring your vessel is properly maintained and ready to make the trip. But that is merely the foundation upon which you build the rest.

A good trip plan is a checklist of anything and everything that has to do with your boat, where you are going, the route you are taking. It covers everything you need to bring, everyone onboard, and everything they will need to bring with them. It includes everything: distances, vessel documents, food, fuel, spare parts, weather forecasts, and flotation devices.



Captain Chris Couch at the helm of a delivery from Anacortes, Washington to Portland, Oregon. The trip was highlighted in this magazine's September 2016 issue.

Decision Making. Long ago, I lost track of how many horror stories I had heard from boaters about their experiences. Out of all those stories, most have to do with the weather. Not that the weather and or sea conditions were necessarily bad, but the bad decisions that were made surrounding those conditions.

Everything we do is a decision. *Does this feel right?* Listening to that inner feeling is how we make good decisions. As a pilot and as a delivery captain, I make difficult decisions all the time that relate directly to the vessel and the people on board that I am responsible for, especially when it comes to the weather. There

have been countless times that even though the forecast may look ok on paper, my inner feeling told me otherwise. Despite being criticized by boat owners and captains alike, my inner intuition has never steered me wrong.

Your job as the master of your vessel is to be safe and prudent.

Continued on Page 22



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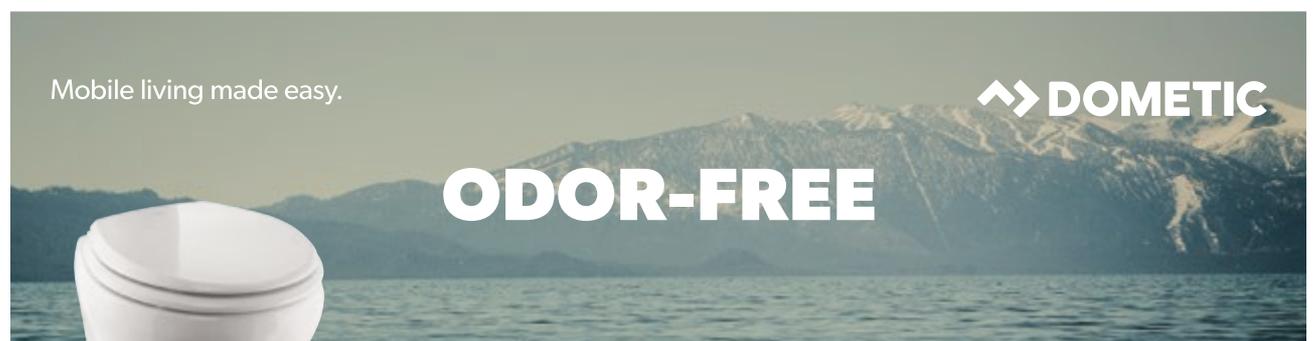
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The Captain Couch philosophy of sticking to a handful of simple best-practice rules can work for any boater.

Investing In Your Boating Experience

Continued from Page 21

There is nothing more important to the quality of your boating experience than making good decisions. Do not be afraid to say no.

Trip Execution. When it comes time to leave the dock and start your trip, what is the very first decision you make? The first decision you make is whether to go in the first place. It is called the go/no-go decision. In aviation, every pilot before committing his or her aircraft to the sky makes this decision. It is based on the departure, en route, and arrival weather

conditions. In practice, this should be no different for any mariner preparing to leave the dock.

For several days and each day before your anticipated departure, the marine weather forecast should be checked. The forecast for your departure, route to be taken, and destination needs to be watched. You are looking for a set of consistent wind and sea conditions for your anticipated time of departure and route for your trip. What are your weather limits? What kind of wind and

sea conditions do you consider safe for your vessel and for the people on board?

When that time of departure arrives, you must make that decision to go or not to go. Is it safe and prudent to leave the dock and start my trip? Your boating experiences starts with this decision. Make it a good one.

Trip execution is where the pieces come together. The foundation of a properly maintained vessel. The building blocks of proper trip planning, good

weather and safe, prudent decision making. All these factors help to create that positive boating experience—the very reason why you bought your boat in the first place. Protect that investment with proper maintenance, thorough trip planning, prudent decision making, and safe trip execution.

Now for me, I need to learn to relax and enjoy more of the destination. Perhaps having fun is a fifth fundamental to an excellent boating trip.



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Wildlife

Injured Swan Hotline Returns

By Evin Moore

As boaters, we encounter resident and migratory water birds quite regularly, including the swans who fly over northern Washington waters. The Washington Department of Fish and Wildlife (WDFW) has re-established a hotline to report injured, sick, or dead swans as part of its efforts to track the impact of lead poisoning. Both trumpeter and tundra swans are susceptible to lead poisoning from ingest-



Swans migrate through the area's waterways in the fall and spring.

ing lead shot in the areas that they feed. Lead shot has been banned in Washington for water fowl hunting since 1991, but some residual shot can still be ingested.

People in Whatcom, Skagit, Snohomish, and any other western Washington county can call (360) 466-4345 ext. 266 to report an injured or dead swan. Callers may be asked to leave a short, detailed message including their name and phone number, location and condition of the swans. The line is open 24 hours a day through the end of March. People are advised not to touch or collect an injured swan, according to WDFW biologist Dr. Daniel Zimmerman.

People are asked to please call the hotline instead, and trained WDFW and Puget Sound Energy employees will pick up the birds. The WDFW has been working since 2001 to identify and remove sources of toxic lead in the environment, and the hotline is a component of that effort.

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— PETE MCGONAGLE

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Able Apogee 51 • 2000 • \$499,000	Hinckley Sou'wester 42 • 1984 • \$250,000	Perry Bella 40 • 1994 • \$120,000
Covey Island 36 • 1997 • \$189,000	Nauticat 39 • 2003 • \$295,000	Hallberg-Rassy 46 • 2001 • \$349,000

70 Jensen Expedition 2004 \$2,280,000	41 Sceptre 1986 \$149,000
56 Morgan 1981 \$195,000	41 Hunter 410 2000 \$120,000
50 Farr PH 2003 \$495,000	40 Panda 1981 \$150,000
50 Lavranos 1990 \$169,900	40 Panda 1981 \$124,000
48 Chris White Atlantic 2010 \$689,000	39 Cal 39 1971 \$44,000
47 Chris White Atlantic 2013 \$799,000	39 Nauticat 2003 \$295,000
44 Lyman Morse Seguin 1982 \$159,000	37 Beneteau 375 1985 \$49,500
44 Morris 1995 \$375,000	36 Lindell 2001 \$167,500
43 Saga 2001 \$225,000	34 Red Wing 2008 \$115,000
43 Hans Christian (Trad.) 1978 \$115,000	33 J/100 2007 \$79,000
43 Hans Christian (Chr.) 1986 \$119,000	31 Pacific Seacraft 1997 \$89,500
42 Hallberg-Rassy 42E 1983 \$154,000	30 Sabre 30 mkII 1988 \$39,500
41 Sceptre 1988 \$174,000	

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NEW SAILING YACHTS FOR WORLD CRUISING



Rear Adm. David Throop, commander, Coast Guard 13th District, presents Lt. Kyle Murphy, with his Air Medal on Oct. 29, 2018.

Coast Guard Corner

Air Medals Presented to Local Coast Guardsmen

By Evin Moore

Air Medals were presented to five members of the Coast Guard at Sector Columbia River. The Air Medal was created in 1942 for the United States Armed Forces and is awarded for meritorious achievement or heroic actions taken during aerial flight. The five Coast Guard responders were awarded the Air Medal for heroic actions during rescue operations performed in Hurricane Harvey.

Among the medal winners are Lt. Kyle Murphy, an MH-60 Jayhawk helicopter

pilot; Lt. Tripp Haas, a MH-60 Jayhawk pilot; and Petty Officer 2nd Class Daniel Wilson, a rescue swimmer. Wilson is credited with rescuing 30 people and assisting in the rescue of 59 others, including a 400-pound man from an upstairs bedroom and several rooftop rescues. The medals were presented by Coast Guard Rear Admiral David Throop in a ceremony held in the sector's helicopter hangar in Warrenton, Oregon, on October 29. Congratulations to the winners and thank you for your service.



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Cocktail of the Month
Orange Brandy Hot Chocolate

Winter time is here again, and with it comes traditional flavors like cinnamon, chocolate, gingerbread, and peppermint! If you're a fan of chocolate, orange, and warm cocktails, this Orange Brandy Hot Chocolate may just become a new favorite at your next holiday bash!

Ingredients

- 6-10 ounces of hot chocolate
- 2-4 ounces of orange brandy (Grand Mariner or Cointreau recommend)
- Orange bitters
- Garnish: Whipped cream and orange zest

Make the Drink

Directions: Make a cup of hot chocolate in your preferred style, using water as the base. Stir in 2 ounces of an orange brandy and add 2 dashes of orange bitters. Add a dollop of whipped cream, if so desired (you know it is). Take an orange and zest over the whipped cream. Now sit back with your drink and enjoy the season.



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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Nautical Nook

The True Story of the Barefoot Bandit

By Greg Van Belle

In 2007, Seattle area residents started hearing about Colton Harris-Moore, a small-town kid from Camano Island who turned mischief into a seemingly unending crime spree

that caught the nation's attention. Eventually dubbed "The Barefoot Bandit," Harris-Moore became a Northwest legend and, eventually, an internationally known criminal.

Bob Friel's book, *The Barefoot Bandit: The True Take of Colton Harris-Moore*, New American Outlaw, might seem a strange selection for yachting enthusiasts, but it is our complicated nautical playground

that truly gave Harris-Moore the cover he needed to remain at large and wreak havoc on local homes and businesses. While the media marveled at his ability to steal and fly airplanes (landing was another issue he never quite figured out), Harris-Moore's proclivity for stealing boats and navigating the waters of the northern Puget Sound and San Juan Islands is equally astonishing.

Most of us have found ourselves turned around or confused in the maze of waterways in the San Juans. Armed with charts, guidebooks, and GPS, it is still remarkably easy to find yourself approaching an unmarked rock or stuck in a bad rip current. It is even easier to accidentally run into a deadhead floating in the dark, cold water. Currents in the channels run fast and can toss a small boat around easily. Colton Harris-Moore was still able to steal several boats in the San Juans and get from island to island without being detected or caught, often in the dead of night. Even with my radar and chartplotter doing their jobs, I am reluctant to make nighttime crossings in the islands, an area I have been cruising for over 20 years.

When I spoke with Bob Friel recently, he had this to say about Colton's ability to navigate here. "(When I moved here it) meant a steep learning curve to safely navigate these rocky and sometimes tricky waters. So to see Colton again and again jump into unfamiliar boats, always in the dark of night, and not only run around the San Juans, but also over to the mainland, back and forth from Island County, then across the Columbia River, and then to follow his midnight maritime exploits in the Bahamas, and see him survive, was remarkable."

Harris-Moore famously stole several airplanes, including this Cessna 182, which at the time belonged to then KZOK-FM radio personality Bob Rivers.

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Reading about Colton's crime spree reminds me that the San Juan and Gulf Islands were (and still are) a smuggler's paradise long before they were the cruising destination of choice for boaters from all over the world. Cold, dark water and miles of unwatched shoreline make it a fairly easy place to get lost if one wants to. Colton wanted to stay hidden, and he used the cover of the islands to make it happen.

Part of his success was taking advantage of Northwest boat owners' legendary trust of others. Especially in the summer, we leave our hatches unlocked and open. Most of the boats on my dock have the same ridiculous code for their padlocks (it rhymes with hero, hero, hero, hero).

Beyond that ease of access to boats, however, is what must be a natural sense for navigation and piloting. If you gave me an unfamiliar boat on a dark fall night and told me to get from Orcas Island to Friday Harbor without being detected, I give myself a 60/40 chance of making it unscathed.

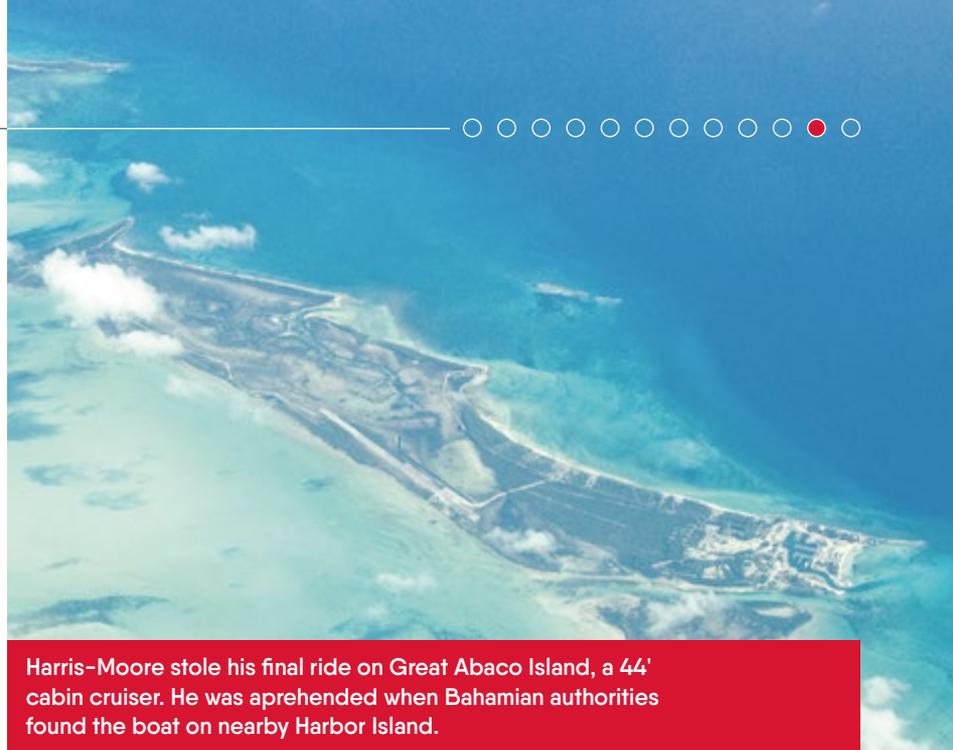
Harris-Moore started stealing dinghies on Camano Island early in life. As Friel tells it, Colton's fascination with the sea led him to boosting tenders in front of beachfront houses, often swapping engines with nearby boats to create his own perfect cruising combination. He would zip around in his newfound craft until he ran out of fuel or the engine died – at least once he used the wrong fuel in a two-stroke engine.

Then, more often than not, he would leave the boat near where he took it. The kid grew up on an island and had endless access to the beach (and no supervision to reign in his adventures), but he knew the real freedom was on the water and in the air, not on the beach.

I followed the "Barefoot Bandit" case closely while it was happening, but Friel's book details the young man's life and exploits in a perfectly paced, incredibly informative narrative. He doesn't bog the storytelling down with unnecessary detail, and he is constantly walking an edge between

admiration and disdain for Colton. When I brought up this conundrum with Friel, he said, "Of course, what Colton did was wrong, and he spent a big chunk of his prime young years in prison because of it. He's already paid off about 90% of his restitution, though, and if the plans he tells me about ever come to fruition,

Continued on Page 30



Harris-Moore stole his final ride on Great Abaco Island, a 44' cabin cruiser. He was apprehended when Bahamian authorities found the boat on nearby Harbor Island.


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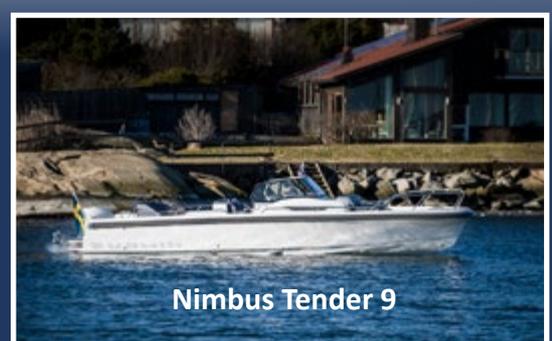
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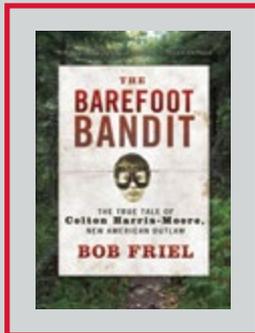
Nautical Nook

The True Story of the Barefoot Bandit

Continued from Page 27

I wouldn't be surprised to one day see Colton cruising up to the Deer Harbor dock in a boat that's actually and legally his."

We can argue endlessly about how Harris-Moore was treated by the press. We can discuss whether he should be treated as a cult hero or a criminal. The book doesn't force you to make that choice. At the end of the almost 400 pages of narrative, you are left with a portrait of a smart but troubled young man who got so far down the wrong path that he didn't see a way to turn around. In his eventual arrest in the Bahamas, we see a tired, broken human being who somehow managed to pull off one of the most impressive crime sprees in modern history.



I bought a copy of Friel's book on impulse at the little Dock Store in Deer Harbor, a fitting happenstance given that so much of Harris-Moore's thefts took place on Orcas Island. Bob Friel lives nearby and keeps his boat moored at Deer Harbor. All of us onboard my boat that weekend raced through the book as we cruised the same waters that Colton used for transportation and cover from the authorities.

It is and will remain one of the more remarkable legends of the Northwest. The newest edition of The Barefoot Bandit is available with updates and corrections on Kindle.

Community

Upcoming Boating/Education Workshops

By Evin Moore

Washington boaters will have a handful of boating classes available to them in the winter months; both the Washington Sea Grant and the Sailing Foundation are offering classes to enhance your safety and maintenance skills on the water.

Washington Sea Grant: The Washington Sea Grant has announced two workshops scheduled for December. The first is a Diesel Engine Troubleshooting and Maintenance workshop, and the other is a First Aid at Sea workshop. The engine maintenance workshop will cover the basics of fuel, lubrication, electrical, cooling, and exhaust systems in marine diesel engines. This class is designed to help both commercial fishermen and recreational boaters avoid the most common engine malfunctions.

The first aid workshop will focus on topics like hypothermia and near drowning while at sea. Attendees will learn how to respond to shock, trauma, burns, fractures, and choking. CPR training, patient assessment, and use of marine first aid kits will also be covered. The engine maintenance workshop will be held at the Gig Harbor BoatShop at Eddon Boat Yard on January 15 from 0900 hours to 1600 hours. The first aid workshop will be held in the Norby Building of the Fisherman's Terminal in Seattle on December 10 from 0800 hours to 1700 hours. The fee for the engine maintenance workshop is \$60 and the fee for the first aid workshop is \$100 (\$50 for active commercial fishermen). For more information or to register, contact Sarah Fiskén at 206-543-1225 or sfiskén@uw.edu.



U.S. Sailing Foundation: The U.S. Sailing Foundation is offering the U.S. Sailing two-day International Offshore Safety at Sea Course this February in Vancouver, Washington. This course complies with World Sailing Offshore Personal Survival Course guidelines. Many offshore races, such as the Vic-Maui, Van Isle 360, Oregon Offshore, and Pacific Cup require participants to complete this training. If you're planning on participating in one of these races, this is a good chance to take the course.

The two-day course includes classroom, pool, and hands-on training. Day one is in the classroom spent covering topics like heavy weather sail selection and use, man overboard and safety gear, aiding other vessels, safety communication devices and EPIRBs, heavy weather techniques, abandon ship and life raft procedures, medical emergencies, and weather forecasting.

The second day will include hands-on scenarios in pyrotechnics and firefighting, and time in the pool for life jacket inflation and practice, life raft deployment and entry training. Classroom sessions that day delve into remote-boating medical scenarios and kits, weather routing, sail repair and maintenance, and Lifesling® crew overboard rescue training.

The course is being held February 9 and 10 at the Marshall Leupke Center in Vancouver, Washington. For pricing and to register, visit thesailingfoundation.org/what-we-do/safety-at-sea.



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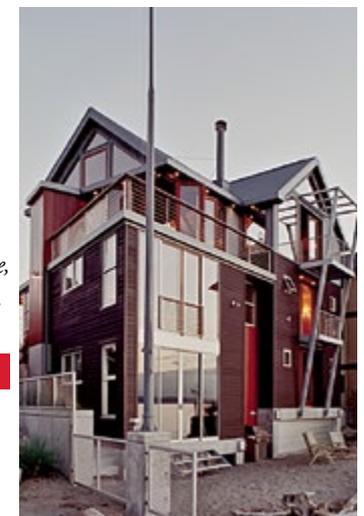
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Community

Blue Sea Systems Fire

By Evin Moore

Early on the morning of November 10, a fire broke out at Blue Sea Systems' facilities in Bellingham, Washington. Blue Sea Systems manufactures marine electrical parts and employs about 75 people in Bellingham who work in manufacturing, warehousing, and distribution offices. No one was injured in the fire. The Bellingham Fire Department was dispatched at 0200 hours due to an activated fire alarm and found smoke and fire at Blue Sea Systems, according to Bill Hewett, Assistant Chief of Bellingham Fire Department. The cause of the fire is unknown and currently being investigated.

Damage estimates weren't immediately available, according to Lee Gordon, spokesman for Mercury Marine, which owns Blue Sea Systems' parent company, Power Products. The value of the building was listed at \$2 million for the 2017-2018 tax year, according to the Whatcom County Auditors Office. This figure, plus the value of whatever was inside the warehouse, could bring the total damage into the millions.

Gordon praised the Bellingham firefighters for their efforts in saving as much of the warehouse as possible. Hewett said that firefighters quickly determined that no one was in the building, allowing them

to stay on the exterior and more effectively fight the fire. Efforts were focused on saving a firewall that separated the company's engineering division from the rest of the building. Firefighters used ladder trucks and large nozzle hoses to pour thousands of gallons of water a minute into the building to save the firewall, and employed powerful fans to pressurize the inside of the building, limiting smoke damage to the unburned areas. Thirty-five firefighters fought the fire and

had it mostly extinguished by 0500 hours. The concrete walls were at risk of collapsing and had to be stabilized before the fire department could begin its investigation into the fire's cause.

Gordon said the company has moved to a temporary location and is trying to decide on a new

permanent location in Bellingham. Gordon said that there has been an incredible outpouring of support from the local community and fire department and that the employees have remained resilient throughout the ordeal. Gordon also mentioned that Blue Sea Systems intends to remain in Bellingham.



Department of Corrections

A seemingly minor but important clarifying comment was offered by Washington Sea Grant's Aaron Barnett about the difference between nonprofit and not for profit used in the dry stacking feature Live and Let Dry in the November 2018 issue.

"I just wanted to point something that happens a lot when folks refer to Washington Sea Grant. We are actually not a non-profit but an arm of NOAA that is based at the University of Washington. Yes, I am big government, whoo-hoo! This happens all the time because our outfit doesn't really fit into most categories."

Appropriate tweaks have been made to the digital edition. Keep up the great work in tandem with Uncle Sam to keep our environment healthy and boat friendly, Aaron!



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Millennium Yacht Design Awards Open

By Eva Seelye

Do you find yourself obsessively sketching boat designs? If so, read on for your big international break! Applications are now being accepted for the Millennium Yacht Design Awards (MYDA), awarded annually by the Seatec Exhibition. Seatec, which is hosting its 17th show this year, prides itself in being one of the top events in the marine supply industry focusing on the international exhibition of technology, subcontracting,

and design for vessels of all sizes. The MYDA offers designers and architects, both beginners and professionals, the opportunity to present in two different sections: New Projects and the People-Oriented Boat.

Sure, it's a little bit of a trek to get to Carrara, Italy, on April 3-5, but those who attend will have the opportunity to visit Seatec's showroom with traditional booths boasting high-quality products, have business to business (B2B)

meetings with international buyers, participate in professional training activities, workshops, and of course, have the chance to bring an award back with you. Five business clusters will also be present, which include delivery, marina, building, refit, and sustainability. Last year, Seatec saw 362 brands, 1,974 B2B meetings, 100 B2B sellers, and 54 B2B buyers. Visit sea-tec.it for more information or to apply to the 2019 MYDA awards.

By

Yacht design award will be given in Italy where Seatec's business-oriented offerings can also be enjoyed.

MMA Neptune Awards Open

By Evin Moore

The Marine Marketers of America (MMA) are recognizing excellence with their Neptune Awards. The 11th edition of the competition is open to applications from companies or organizations creating and publishing marine industry material between January 1 and December 31, 2018. The Neptune Awards cover 21 different categories including all forms of ads, product literature, and public relations. The deadline for entries is January 7, 2019. The awards will be presented at the Miami International Boat Show. Complete program details are available at marinemarketersofamerica.org. If you have any questions, contact Sally Helme at +1 (401) 845-4405.

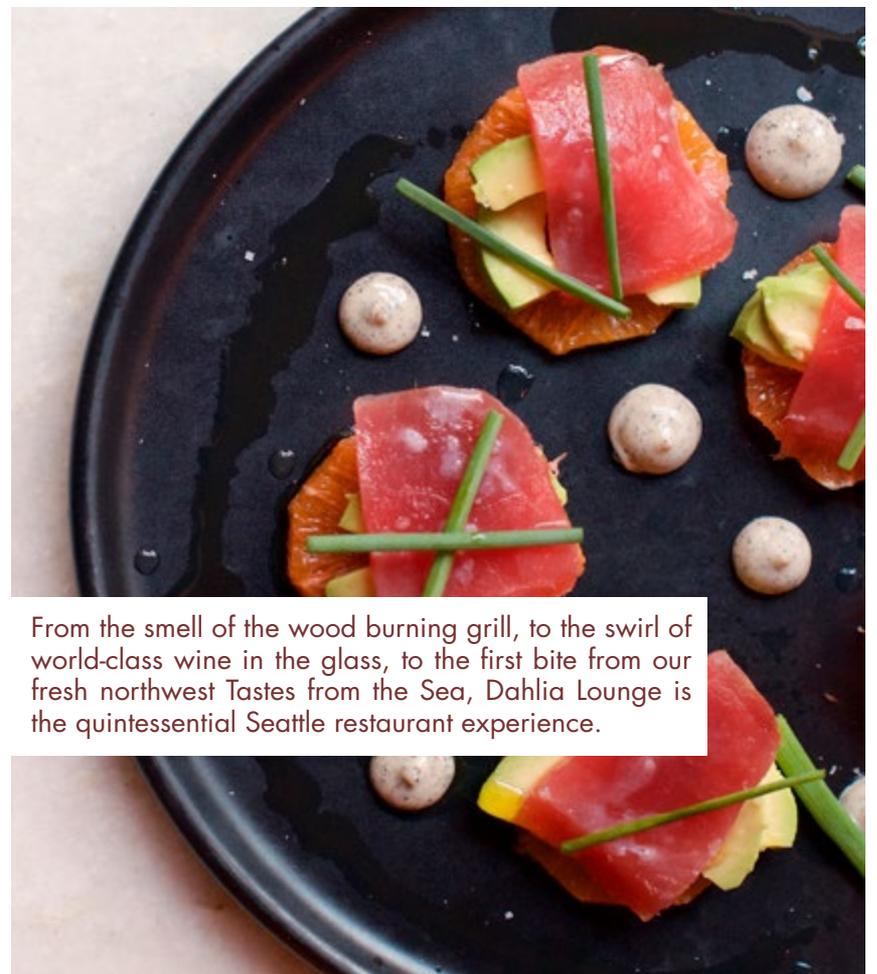


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American Constellation is a relatively small cruise ship intended for more intimate trips and riverboat work. It was delivered from Chesapeake Shipyards to American Cruise Lines in 2017.

Bremerton, Next Stop for American Cruise Line?

By Eva Seelye

After American Cruise Lines unexpectedly moored *American Constellation* at Bremerton Marina at two different times due to last-minute schedule changes this fall, the line is considering incorporating the port into its spring 2019 itinerary as a regular destination. The cruise ship is the largest private vessel to have ever visited the Port of Bremerton's docks.

American Constellation was originally meant to moor in Olympia, Washington, on both

visits, but American Cruise Lines made last minute changes in its ten-day Puget Sound Cruise itinerary to make port at Bremerton Marina instead. On her first visit on September 22, she brought along 134 passengers and 30 crew members, and upon the ship's short-notice return on October 10, passengers and crew were given a warm welcome when she made port.

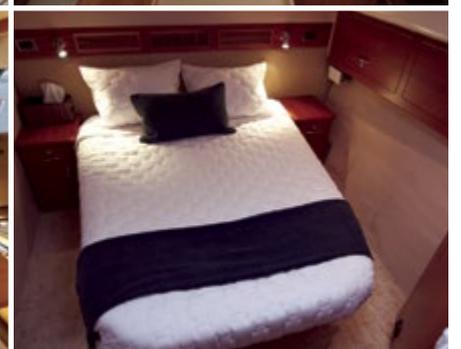
Bremerton Mayor Greg Wheeler, Port CEO Jim Rothlin, Port Commissioners Larry

Stokes and Cary Bozeman, and *USS Turner Joy* representatives provided passengers with information upon their arrival and waved from the dock as they disembarked the vessel. Partakers enjoyed the tours of the *USS Turner Joy*, the Naval History Museum, and downtown Bremerton attractions.

Port Commissioner Cary Bozeman could see a future in the cruise industry for Bremerton. He explains, "It certainly appears the Bremerton Marina

has the opportunity to be a port of call for small cruise ships touring Puget Sound." He continues, "This will be good for the economy of downtown Bremerton."

The addition of the cruise line is not the only positive for Bremerton, which has invested heavily in its waterfront in the past decade. The iconic annual Trawlerfest motoryacht boat show moved from Anacortes to Bremerton in 2017. **BY**



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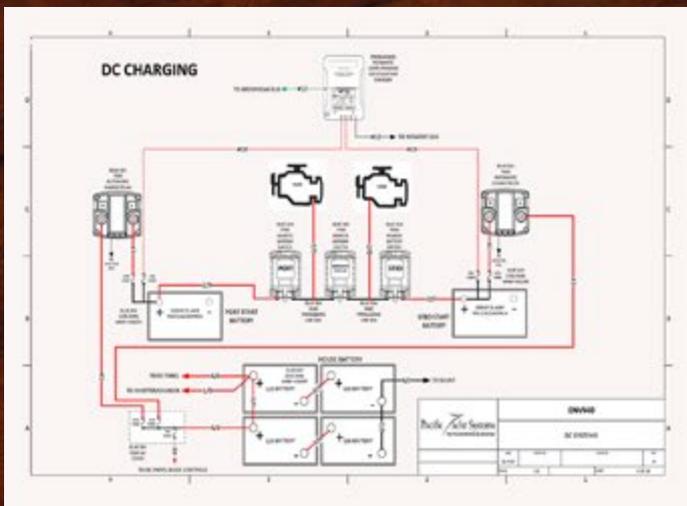
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Freedom Boat Club's New Location in Washington

By Evin Moore

Freedom Boat Club has announced a new Olympia location to open on May 4, 2019. The location will be based out of the Port of Olympia's Swantown Marina, and this will be the third location opened by franchise operators Shawn and Tracy Ottenbreit.

The Ottenbreits opened a Tacoma location in 2017 and a Bremerton location in 2018, and will have the Olympia location open in 2019. Freedom Boat Club CEO John Giglio said he was very pleased with the quality of the locations operated by the Ottenbreits and is excited for members to experience all the boating opportunities Washington has to offer.

"The Pacific Northwest offers some of the most scenic and diverse boating in the world, with thousands of miles of protected sounds, inlets and islands to explore. I wanted to bring my passion for boating in this region to others who could enjoy the Northwest boating lifestyle," said Shawn Ottenbreit. The Olympia club will initially feature four boats in the fleet including a Jeanneau NC695 pilot house, Regal 21 OBX bowrider, Northwest 208 Seastar fishing boat, and a Sweetwater 2086 pontoon.

Those additions will bring the total fleet to over 35 boats in the Puget Sound and Lake Washington area for 2019. The number of boats is expected to rise as membership increases. "We are offering a great selection of popular boat brands that are well respected within our market and we believe the product mix, coupled with the advantages of boat club membership, will have great appeal to seasoned boaters and newcomers to boating alike," added Tracy Ottenbreit.

Bruce Marshall, Harbor Director of the Port of Olympia said "We are thrilled to have Freedom Boat Club join us at Swantown Marina. We appreciate that Freedom Boat Club provides a boating option for all those interested in enjoying the South Puget Sound via water."

Freedom Boat Club has recently expanded its presence on the West Coast, opening two locations in Vancouver, British Columbia, one in Portland, Oregon, and seven California locations. The new Olympia franchise makes a total of five clubs in the greater Seattle area. If interested in Freedom Boat Club, reach out to Shawn Ottenbreit at sottenbreit@freedomboatclub.com or visit freedomboatclub.com

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Port of Kingston.

Greg Englin Named New Port of Kingston Executive Director

By Eva Seelye

After a seven-week search, Port of Kingston Commissioners named Greg Englin their new Port of Kingston Executive Director. He began work on November 26. Before his current role at the Port, Englin was the Manager of Maritime Operation at the Seaport Division of the Port of Seattle for 14 years. He then became vice president of Marel Seattle, Inc., but when their headquarters moved to Iceland, Englin began work at Port of Port Townsend as the Director of Operations and Business Development, where he oversaw operation of three marinas, a 13-acre shipyard, an RV park, airport, and more.

Port Commissioner President Mary McClure reflects on the hiring process, "Our goal was to move forward as quickly as possible while being both thorough and transparent. Most important," she continues, "we wanted

to find the best fit for Kingston as we move forward into the community's next chapter of growth and vitality."

Englin earned his economics degree from the University of Wisconsin-Madison followed by a move to Kitsap County where he would remain for over 20 years. He and his wife reside on Bainbridge Island, "immediately across the Agate Pass Bridge," he reports in a press release.



Greg Englin

Englin has two sons who work in Seattle and he explains, "I'm foregoing other opportunities, so I can work and live locally." Englin continues, "Hopefully, we here at the Port can improve the opportunities for others to be able to work and live locally, too." **BY**

West Marine CEO Unexpectedly Departs

By Eva Seelye

Doug Robinson exited his position at West Marine after serving as the company's CEO for less than a year. He joined West Marine on January 29, 2018 after 13 years at Lowe's serving as an executive in international operations and development, as head of e-commerce, and as chief merchandising officer. The cause for this sudden departure remains unclear.



Doug Robinson

A West Marine spokesperson explained in a recent statement that, "an executive search is underway for a new CEO." She continues, "We anticipate significant interest from seasoned executives with extensive retail and e-commerce operational experience."

"The senior leadership team at West Marine remains in place and focused on returning the company to its core business and serving local boating communities." **BY**



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Developing the marine workforce is a key part of the NMMA's goals. Students like these future machinists are in high demand.

NMMA Three-Year Plan

By Eva Seelye

A plan to guide the National Marine Manufacturer's Association's (NMMA) efforts and investments for the next three years was recently approved by the NMMA Board of Directors. The plan was designed by the association's 2018 Executive Committee, comprised of representatives from leading marine manufacturers. The planning was led by Robert Newsome, senior vice president of strategy, engineering standards, and membership with additional advice from strategic firm Potomac Core Consulting.

The plan is intended to increase the association's impact on the marine community and ensure a prosperous industry in the years to come. To reach this goal, the committee oversaw extensive research and interviews with members plus surveys of both members and non-members. Financial and economic reviews of existing programs were also conducted. The results of the interviews confirmed that members felt the NMMA's core purpose should remain promoting recreational boating through advocacy.

In response, the association has decided to continue its efforts with federal and state advocacy, engineering standards and certification, research, shows and events, communications, export development, and the Grow Boating initiatives.

"While we weren't surprised by the outcome, conducting the research allows us to better understand the impact and importance of NMMA's existing programs and reaffirms our commitment in these areas," said Ben Speciale, chair of the NMMA Board of Directors and

president of Yamaha U.S. Marine Business Unit. The research also confirmed the importance of increasing investment in advocacy on both the state and federal level, industry promotion focused on attracting new boaters, and developing the marine workforce.

"The insights we received from hundreds of stakeholders across the industry really drove the direction of the plan and gave us the information we needed to carve out NMMA's primary areas of focus for the next three years," said Bill Watters, past chair of the NMMA Board of Directors and president of Syntec Industries.

The NMMA plan includes increasing the advocacy BoatPAC fund to \$500,000 a year, conducting market research to recruit new boaters, and growing the workforce. The board has already begun implementing the plan and will be sharing key updates throughout the coming year.

BN



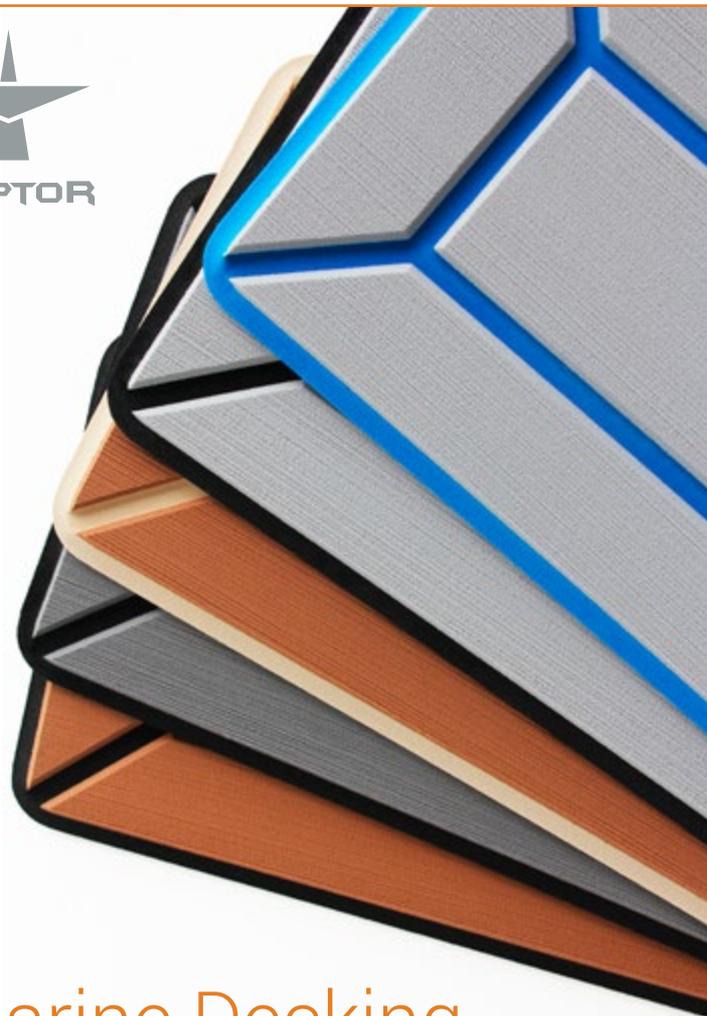
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International Cargo at Bellingham Shipping Terminal

By Evin Moore

The Port of Bellingham and Ports America signed a new service contract allowing international cargo vessels to use the Bellingham Shipping Terminal. Ports America is the biggest terminal operator and stevedore in the United States, operating 80 terminals in 42 different ports and employing 12,000 people.

The contract between the two was negotiated after several of Ports America's shipping customers requested use of the Port of Bellingham.

According to the terms of the contract, Ports America will have exclusive stevedore rights for international forest products, metal ingots, certain types of steel, modules, and oversized cargoes.

The Port is in the process of having the shipping terminal designated as a Foreign Trade Zone, which means that goods can be stored without paying import duties and taxes; much of the cargo would be stored in local warehouses before being shipped to their final destinations in Canada.

"This is a major turning point for the Bellingham Shipping Terminal," said Port Commission President Ken Bell. "As the last Pacific Northwest seaport between the United States and Canada, it was only a matter of time before cargo operators recognized the Bellingham Shipping Terminal as a congestion-free alternative to

the docks and terminals serving Vancouver and Seattle. Increased cargo activity at the Bellingham Shipping Terminal will create jobs and stimulate economic activity throughout Whatcom County."

The location is attractive to shipping companies because of the access to inland roads and the 1,250 feet of deep-water dock space, 550' barge pier, and 85,000-square-feet of covered storage. "There is a great deal favoring the Bellingham Shipping Terminal," said Ports America Director of Breakbulk and Project Cargo Bart Goedhard.

"In addition to abundant berth space, warehouse and laydown space, the terminal is near major cities, has a dedicated truck corridor to I-5, and has close proximity to rail."

Locals are hoping that the increased use of the shipping terminal will lead to more full-time jobs. "Ports America is a great stevedoring company that will bring work to Bellingham," said Daren Williams, a spokesman for Local 7 of the International Longshore and Warehouse Union (ILWU).

"There are many suppliers in Whatcom County who will benefit from increased cargo activity at the Bellingham Shipping Terminal, and the ILWU will create more full-time jobs as a result of this contract." The Port's three-year service contract with Ports America has options for two additional three-year terms. *By*

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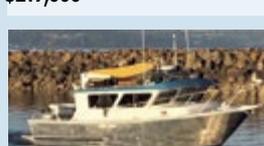
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Grow Boating Offers Grants

By Eva Seelye

The Northwest Marine Trade Association (NMTA) is now accepting grant applications for their 2019 program, which is dedicated to assisting non-profits that are seeking to promote Pacific Northwest boating. The Grow Boating program encourages those who boat to get out on the water more often and those who don't to dip their feet in the boating world.

Director of Grow Boating Mark Yuasa describes the program's growth, "Our efforts and pro-

grams have reached more than a million people since 2003. We're very pleased to be able to continue supporting non-profit groups who share our mission of getting more people out on the water or introduced to the joys of boating into our 16th year."

The NMTA has spent \$1.5 million since 2003 in promotional costs for Pacific Northwest boating through events, programs, and sponsorships, with no sign of letting up. This year come mid-April, the NMTA will have

awarded up to \$20,000 in grants.

"I call our Grow Boating Committee 'The Lab'," says NMTA president George Harris. "We're always looking for that next big idea."

Those interested in grants should apply to one of three categories: Youth Boating Grant, Discover Boating Grant, and Boater Education/Safety Grant.

Youth Boating Grants are awarded to an organization or group in search of funding an event or program with the specific purpose of increasing youth participation in boating activities. The category is acknowledgement that getting the new generation into boating is vital for the area's boating community.

Group or organizations who receive Discover Boating Grants will sponsor an event or program that introduces new people to boating. For the NMTA, this is a familiar theme. The organization is behind the West Coast's largest boat show, the Seattle Boat Show, and a host of other key industry events from the new Anacortes Boat & Yacht Show to Kirkland Uncorked.

Lastly, if the group or program has a goal to educate new or current boaters on how to practice on-water safety, they will be a good fit for a Boater Education/Safety Grant. Keeping boaters safe is an important part of keeping boaters on the water, after all.

Applications must be submitted by February 1, 2019. Grants will be awarded mid-April. To apply, visit nmta.net/grow-boating.com. If you have any questions, contact Mark Yuasa via email at mark@nmta.net.

BY

Port of Port Townsend Aims for Stability

By Eva Seelye

The Port of Port Townsend, with Interim Executive Director Jim Pivarnik leading the way, has recently made its 2019 budget public. Notably, they're substantially cutting administrative expenses, saving over \$220,000 according to the Port's budget.

The Port is also beginning to lease out all their available space and combined with the growth of lease and moorage rates, the Port expects to improve net revenues by 88 percent compared to the previous year. A unanimous Port Commission vote approved the 2019 operating budget at the end of October.



Jim Pivarnik

Pivarnik touches on his reasoning behind such a financial plan. He states, "Our current revenue streams and tax receipts are inadequate to fund the long-term maintenance, repair and replacement of the suite of facilities and equipment we presently operate."

Pivarnik's 2019 budget cycle includes six goals: reducing expenses; growing operating revenues to improve net revenues; finding tenants for all Port spaces; maximizing federal funding to rehabilitate the runway at Jefferson County International Airport; standardizing a leasing policy for Port tenants; improving the stormwater system at the Boat Haven; and improving relationships with all community partners.

These decisions ahead, he explains, may include adjustments to rates and fees, cutting overhead expenses, and placing nonperforming properties in surplus to maximize the Port's ability to pursue its primary mission — economic development.

BY



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Windstar Cruises Expands Vessels

By Eva Seelye

Windstar Cruises, a highly awarded small ship cruise line known for its Alaskan trips, just announced its \$250 million Star Plus Initiative to expand the company in an effort to better accommodate guests and become more environmentally responsible. How? The initiative will expand guest accommodations on all-suite vessels *Star Breeze*, *Star Legend*, and *Star Pride*, therefore increasing guest capacity from 212 to 312 per ship.

The renovations will include 50 new suites, two larger owner

suites, two new dining experiences including an intimate restaurant and a casual barbecue space next to the top deck Star Bar, and an expanded Veranda Restaurant for more ocean-view seating. All existing suites will feature new bathrooms and the balcony suites will receive new sliding doors. A larger pool and hot tub will be reconfigured and elevated, and the spa and fitness center will grow bigger. A new elevator will be found mid-ship and a comfortable new tender

loading area will be added to each vessel as well as two new 90-passenger tenders.

Windstar President John Delaney touches on the enhancement project, "The initiative not only creates beautiful new suites and public spaces, but we will also take the opportunity to re-engine the ships with a more fuel efficient and environmentally responsible propulsion system. This will be a true game changer for Windstar and our small ship cruise experience." Each ship's re-engine proj-

ect requires the removal of seven engines currently installed in each of the three vessels to be replaced with four new, more environmentally friendly engines that run on cleaner fuel and reduce emissions. Each of these cruise vessels will add an extra 84' to their length overall for a new total length of about 453'. Fincantieri Services was chosen to execute the Star Plus Initiative.

Giorgio Rizzo, Fincantieri SVP, shares his thoughts on their new project. He states, "Given our expertise as a leader in major cruise ship renovations and lengthening projects, we are gratified to be chosen by Windstar to undertake this complex and extensive endeavor." Rizzo continues, "We look forward to working with the Windstar team to totally transform these elegant small ships."

The project is expected to commence in October 2019 and continue through November 2020 at Fincantieri Shipyard in Palermo, Italy. *BY*



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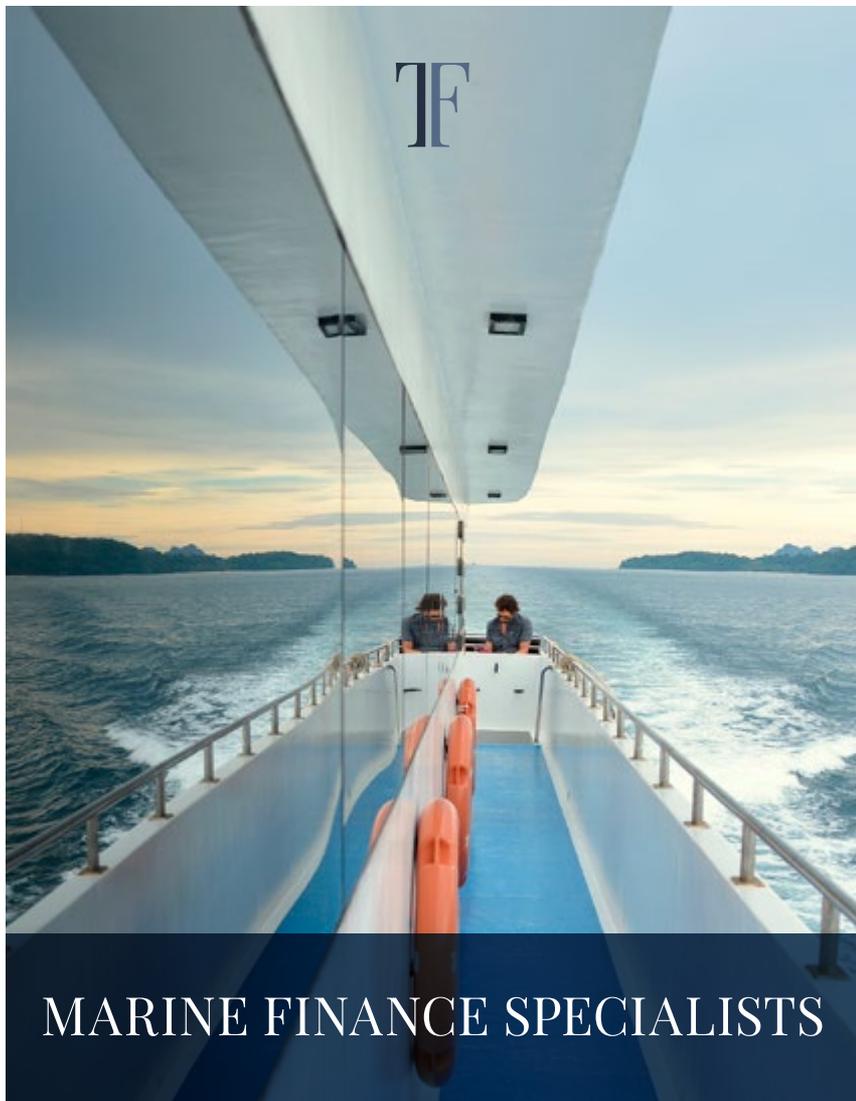
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Letters

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

Hewescraft's Hot Stuff

Hi Norris,

Your article [*Going Big: Hewescraft's New Horizons*, October 2018 issue] was awesome! Everyone around here is over-the-top happy and excited. On top of that, we are hearing from others, "hey, I just saw the Adventure in *Northwest Yachting*." Loving that by the way.



Have you made it back to Spokane since the summer photo shoot? Hope you are doing well.

Have a great day,

—Daniel David, Hewes Marine Company

NC: I appreciate the kudos and hope you are well. It was a real pleasure to tell the awesome and ongoing story of the Hewes Marine Company with you and the gang. I've been out that way a couple of times, but I'll have to swing up to beautiful Colville again soon. You'd be amazed at how reticent some builders are to provide honest marine journalists like myself access, yet they also want a big feature story. No access? No story. It really is that simple!

No Country for Rich Kings

Northwest Yachting,

This letter is in response to the central picture *Perfect Lines* on [the superyacht] *Serene* in Wrangell [Alaska], October [2018] issue of your magazine. Your quote, "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" is one I am in complete disagreement with.



I have been boating in these waters for the last 34 years and do not have room in my life in America for royalty; English, Arabian, or whatever form the empire chooses to adopt. I can picture the miseries propagated by an insane world hooked on oil as its crack—wars, tortures, etc.—so Prince Mohammed can ride around on a boat with its helicopter and show off. Everyone has to move over for the prince. Forget about it!

I appreciate your magazine and allowing me a forum to express my opinion without (yet) being put in jail. I doubt a woman in Saudi Arabia has this kind of freedom.

Sincerely,

—Mary Maloney, *Rain Spirit*, Anacortes

NWY: Excellent points, Mary. We hope that you don't take our enthusiasm of notable boats as an endorsement of the Saudi Arabian royal family. To echo your point, the murder of journalist Jamal Khashoggi, seemingly by the Saudi government, has occurred since you wrote in and hits home here at the magazine. You're quite right, even your civil but critical letter would likely be illegal over there. In honor of free speech and flexing your rights, we publish your letter with hearty endorsement.

Dare to Adventure

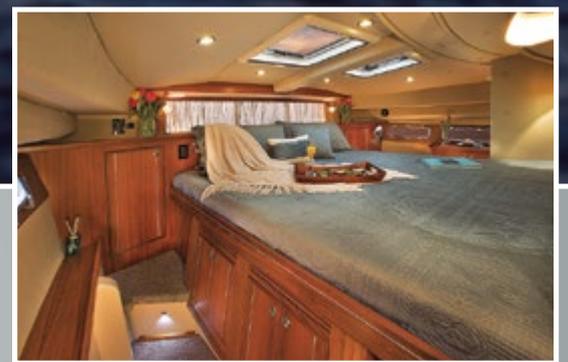
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Tiara 39 Open

The performance cruiser Tiara line boasts several versatile builds wrapped in luxury yacht styling and build standards. The Tiara 39 Open is no exception, seeking to be an ideal weekend cruiser, performance sportboat, fishing machine, and entertainment platform all at once (and look classy doing it).

Although built in Holland, Michigan, there are definitely aesthetic similarities to popular high-end Maine builds like a Sabre with a long, open foredeck and entertainment themed cockpit. The open in the name refers to the open space between the uncovered cockpit and forward helm station and seating that's sheltered with a hardtop and wrap around windshield vs. an enclosed cabin. The helm station is quite sheltered even without being completely enclosed and features a retractable sunroof for sunny days. The large swim step aft makes water-based activities and sports a natural. An optional 50-gallon transom bait well will be a tempting addition for sport fisherfolk.

When it's time to go inside, a short set of steps leads down into the cabin. The well appointed and partially enclosed galley is located port and the dining table with u-shaped seating sits starboard. The table and seating also can be converted into a double berth if needed. Further forward is the large enclosed head and the master suite with massive island-style queen bed.

Performance is based upon the engines, with twin Cummins inboard diesels

totaling 480 horsepower or 550 horsepower. Published performance specs from Tiara show similar maximum speeds (about 30 vs. 32 knots) and recommended cruising speeds (23 knots vs. 25 knots). There is a slight edge for the 480-horsepower option when it comes to fuel efficiency.

If you're interested in the stylish and versatile Tiara 39 Open, you can contact local dealer Alexander Marine USA for more information and pricing details.



Specs

LOA: 39' 3" (41' 11" with pulpit) • Beam: 15'

Draft (half load): 3' 6"

Displacement: 24,500 lbs.

Tankage (Fuel/Fresh/Black):
535 gals./120 gals./38 gals.

Local Dealer: Alexander Marine USA, (206) 344-8566

Web: alexandermarineusa.com





Tartan 345

Tartan Yachts is a name that brings smiles to many American sailors' faces. Founded in 1971 in Fairport Harbor, Ohio, when the founder Charles Britton bought out the remains of the Douglass & McLeod Plastic Corporation after a devastating factory fire, the brand has endured and thrived over the decades.

They are still producing new designs, most catered toward cruisers with preference to generous accommodations. The new Tartan 345 is built in that spirit.

Design-wise, the layout of the interior jumps out at you, namely the massive double berths aft and forward in the V-berth. A designated navigation table starboard of the companionway will be a favorite among the chart and compass crowd. The galley is directly port of the navigation table near the entrance to the aft berth, while the spacious salon features a foldable table around the keel-stepped mast. The single head is near the navigation table.

Above deck one finds a sensible, conservatively sized cockpit and the helm. A standard

headsail option is the roller-furling 100 percent jib that can be trimmed to a self-tacking cabintop track for easy singlehanding or confined tacks. An optional high-clew furling reacher can be deployed when off the wind for zippy performance. The standard rig is a tapered carbon fiber mast with double spreaders and carbon fiber boom. A 30-horsepower diesel engine with saildrive and two-blade prop are standard as well.

Specs

LOA: 34' 5" • Beam: 11' 11"

Draft (Deep Fin/Beavertail/Keel-Centerboard): 6' 6" / 4' 11" / 3' 11" - 6' 11"

Displacement: 6,200 lbs.

Tankage (Fuel/Fresh/Black): 25 gals./60 gals./10 gals.

Local Dealer:

Seattle Yachts, (844) 692-2487

Web: seattleyachts.com

Tartan is an American brand that's survived thanks to its continued evolution with the times, and the 345 seems like a modern couple or family cruiser through and through. If you're interested, you can contact local dealer Seattle Yachts for more information. They have a 2019 model coming in at the time of this writing, listed price \$278,655.



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Targa 27.2



A new build joins the growing Finnish-made Targa fleet. The Targa 27.2 is more of a tweak than an overhaul to the original 27.1 model, a build billed as a four-by-four of the sea. What new features are offered with this evolution?

The 27.2 boasts a slightly larger length and beam to the build, 13 cm and 6 cm respectively. Although this doesn't sound like much, one standout feature of Targas are their clever use of interior space, and every inch counts. The aft berth of the 27.1 has been blown up a bit to accommodate up to four passengers. The head

is larger too with a standard vs optional enclosed compartment. The engine compartment has also been revisited with room for the entire range of Volvo Penta D6-330, D6-370, and D6-400 diesel engine lineup. The performance naturally varies according to the engine chosen, with reported cruising speed range of 22 to 29 knots and maximum speed range of 35 to 39 knots.

Other than these marked but subtle improvements, the 27.2 still has the fundamentally rugged performance cruiser chops of the 27.1. Notable on the exterior is the two-seat flybridge, modest

but nice bonus for a boat this size. The deep-set foredeck is another hallmark design feature with lots of padded seating. There's a large swim step off the stern too for ease of water-based activities.

Specs

LOA: 30' 1" • Beam: 10' 1"

Draft (max): 3' 6"

Displacement: 9,039 lbs.

Tankage (Fuel/Fresh/Black):
140 gals./38 gals./15 gals.

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Cardinal Yacht Sales, (360) 319-1108

Web: cardinalyachtsales.com



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Sabre 38 Salon Express



A brand-new 38' Sabre Salon Express arrived at local dealer Bellingham Yachts' docks in November. This Maine-built beauty may come from the other coast, but she's built for this latitude with family-oriented performance written all over her. The 38' is the smallest of the Sabre Salon Express line, the other models being 42', 45', and 48'.

Upon approach, the Express has a very classic look about her. A swim step off the stern is accessible via two access gates built

into the transom. The prominent semi-covered cockpit's feature is bench-style seating around a table. The boat has two generous walkways, both port and starboard, that lead to the large, open foredeck. The walk is protected by high rails, a good safety feature.

Inside, maximum light is allowed in via the giant windows that encompass the cabin. Upon entry from the cockpit, a large dining table with seating sits to port and countertop with stowage to starboard. For-

ward is the helm with a captain's chair and a set of stairs that lead below to the galley, bench-style seating/berth, and a large head (with walk-in shower). A fun feature is the small wooden door above the stovetop that can be opened to the master suite forward, making breakfast in bed par the course. The forward berth is decadent with island-style, queen-sized bed.

The standard Volvo propulsion package includes twin Penta D4 300-horsepower engines linked to IPS drives. According to the Sabre data, this allows for a top speed of around 32 knots, with a recommended fuel-efficient cruising speed of around 28 knots.

If you're in the market for a classic mid-sized yacht with spacious modern accommodations, the Sabre 38 Salon Express could be what you're looking for. The brand-new 2019 build at local dealer Bellingham Yachts is available for a base price of \$671,000, loaded with dealer and factory options, the price runs \$746,087.



Specs

LOA: 41' 9" • Beam: 13' 4" • Draft: 3' 4"

Displacement (half load): 21,500 lbs.

Tankage (Fuel/Fresh/Black):
300 gals./100 gals./40 gals.

Local Dealer: Bellingham Yachts, (360) 671-0990
(Bellingham) and (425) 609-1100 (Everett)

Web: bellinghamyachts.com



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46' Nielson Trawler 1981



72' McQueen 1977



57' Bayliner 5788 2000



46' Nielson Trawler 1981



39' Azimut 2000



39' Carver Cockpit Motoryacht 1993



39' Bayliner 3988 1998



38' Ocean Alexander Double Cabin 1987



36' Monk 1988



33' Devlin Kingfisher - NEW BUILD



31', 33' or 36' Devlin Red Salmon



28' Bayliner 285 w/trailer 2006



27' Devlin Black Crown 1993



27' Maple Bay 1987



25' Shearwater Cabin Cruiser 2005



25' Devlin Surf Runner 2004



24' Elliott Bay Launch w/ Trailer 1983



22' Devlin Surf Scoter 1992



53' Skookum Ketch 1984



46' CAL 2-46 1973



43' Slocum 43 1987



43' Wauquiez Amphitrite 1984



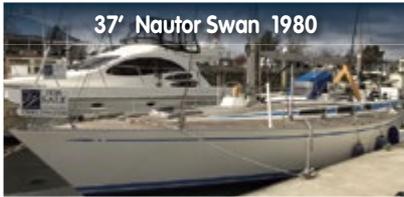
41' Ericson 1968



41' Islander Freeport 1979



39' CAL Mark III 1981



37' Nautor Swan 1980



33' Wauquiez Gladiateur 1983



32' Ericson 32-200 1990



31' Hunter 1984



28' Freedom Sloop 1987



20' Pacific Seacraft Flicka 1983



18' Seascope & Trailer 2015



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Offshore 64 Voyager



The storied Offshore Yachts line has a new addition in the 64 Voyager. Offshore, the creation of Richard O. Hunt, who cut his teeth exploring fiberglass building methods for the U.S. Navy during WWII, and famed yacht designer William Crealock, started in the boatyards of Taiwan in the 1980s. Their debut build, the popular 48, quickly established the brand as a go-to for motor cruising owner-operators with big ambitions. Offshore Voyager 64 is midsized for the builder, as they currently make models ranging from 52' to 90' length overall.

The 64 is a lot of boat, from the bench seating in the foredeck to the large swim step off the stern. With an 18' 6" beam for the length, there is a sleek look to her vs. other yachts of this size that blow up the beam for more space but can look rather tubby. The large flybridge is a prominent design feature with its own helm station, captain and co-captain chairs, L-shaped seating around tables, roaming space, and a

dinghy davit system that can accommodate a large 15' tender easily. A wet mini-bar is also sheltered under the hardtop cover of the flybridge. A ladder leads directly into the cockpit, which is large and clutter free with many large stowage opportunities.

As one might expect, the interior is spacious with a massive salon, fit to entertain a dozen or more guest. The interior bucks the trendy "open" single-level layout of some of her contemporaries and opts for a more traditional semi-enclosed galley up a few steps midships (near the stairs to

the flybridge). There's more entertainment space forward near the helm, and steps below lead to three enclosed staterooms with berths and three heads. The 64 comes with twin 715-horsepower Caterpillar C12 inboard diesel engines as standard, and 40-horsepower bow and stern thrusters are commonsense additions.

If you're interested in the new Offshore Voyager 64, you can learn more from local dealer Best Day Yacht Sales. Introductory pricing is \$2,989,000.

Specs

LOA: 64' • Beam: 18' 6" • Draft(max): 5'

Displacement: 105,000 lbs.

Tankage (Fuel/Fresh/Black):
1,600 gals./400 gals./175 gals.

Local Dealer: Best Day Yacht Sales, (360) 661-1682

Web: bestdayyachts.com



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FOUR WINNS

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- 44' NAUTICAT 44 MS '80 **Reduced** 185,000
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- 42' CATALINA Mki '92 **New Listing** 110,000
- 41' ISLAND PACKET SP CRUISER PH '07 **New Listing** 319,000
- 41' PASSPORT 41 '89 **New Listing** 169,000
- 41' SCEPTRE PH '88 **Sale Pending**
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- 40' JEANNEAU 409 '16 **SOLD**
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- 35' NAUTICAT 35 PH '87 **SOLD**
- 35' NAUTICAT 35 PH '00 **New Listing** 194,500
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- 35' ISLAND PACKET 349 '19 **Sale Pending**
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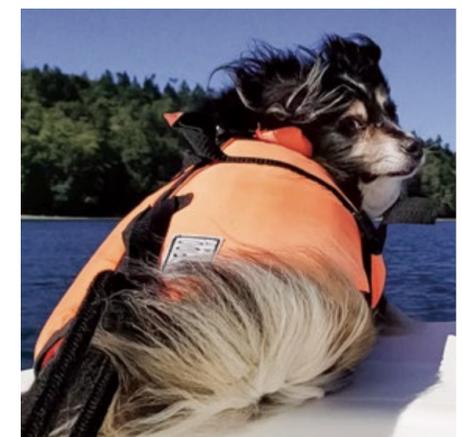
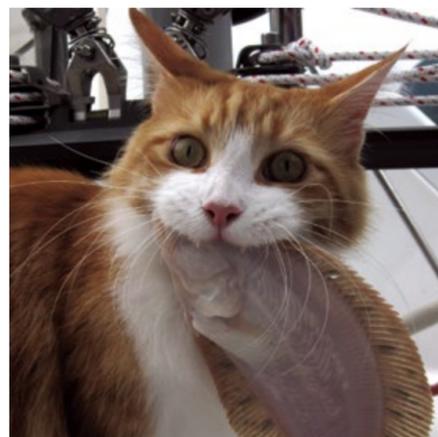
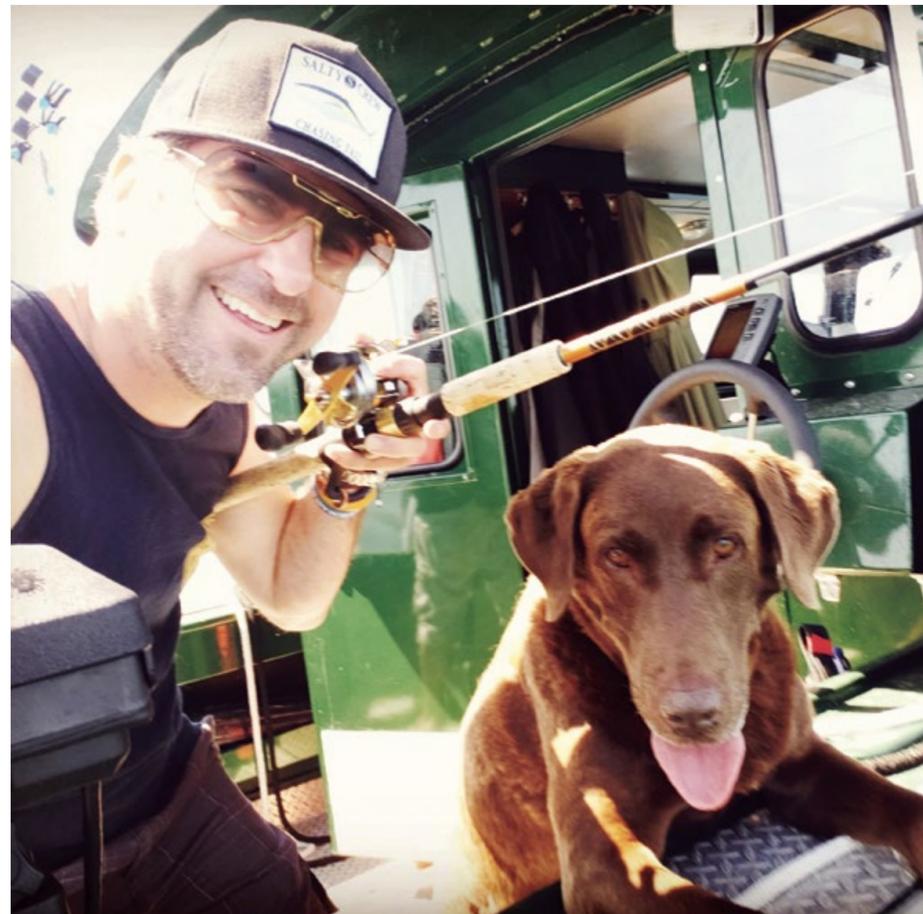
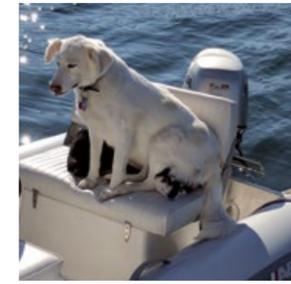
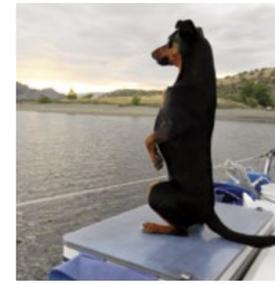


Words: Norris Comer

Furry Friends Ahoy!

Featured here are past issues' *Pets on Boats* winners in all their adorable glory! For the unfamiliar, we at *Northwest Yachting* constantly accept submissions for our monthly *Pets on Boats* contest (see page 91 for more details). So far we've only received dogs and cats, and we secretly hope to get a boating parrot or iguana someday to spice it up. We hope that your New Years resolution is to take Fido and/or the boating kitty on more trips than ever before! Many of our publisher's fondest boating memories involve her Jack Russel terrier, Pearl, who is always first to board and quick to befriend the local waterfowl.

These winners are automatically entered into our Northwest Marine Champion Awards Furry First Mate category as well (see page 16 for more details). It's not too late to nominate critters and/or humans for awards they qualify for, so read on for more.





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Kevin's Catch

By Kevin Klein



'Tis the Season for Cutthroat and Crab

N Nothing puts me in the Christmas spirit more than hauling in some resident Chinook and pulling crab pots in the snow. We can get some beautiful days in the Northwest this time of year with not nearly as many other folks to share the water with. It can also get downright nasty too, so make sure your boat is running well, has all safety and survival gear aboard, and is ready for cold conditions.

You don't want your sleigh ride to be towed by eight tiny reindeer, aka an expensive tow captain in rain gear. Be prepared. Dress like you're going skiing is my rule of no numb thumbs. Speaking of rain gear, make sure you have some quality foulies on board. Being cold is bad. Being wet and cold makes things exponentially worse.

Resident Chinook are always the biggest draw in December saltwater fishing. Many areas of Puget Sound should be open for these fish. Troll near the bottom with spoons, hootchies, or bait. If there are a lot of undersized Chinook around, switch to big plugs such as Tomic or Silver Horde.

If you're fishing plugs, make sure and let them out further behind the downrigger clip than you would a flasher and lure combo. This allows the plug to work more actively from side to side. It's fun when you hook a salmon on a plug because you're not fighting the flasher, you're directly connected to the fish!

Check the Washington Department of Fish and Wildlife website for regulations, rule changes, and emergency closures before you go. Many marine areas in this fishery can close when a predetermined guideline of "encounters" with salmon is met.

Crabbing is open in areas of Puget Sound and the San Juan Islands through December. Christmas crab is always a nice addition to the holidays for a festive feast. There are not as many big tidal swings this time of year, but still remember to weight your pots heavily. Many folks who think a Grinch stole their pots, have had their gear swept away by the tide.

Also, bait heavily. If you have some of the more inexpensive pots, crab sometimes will be able to just walk out when the bait is gone. Crab and pot theft does happen, but it's not the only explanation for empty or missing traps. Salmon heads from your blackmouth catch make the best crab bait, bar none! Let nothing go to waste this holiday season.

Sea-run cutthroat trout can be great sport this time of year. Usually caught on a fly, they provide a hard fighting opportunity for the bug chucker. These fish spend most of their lives in the salt, cruising the beaches looking for baitfish. When the tide runs in or out, they'll use structure to get out of the current, just like their freshwater cousins do in rivers.

I've got a new six-weight fly rod, and I'm itching to try some stripping and twitching out on some cutties. Just about any point with beach access around the mid to south Sound can be a candidate for cutthroat. One of the local tackle and fly shops in the area can point you in the right direction of what flies to use. These shops are usually very helpful and willing to offer advice.

Resident coho can also be found in southern Puget Sound in December. Be careful with fish identification when going after these silvers. Small resident coho can look like shaker Chinook. This fishery is the realm of the fly fisher and the pursuit shares many similar tactics with the sea-

Continued on Page 90

Clockwise from top: Kevin's catch! Crabbing can be very productive in December. Remember to weigh those pots down, the tide is the most common crab thief; We can have some beautiful December days in the Northwest for fishing, especially after this drier-than-average fall season.



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

American Flags and Orca Task Force Findings

Much has happened since my last iteration of *On Watch*. For one, I attended the world's largest boat show, the Fort Lauderdale International Boat Show (FLIBS). Along with 170 of my closest friends, we attended the annual Northwest Party that opened the festivities on the first night, and then we launched into the show with the Superyacht Northwest booth and magazine. As Kevin Klein would instruct, you fish where the fish are. It's this mindset that compels the 30-or-so marine businesses to sponsor the 10' by 20' booth. Boating trips are determined at this show, it is incumbent upon us to be there in mass to help steer them to the Northwest corner.

Speaking of superyachts, the biggest buzz around government affairs success at FLIBS had to do with the recent passage of the John McCain National Defense Authorization Act. National Defense Act, you say? In part of this legislation was a passing mention of ships that are 300 gross tons obtaining the ability to fly an American flag.

What may seem like an insignificant line to many, U.S. Superyacht Association has made this issue their top priority for the last six years because boats flying American flags are always a good thing. Not only is it important for many yacht owners to fly an American flag, but it also means that the taxes and jobs stay here in our country versus other ones.

Not only was there a whole lot of backslapping about this victory, but Northwest boating leaders, including yours truly, met with U.S. Coast Guard personnel during FLIBS to hammer out these new regulations. If you are a faithful reader of this column, then you are aware of the adage that if you aren't at the table, you are on the menu.

We were literally at the table with the Coast Guard, and there's no way that this success would have occurred without some harried work that took place at the American Boating Congress (ABC). How's this for a local tie: Washington state's Congressman Adam Smith (Democrat-Tacoma) stepped up in a big way during ABC and afterwards worked across the aisle to push through this change.

That's two discrete examples directly predicated on showing up. If showing up is 90 percent of the job in sales (excuse me, government affairs advocacy), then it does not get any more important than the American Boating Congress in May and the Fort Lauderdale International Boat Show.

Actually, time and time again, I'm struck at how critical it is to show up with a physical presence. As we get less connected to each other and more connected to our devices and social networks, I would encourage every-

one to double down on real-life conversations with real people. Maybe it's the upcoming holiday season that has me sappy about the days of yesterday, but nothing beats an old-fashioned, hand-written note.

As it relates to showing up and laws and regs, the Southern Resident Killer Whale Task Force ended on November 5. Recreational boating showed up in force, thanks to task force member George Harris, Recreational Boating Association of Washington's leadership team including Steve Finney, Wayne Gilham, and their lobbyist Doug Levy. At times during these six meetings, the future of boating and fishing in the San Juans hung in the balance.

Thankfully hard work, showing up, and telling our story put us in a spot where we could compete within the marketplace of ideas.

By the look of it, the approximately 240,000 registered boats can breathe a big sigh of relief that the changes in the final package are (what I would say) modest. Of all the myriad of concepts moving forward at various times (like a No Go Zone on the west coast of San Juan Island), the only item that boating leadership opposed—but ultimately made it through—was a \$10 optional fee on boat registrations to save the whales. Whew!

The real fun on this whale-protection portfolio begins on January 14 when the 2019 legislative session commences. As *Northwest Yachting* goes to print here, the ballots are getting counted. By the early looks of it, the Washington House Democrats will solidify their existing majority by an additional eight seats and the Senate Democrats will pick up two or three seats.

Of the new faces, I'm most excited about Senator-elect Jesse Salomon and Representative-elect Amy Whalen. Salomon is an avid recreational angler. Plus, his win means that the state senate will lose one of the louder anti-boating voices in Olympia. I love those trades.

As for Whalen, she proactively texted me that she treasures the waterfront and marinas of Kirkland, where her and her husband own a car dealership. Believe it or not, that awareness is not common enough with the legislature.

As I wrap up here, I know we are in the throes of the holiday season. I appreciate that I can bring you the boating news and of the editors at *Northwest Yachting* who prioritize boating politics enough to have a spot for me. Don't be a stranger. You can always find me at peter@nmta.net. **NWY**



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

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Galley Gourmet

By Bill Shaw

Prime Time for Prime Rib

M My holiday memories are deeply rooted in my mother's kitchen. From the splendor of a roasted turkey packed with savory giblet stuffing to the freshly baked bourbon pecan pies and Christmas cookies, the days heading up to Christmas were filled with gifts from the kitchen that my mother would proudly display each day. But no culinary Christmas tradition was greater than the great prime rib roast that my dad would carve with his electric knife that was only used for the holiday dinners. Since that time and about 26,000 prime ribs later, I have evolved in my understanding and method of prime rib roasting. This month I am going to share with you all my secrets of roasting the perfect prime rib.

Roche Harbor Founder, Reuben J. Tarte, wanted to bring the amazing prime rib served in the great steak houses of New York City to his newly converted restaurant at The Roche Harbor Inn. Originally the home of land baron John S. McMillin, the

restaurant opened Memorial Day of 1958 with a full menu and more importantly, the first establishment in the county to serve spirits.

The menu featured escargot, herring, marinated steaks, seafood, full salad bar, and a prime rib dinner for \$8.95. Since that time, we have perfected this recipe and are excited to share it with everyone.

In the interest of rounding out the palate, I also offer a recipe for a pumpkin seed-crusting Chinook salmon to put some of those Halloween-era goodies to use. If your guests have room after the feast, the quick apple pie in a puff pastry recipe makes an ideal seasonal dessert. Enjoy!



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.



Chef's Note: When preparing the best prime rib there are three vital steps that must be followed. First, buy the best prime rib you can find. At Roche Harbor we use USDA Prime grade prime rib that is aged for at least 40 days. Second, cook the roast low and slow. Third, after the prime rib is cooked to the desired temperature, hold it in a warm oven for at least 2 hours. All three of these steps will guarantee a prime rib rich in beef flavor, tender to the bite, and cooked consistently through from end to end.

At McMillin's we cook our prime rib to medium rare or 120 to 125 degrees. Some guests may like their prime rib cooked a little more than medium rare but remember there will be two end cuts that will be more toward the medium side. If a medium prime rib is the goal, cook the prime rib to 125 to 130 degrees.

Prime Rib

15 pounds USDA prime rib
½ cup Lawry's Seasoned Salt
2 tablespoons black pepper, freshly course ground

Directions: Remove the prime rib from the refrigerator 2 hours before it needs to go into the oven. Place the prime rib on the rack of the shallow roasting pan. Rub the entire roast with Lawry's seasoning salt and freshly cracked black pepper. Let the seasoned prime rib rest on the counter until ready to place in the oven to improve the flavor and tenderness of the prime rib.

Open the oven, adjust one of the oven racks to the center position, and remove the rack. Place the standard oven thermometer on the center rack and set the oven temperature to 250 degrees. After the oven is preheated, check the dial on the standard thermometer. It should read 250 degrees. If not, adjust thermostat on oven so that the thermometer reads 250 degrees.

Place the prime rib on the roasting rack in the pan and then in the center of the 250-degree oven. Insert the probe of the thermometer into the center of one of the prime rib ends and push the probe deep into roast. Plug the probe into the digital thermometer and adjust to 20 degrees and turn the alarm on. Monitor the thermostat every half hour. When the prime rib's internal temperature gets to 100 degrees, it will not be long before it reaches 120 degrees.

When the prime rib hits the 120 mark, remove from oven and let rest on the counter for 30 minutes. Open the oven door and allow the oven to cool down to 140 degrees. Turn the oven thermostat to 140 degrees. If the oven thermostat does not lower to 140, the oven will have to be turned off and then on again manually to maintain a temperature between 120 and 140 degrees. My oven has this challenge and I have found that if I turn it to 175 degrees for 5 minutes and then turn it off, the 120- to 140-temperature range will last for 30 minutes. Monitor the oven and internal prime rib temperature for the next 2 hours.

When ready to serve, place the prime rib, cut side down, on cutting board. At this point, the tail fat must be trimmed before the roast is carved. There is usually a greater proportion of tail fat towards the tail on loin end following the contour of the rib. Trim the fat from the tail, leaving no more than 1½" of tail fat. As a general rule, a 12-ounce restaurant cut will be 1" thick or the distance between your thumbnail and first joint. Begin by slicing the first end cut and reserve for a guest that prefers medium-cooked meat then continuing slicing, adjusting the thickness of the slice to the amount of prime rib each guest prefers.



Pumpkin Seed Crusted Chinook Salmon

- | | |
|---|---|
| 2 ounces fresh goat cheese | 1 Tablespoon fresh basil finely chopped |
| 2 ounces heavy cream | 2 Tablespoons fresh flat leaf parsley, finely chopped |
| 2 ounces whole grain mustard | 1 teaspoon fresh thyme leaves |
| ¾ cup orange juice | 1 teaspoon fresh chives, sliced 1/8" |
| 1 teaspoon orange zest | 2 pounds Chinook salmon, cut into 6 filets |
| 1 teaspoon minced garlic | 1 teaspoon kosher salt |
| ⅓ cup white wine | ½ teaspoon freshly cracked black pepper |
| ½ cup heavy cream | ½ cup Best Foods® mayonnaise |
| 2 sticks butter cut into small cubes | 4 ounces olive oil |
| Salt and pepper to taste | Garnish with a crispy pumpkin or winter squash chip |
| 6 ounces pumpkin seeds, toasted and roughly chopped | |

Chef's Note: Fresh salmon is getting harder to find as we head into the winter months, but troll-caught Chinook are still available from the Gulf of Alaska. If you are unable to find fresh salmon, frozen at sea wild king salmon can be purchased from your seafood monger. Always purchase frozen salmon in its original package in a frozen state. To thaw the filet first cut a slit in the long edge of the packaging, then place on a sheet pan and into your refrigerator to slowly thaw. This will take 18 to 24 hours. The trick with freezing and thawing salmon is to freeze it quickly and thaw it slowly. Never thaw frozen fish in a water bath or at room temperature. This damages the delicate tissue of the fish and forces the natural juices out the fish, resulting in a spongy texture and a loss of flavor.

Directions: In a small bowl, add the goat cheese and fresh whipping cream, then stir with a whisk until the cheese is light and creamy. Set aside for final plating.

In a small saucepan over medium heat, add whole grain mustard, orange juice, zest, minced garlic, and wine. Bring ingredients to a simmer and continue cooking until liquid has reduced by 60 percent, about 8 minutes. Add heavy cream and reduce by half, about 4 minutes. Remove pan from heat and whisk small amounts of butter at a time, whisking until the sauce is smooth and thick and all the butter has been added. Season with salt and pepper to taste and hold warm at 120 degrees until plating the salmon. Do not allow the sauce to boil or it will break.

Combine the roughly chopped pumpkin seeds and fresh herbs in a small bowl and coat each salmon filet with the seed and herb mixture.

Cut the filets into 6 bias portions about an inch thick. Season the salmon with salt and pepper then paint the entire exterior of each filet with real mayonnaise. We need some glue to stick the pumpkin seeds and herbs to the salmon, and mayonnaise does the trick.

Heat olive oil in a sauté pan over medium-high heat. Add seed-crusted salmon filets to heated oil and cook for 2 minutes on each side until the exterior is golden brown and the salmon reaches an internal temperature of 125 degrees.

Place crusted salmon filets in the center of a warm dinner plate. Ladle orange-mustard sauce around the outside edge of salmon. Using 2 spoons form a quenelle (egg shaped) portion of creamed goat cheese on top of each crusted salmon. Top with crispy squash chip. Serve immediately.

Quick Apple Pie in Puff Pastry

Serves 6

- | | |
|--|---|
| 5 each Granny Smith apples, peeled and sliced into ½" thick slices | 1 package puff pastry cut into 5" squares |
| ¼ cup butter | 1 each egg yolk |
| 1 cup brown sugar | 2 Tablespoons butter melted |
| 2 teaspoons cinnamon | 2 Tablespoons sliced almonds, toasted |
| ½ teaspoon nutmeg | 1 pint vanilla ice cream |

Directions: Preheat oven to 350 degrees. In a sauté pan over medium heat melt butter then add sliced and peeled apples. Sauté for 4 minutes stirring to brown apples on all sides. Add brown sugar and cinnamon, continue cooking and stirring until apples are tender to the bite. Strain caramel apple syrup from apples, reserve the syrup and apples and allow to cool.

Cut puff pastry into perfect squares and allow to thaw at room temperature. Once the pastry is thawed, place each square on a parchment lined baking sheet. Divide the apples into six equal portions in the center of each puff pastry square. Fold each of the four corners to the center of the square covering the apples but not overlapping. Now fold each corner back to the edge of the pastry, exposing a part of the apple filling.

In a small bowl, stir the egg yolk and melted butter to combine. Brush the surface of the puff pastry with the egg mixture. Place in oven and bake until pastry is golden brown and cooked through. Place each little pie on a heated plate and garnish with reserved apple caramel syrup and toasted almonds. Serve with ice cream.



ALWAYS READY

The United States Coast Guard and Royal Canadian Mounted Police work together to make boating in the Pacific Northwest possible, from saving lives to enforcing laws.



BY **RICHARD WALKER**



To understand what members of the U.S. Coast Guard (USCG) are made of, we must start with the story of Signaller 1st Class Douglas Albert Munro of Cle Elum, Washington. The date: September 27, 1942. The place: Guadalcanal, Solomon Islands. Nearly 500 Marines are trapped by enemy Japanese forces at Point Cruz. Munro, as the petty officer in

charge, leads a group of 24 Higgins boats in the evacuation of the Marines.

Munro leads five of his small craft toward the shore, then signals the others to land. The boats are strafed by enemy machine guns. To draw the enemy's fire and protect the boats loaded with evacuees, Munro places his craft with its two small guns as a shield between the beachhead and enemy forces.



Coast Guardsman is an individual who is capable—and expected—to make a difference.”

And indeed they do. As you read this, USCG personnel in the Pacific Northwest and beyond are clearing navigable paths in icy Arctic waters, enforcing laws related to fisheries and environmental protection, maintaining aids to navigation, performing search-and-rescues, intercepting drug smugglers, patrolling our ocean and inland coasts, and participating in defense missions abroad.

Other than the Coast Guard’s evacuation of Marines at Guadalcanal, few stories exemplify the risks the Coast Guard will take to save lives more than the February 18, 1952 rescue of 32 crew members on a tanker that broke in two in a nor’easter off Cape Cod, Massachusetts. Motor Lifeboat CG 36500’s Boatswain’s Mate 1st Class Bernard Webber negotiated a treacherous shoal and a powerful storm, which shattered the lifeboat’s windshield and tore its compass from its mounts. He reached the stricken ship’s stern and, carefully timing the sea swells, motored the lifeboat back and forth with the waves while the ship’s crew lowered themselves down the side with a Jacob’s ladder. The rescue has been cited as one of the greatest in the history of the USCG and was the subject of a movie, *The Finest Hours*, starring Chris Pine.

THE PACIFIC NORTHWEST

The Coast Guard’s presence in the Pacific Northwest is both historic and strategically important. USCG Air Station Port Angeles was commissioned on June 1, 1935,

Left: Instructors, crew, and students of a Coast Guard National Motor Lifeboat School class train for heavy weather boat operations in the harsh environment of Cape Disappointment in Oregon. **Below:** Douglas A. Munro Covers the Withdrawal of the 7th Marines at Guadalcanal as painted by artist Bernard D’Andrea for the Coast Guard Bicentennial Celebration.

The evacuation was nearly completed when Munro was mortally wounded by enemy bullets. As he died, he sought confirmation that all of the Marines had been evacuated. His last words, according to a shipmate, “Did they get off?”

President Franklin D. Roosevelt presented the Medal of Honor to the signalman’s parents on May 24, 1943 in a White House ceremony. To this date, Munro is

the only member of the USCG to receive the Medal of Honor.

Munro was “a true shipmate in every sense of the word,” USCG Commandant Admiral Bob Papp wrote on September 27, 2012 in *All Hands*, the Coast Guard’s official blog. “Munro’s selfless service fully embodies the Coast Guard ethos. Because while we work together as a team to accomplish our mission, each





Left: Crewmembers aboard the 52' Motor Life Boat *Intrepid* from Coast Guard Station Coos Bay conduct rescue basket hoist training with an MH-65 Dolphin helicopter crew from Sector North Bend, Oregon. (Photo: Petty Officer 3rd Class Trevor Lilburn). **Top, Right:** Containment booms surround an oil spill in Portage Bay, Seattle, in a Coast Guard cleanup operation. **Bottom, Right:** Ribbon cutting day at the renovated facilities at Coast Guard Station Port Angeles.

the first permanent Coast Guard air station on the Pacific Coast. The Coast Guard's presence in Port Angeles dates to Aug. 1, 1862, with the arrival of the *Shubrick*, the first cutter to be homeported on the Olympic Peninsula.

Coast Guard Station Cape Disappointment is the oldest search-and-rescue station in the 13th Coast Guard District and is home to the Coast Guard's National Motor Lifeboat School. The station's area of responsibility stretches from Ocean Park on the Washington coast to Tillamook Head on the Oregon coast. The station has nine search and rescue boats, including a 52' motor lifeboat, two 47' motor lifeboats, and two 29' response boats. The 52' and 47' vessels are designed for operations in heavy surf conditions and can re-right themselves if rolled over by breaking swells.

The USCGC *Healy*, homeported in Seattle, is the Coast Guard's largest vessel and the U.S.'s largest and most technologically advanced icebreaker.

"We're often associated with search and rescue, but we have a lot of missions," said Lt. (j.g.) Kelsey Smith, a rescue-helicopter pilot stationed at USCG Air Station Port Angeles. "Most people don't realize the extent of what we do."

Smith, a 2015 Coast Guard Academy graduate, was on his first day on the job at Port Angeles when the report came in. A small boat overturned off Vashon Island and two people were in the water. It was a dark, cold January night. The water temperature was 47 degrees Fahrenheit, and the distance to the boat was 56 nautical miles. Within 30 minutes, Smith and his crew in their MH-65 Dolphin helicopter were on the scene.

Personnel from USCG Station Seattle had retrieved one boater; Smith and his crew located the other. The Dolphin helicopter hovered at 30' to 40', a swimmer was lowered by cable to the water and other the boater was retrieved. Unfortunately, one boater died from hypothermia, but one life was saved.

"This area, you get the best and the worst in weather conditions," Smith said. "Especially in the winter—low ceiling, freezing temperatures, fog. But we go out when no one else can go. If someone's life is on the line, we can take more risks."

That ability and willingness to take risks is due in equal measure to well-maintained equipment, training, courage, and the aforementioned USCG creed: "I serve the people of the United States. I will protect them. I will defend them. I will save them. I am their shield."

SIGNIFICANT ROLE ABROAD

The USCG is comprised of 40,992 active duty personnel, 7,000 reservists, and 8,577 full-time civilian employees, according to October 2018 statistics. The USCG is the world's 12th largest naval force, with 243 coastal and ocean-going patrol ships, tenders, tugs, and icebreakers; 1,650 smaller boats; and an aviation division consisting of 201 helicopters and fixed-wing aircraft.

"The [U.S.] Coast Guard does more than search and rescue," Shelley Kimball wrote in 2014 in *All Hands*. Her husband, Capt. Joe Kimball, is currently the Coast Guard's chief of aviation forces.

"Yes, we are incredibly proud of the search and rescue missions and the lives saved," Kimball wrote. USCG rescue personnel saved 3,443 lives in 2014 and 3,536 lives in 2015, according to a USCG report. "But we also want everyone to recognize the thousands and thousands of maritime inspections and boardings

HERO OF GUADALCANAL DOUGLAS A. MONRO

Signalman 1st Class Douglas A. Munro, USCG, posthumously received the Medal of Honor for his efforts to evacuate Marines on September 27, 1942 during the Battle of Guadalcanal. Munro was killed in action. President Franklin D. Roosevelt presented the Medal of Honor to the petty officer's family in May 1943 at the White House, and over the ensuing years, three vessels were named in his honor: CGC *Munro* (WHEC-724), CGC *Munro* (WMSL-755), and USS *Douglas A. Munro* (DE-422).





Above, Left to Right: Crew of Coast Guard Cutter *Alex Haley* run lines to the fishing vessel *Sea Trader* during a drill near Unalaska, Alaska; A Coast Guard HC-130 Hercules at rest in Kodiak, Alaska. HC-130s are used to conduct search and rescue operations, fisheries law enforcement patrols and logistics support (Photo: Petty Officer 1st Class Sara Mooers); Coast Guard officers conduct patrols on Lake Washington during SeaFair 2018 in Seattle (Photo: Petty Officer 2nd Class Ali Flockerzi).

Coasties conducted to keep our waters safe. Add to that the drug interdictions – more than 166,000 pounds (75.219 metric tons) of cocaine was removed in 2012.” The amount of cocaine seized has increased significantly over the ensuing years to 223.8 metric tons in 2017, according to an independent performance audit.

SHARED AUTHORITY

The USCG is extending protection beyond the borders in partnership with the Royal Canadian Mounted Police (RCMP).

In Shiprider, known formally as Integrated Cross-border Maritime Law Enforcement Operations, USCG and RCMP vessels near the maritime boundary are crewed by specially trained personnel from each country who are authorized to enforce the law on both sides of the international boundary line.

Shiprider officers say the program provides an efficient means of securing both sides of the northern border without violating the sovereignty of either nation. “U.S. Coast Guard boarding officers are designated under the RCMP Act as supernumerary special constables, and RCMP officers are designated under U.S. Customs authority as officers working with the U.S. Coast Guard,” USCG Ensign Mark Magrano said in a video about Shiprider.

“So now we share authority and jurisdiction on both sides of the border—working under the RCMP’s lead if we’re in Canadian waters, and under the U.S. Coast Guard’s lead if we’re in United States waters.”

Since the Shiprider agreement was adopted in 2016 by the USCG and the 13th Coast Guard District (similar agreements exist between Canada and other USCG districts), officers from both nations have patrolled the Salish Sea boundary together, seizing smuggled drugs, stopping people entering either nation illegally,

citing or arresting impaired boaters, and enforcing each nation’s environmental and fisheries laws.

In July 2018, Shiprider officers arrested a British Columbia man after 90 illegally caught crabs were found in coolers aboard his vessel. He was also found to be intoxicated.

“If we look at the coastline we’re working here [in the Salish Sea], criminals are not bound by the line in the water that we call the border,” Sgt. Jock Wadley of the RCMP Border Integrity Program said in a video about Shiprider.

“They can run the border at will, they can use the border to hide behind, whereas we as law enforcement agencies for each country are required to stop at the border. Without the Shiprider program, that’s what we would have to do — in effect, once someone crosses the border, we cease

our activity. With the Shiprider program, we can follow it to its conclusion.”

FAMILY AND PURPOSE

USCG officers and enlisted personnel are bound in purpose to the nation they serve, and to each other. The ranks of the USCG is about the same size as the New York Police Department, so when one Coast Guard member suffers, “it’s felt throughout the entire service,” Lt. Smith said. “We’re known for taking care of our people. Everyone knows everyone.”

When my USCG father died in 1997, his ashes were spread at sea in a time-honored ceremony from a USCG cutter off the shoreline of Alameda, California. Dick Walker had entered the USCG there in 1951 at the age of 16 and served for a little more than two years. When his buddies were graduating from high school, he

Below: A U.S. Coast Guard MH-65 Dolphin helicopter lowers an officer to Canadian Coast Guard Ship *Cape Naden*, a 47’ motor lifeboat from Sidney, British Columbia, during a training exercise in Moresby Passage in 2014 (Photo: USCG Petty Officer 3rd Class Katelyn Shearer).





Left: Coast Guard 13th District Rear Admiral David Throop (commander) and Master Chief Petty Officer Sean McPhilamy (outgoing command master chief) converse as McPhilamy is presented an award during a Change-of-Watch ceremony held in Seattle.

Continued from Page 65

was an honorably discharged veteran with North Atlantic service under his belt and a National Defense Medal on his record.

Many served longer than he did. But 43 years later, the USCG still remembered him as a member of the family. Photographs of the ceremony showed enlisted personnel at attention, saluting, as his ashes were returned to the ocean he loved. A letter recounting the ceremony, written by the cutter's commanding officer, referred to him as "Our brother."

USCG communities are a big part of the support network too. "Not all military support programs include the Coast Guard ... We are part of the Department of Homeland Security [and] some of the family support programs are only for the branches under the Department of Defense, so we get left out of those. (It's a budget issue, not a preferential one)," Kimball blogged.

"We rely on, and we appreciate, community programs that support the Coast Guard. Our bases are smaller, and therefore we don't necessarily have commissaries and exchanges like other services." She wrote that a USCG member told her, "For communities to have programs in place for military members and their dependents, it's really needed and appreciated."

The Coast Guard Foundation, a non-profit committed to the education and well-being of USCG personnel and their families, announced November 5 it has disbursed \$220,000 to assist Coast Guard families affected by hurricanes Florence and Michael. The Coast Guard Foundation has helped more than 80 families to date with temporary living expenses, household goods and appliances, insurance deductibles, and home repairs. The foundation raised \$1 million in 2017 to assist Coast Guard families affected by hurricanes in Texas, Florida and Puerto Rico, and by wildfires and mudslides in California.

"The men and women of the [U.S.] Coast Guard are unique in government agencies in that they are not only called upon to help those in need in times of devastation, but their families may also be among those affected by natural disasters," foundation president Susan Ludwig said in an announcement of the assistance in the wake of Florence and Michael.

"We can think of no better way to help these dedicated professionals focus on the task at hand than by assisting their families at home." After you set this magazine down, the USCG story will continue. A USCG lifeboat out of Cape Disappointment will be negotiating rough seas to get to someone in need. A USCG helicopter will race out to a ship at sea to airlift someone in medical distress. A USCG rescue diver will rappel into frigid waters to save someone's life.

Smith, the MH-65 Dolphin co-pilot, said all hands try to live up to the Coast Guard

ethos as exemplified by legends like Cle Elum's Munro.

"You're in the wrong business if you put yourself first," Smith said. "There's a reason we do this. When you get to pull someone out of the water, there's no better feeling you can get than that."

He added, "We love what we do." **NWY**

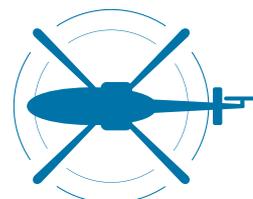


Richard Walker is a Navy veteran, merchant mariner and independent journalist living in Anacortes, Washington.

BY THE NUMBERS 13TH COAST GUARD DISTRICT

The 13th Coast Guard District's 2018 statistics, as of November 5, according to Petty Officer Amanda Norcross of the district's public affairs office:

2,156
RESPONSE CASES



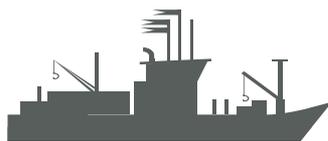
3,368 RECREATIONAL VESSEL SAFETY BOARDINGS



79.8%
OF LIVES SAVED

6,068 AIRCRAFT HOURS

24,463.5 BOAT HOURS



FOREIGN VESSEL DETENTIONS (FOR SAFETY RELATED REASONS): 7



OIL SPILL RESPONSES (100 GALLONS +): 2



COLLISIONS/GROUNDINGS (+ALLISION): 14



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Inspiration often strikes the Pacific Northwest boater in December with the promise of a new year upon us. Aspirations such as “This is the year I’ll make it up to the Gulf Islands” are said aloud with conviction, and we know that this year (finally), we’re going to do it. To accomplish such goals, you might want to consider a charter company that can help transform these dreams into a boat load of exciting memories. Fortunately, the great Pacific Northwest is home to many

quality charter companies aimed at boaters who want to take on this area’s world-class waterways. Most companies in our annual charter guide have been around for years and boast glowing references from many happy clients. But as with any extensive adventure, research is a must!

Charter companies can vastly differ when it comes to their available services, price range, and target customer: hired crew vs bareboat, sail vs power, accredited instruction vs none, fishing gear vs none,

generous cancellation policies vs strict. Our advice to you is to envision your dream charter, list must-have vs can-do-without items, and make your epic cruise adventure a reality.

We offer the 2018 iteration of our *Northwest Yachting Charter Guide* as one source for your research endeavor. Although we do our best, there are probably a few outfits that escaped our notice. In the interest of constant improvement, we encourage readers to submit their local knowledge for



WAY

R I N G G U I D E

next year's edition via email to editorial@nwyachting.com. It's also important to note that the plethora of Oregon- and Alaska-based charter companies are certainly worth a look even though they're absent from this guide. Not included in this guide are sight-seeing/scheduled tours, day-trip fishing charters, and venue charters, of which there are many excellent outfits in the Pacific Northwest.

COMPILED BY **NWY STAFF**

BAINBRIDGE ISL

EDMONDS

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1

4

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5

3

1 *Windworks Sailing & Powerboating*

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M/V Discovery, a crewed charter boat built in 1931, is based in Seattle September through April and in Alaska during the summer months. Available for charters in Seattle, the San Juans, and Alaska's Inside Passage, and the Canadian Inside Passage. Take a trip to Alaska watching whales and brown bears, or cruise in the San Juans and design your own itinerary. The yacht is a blend of classic design and modern comforts. Accommodations include six guest cabins and four large common areas; on board are two Boston Whaler skiffs, four kayaks, and plenty of fishing and crabbing gear. Available in the Seattle area from September 15 to May 1. Rates are \$600 an hour (3-hour minimum) or \$4,000 a day for six guests on extended cruises. A 50 percent deposit is required at the time of booking with the balance due 14 days prior to your cruise date for day cruises, and a 25 percent deposit is required at the time of booking with the balance due 30 days prior to departure for extended cruises.

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⑤ Ledger Marina Charters

Crewed sailboat and powerboat charters, plus bareboat powerboat charters are offered from Puget Sound to Southeast Alaska. The fleet boasts powerboats ranging 26' to 72' in length and vessels up to 180'. Crewed sailboats range from 60' to 127'. Special services are available on all vessels upon request.

Prime season (July 13–September 7) weekly rates are \$1,200 to \$14,000 for power. Midseason rates (June 1–July 12 September 8–28) are 15 percent less. Low season (before June 1 and after September 28) is discounted 30 percent. The reservation deposit is 33–50 percent of the charter rate, due at the time of the booking. The balance of funds is due 60 days prior to the charter.

Web: ledgermarinecharters.com
Phone: (206) 283-6160
Email: ledgercharters@gmail.com

⑥ Anacortes Yacht Charters

Bareboat and crewed yacht charters offered with approximately 75 power and sail boats in the fleet, ranging from 27' to 70'. Special services include meal provisioning, outboard rentals, fishing gear, and kayaks. ASA certification and introduction and advanced power courses are available, as well as skippers for hire.

Web: ayc.com
Phone: (800) 233-3004 / (360) 293-4555
Email: info@ayc.com

⑦ Chariot Adventures

Combine six days and nights of adventure in the San Juans while learning to sail with Cruise-N-Learn, and earn three levels of ASA certifications in the process. Passing the skills and knowledge tests at each level, along with additional practice, will get you certified to charter a boat and feel confident skippering. The curriculum is taught on *Chariot*, a restored classic Annapolis 44. The skipper, Captain Cathy Franklin, enjoys working with couples and small groups. Fine food included. Now taking reservations for spring and summer.

Web: chariotadventures.com
Phone: (360) 961-6657
Email: chariotadventures@gmail.com

⑧ Emerald Isle Sailing Charters

Adventure aboard a 54' sailing yacht, the custom *S/V Nawalak* pilothouse ketch. Planned trips and custom cruises are available April through October. Meals are provided by a gourmet chef, and the captain leads wildlife and naturalist tours. Pricing details available online.

Web: emeraldislesailing.com
Phone: (360) 376-3472
Email: charters@emeraldislesailing.com

⑨ NW Explorations

The fleet is made up of luxury diesel trawlers (Grand Banks, Kadey-Krogen, Sabre, and DeFever) ranging from 38' to 58' in length. Bareboat charters are offered throughout the Pacific Northwest and Southeast Alaska. Mother Goose Flotillas include a USCG captain, marine technician, and an onboard naturalist on the lead vessel. The flotillas cruise Alaska (via the Inside Passage), Desolation Sound, the San Juan Islands, and the Canadian Gulf Islands.

Special services included in the rate: linens, fully outfitted galley, RIB dinghy with outboard, crab pots, and cleaning upon return. High season rates are \$5,500 to \$12,400, low season 25 percent less. Multi-week discounts are available. The reservation deposit is 40 percent of the charter rate, with the balance due 120 days prior to departure.

Web: nwexplorations.com
Phone: (360) 676-1248 / (800) 826-1430
Email: charter@nwexplorations.com

⑩ Crown Yacht Charters

Bareboat and crewed charters offered with a fleet of 32' to 100' powerboats. Dinghy with outboard, BBQ, linens, and towels for up to four guests, pre-charter briefing on boat systems and operation, assistance with itinerary planning, and cleaning after completion of charter is included. Numerous courses and instructional classes are available to hone boat maneuvering and navigational skills. Car parking is available near the marina. Prime season (June 21 to September 8), midseason (May 17–June 20 / September 9–29), and low season (January 1–May 16 / September 30–December 31) have different rates. Modest additional charges are added for liability insurance and vessel hull insurance, with reductions in deductible amounts. Early booking and payment receive a 5 percent discount, as do repeat customers. Ten or more nights are 5 percent off.

Web: crownyachtcharters.com
Phone: (360) 293-9533 / (800) 426-2313
Email: info@crownyachtcharters.com

⑪ Ship Harbor Yacht Charters

Power yachts ranging from a 29' tugboat to a Nordlund 65' motoryacht, and sailboats ranging from a 30' Catalina to a 50' Beneteau are available. Special services such as sleep aboards, provisioning, and instruction are available. Free linen packages, planning maps, and outboard engines are offered. Luxury crewed yachts also available. Rates vary according to season. Off-season rates are \$1,367 to \$7,641 per week, while prime season rates are \$1,785 to \$9,980 per week. Four-day, three-night charters are the minimum length. Multi-week charters have a 10 percent discount. The reservation deposit is 30 percent, and the balance is due 60 days prior to the charter.

Web: shipharboryachts.com
Phone: (360) 299-9193 / (877) 772-6582
Email: info@shipharbor.net

⑫ San Juan Sailing & Yachting

Bareboat and skippered charters offered on powerboats 29' to 57' in length, sail monohulls 33' to 45', and sail catamarans 34' to 41'. Special services include complimentary linens and towels, and guided flotilla options. Provisioning and crewed charters are available. Full-service powerboat training and weekend/week-long liveaboard sail courses are also available. Peak season (June 22 to August 30) rates are \$3,200 to \$7,975 and the second consecutive week of a charter is discounted 10 percent. The option of daily damage waiver or refundable damage deposit is offered. Liability insurance is \$140 per week. The reservation deposit is 30 percent, and cancellations are required 60 days prior to departure.

Web: sanjuanyachting.com
Phone: (360) 671-8089 / (800) 670-8089
Email: charter@sanjuanyachting.com

⑬ Lady of the Sea Charters

The 74' *M/V Lady of the Sea* is a classic motor yacht crewed by captain and first mate Jack and Kerstin Decook who are also the owners of Lady of the Sea Adventures LLC. Those who charter *M/V Lady of the Sea* will cruise the Salish Sea and surrounding waters, exploring the secluded anchorages of our local waters. Comes with water toys and a tender that can handle the entire crew for shore excursions. Spring special rates start at \$995 per person for a three-day double occupancy charter. It's \$2,985 for a six-person all-inclusive trip. Call to discuss additional options.

Web: ladyoftheseaadventures.com
Phone: (360) 319-7119 / (360) 961-1535
Email: charter@sanjuanyachting.com

⑭ Bellhaven Yacht Sales and Charters

Sail and power boats with bareboat and skippered charters options. Vessels are 25' to 60', including Grady White (day charters available), Ocean Alexander, Bayliner, Meridian, Hunter, and Silverton. Watch the website for new additions, special offers, and discounts. Power boat instruction for novices or "rusty skippers" offered as a separate course or with a skipper while on a charter. Prime season charter rates are \$1,975 to \$8,400 per week. Off-season rates are discounted 20 percent. Discounts are available for multiple weeks, multiple boat charters, and returning customers. Insurance by refundable damage deposits. Reservation deposit is 30 percent, with balance due 60 days prior to departure. Additionally, they are looking for boats to join their fleet at the time of this writing.

Web: bellhaven.net
Phone: (360) 733-6636 / (877) 310-9471
Email: bellhaven@bellhaven.net

⑧

ORCAS ISLAND



GO YOUR OWN WAY

2018 NORTHWEST YACHTING CHARTERING GUIDE

BLAINE



BELLINGHAM

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WING YOUR OWN WAY

Kenmore Air

Looking to meet up with a charter or reach a remote location quickly? Kenmore Air, a floatplane chartering company, is often utilized by boaters and those interested in exploring the Pacific Northwest's waterways from the air. The company offers a variety of packages and services to and from Seattle, the San Juan Islands, Victoria, and the remote locations of B.C.'s Inside Passage. Whether you are planning a rendezvous with a boating charter underway, just need to get somewhere quickly, or want to soak up the sights, Kenmore Air can probably help. Check out kenmoreair.com for more details.



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ANACORTES

LA CONNER

Below, Left to Right: Cooper Boating's Vancouver, B.C. office; A glorious day on the water with Emerald Isle Sailing Charters; One of Northwest Explorations' iconic flotillas; The motoryacht *Jamal* of Jamal Charters in all her glory.



GO YOUR OWN WAY

2018 NORTHWEST YACHTING CHARTERING GUIDE

15 Desolation Sound Yacht Charters

Bareboat or skippered powerboats from 34' to 54' and sailboats from 31' to 49' offered. All charters are fully serviced except for food (provisioning available). Courses in sail and power yacht handling with international certifications are available. Prime season (June 15 to September 15) rates for power are \$3,500 to \$6,200. Sail is \$3,600 to \$5,500. Off-season powerboat rates are \$3,400 to \$5,700, sailboats are \$3,300 to \$5,000. The damage deposit is \$2,000 to \$5,000, while insurance is \$30 to \$45 per day. The reservation deposit is 25 percent plus applicable taxes, balance due 60 days prior to departure. Cancellation policy is 90 days prior to departure with a \$300 service fee. If within 60-90 days, the cost of cancellation is 25 percent of the total charter fee.

Web: desolationsoundyachtcharters.com
Phone: (250) 339-7222 / (877) 647-3815
Email: charter@desolationsoundyachtcharters.com

16 Nanaimo Yacht Charters and Sailing School

The Nanaimo Yacht Charters management has been in the charter business for over 40 years, having run charter operations in Brazil, the Caribbean, Greece, Vancouver, and now in Nanaimo on Vancouver Island – their favorite charter destination. They manage a fleet of 25 boats both sail and power ranging from 27' to 60'. Nanaimo is the perfect spot for starting a charter. It's located at the head of the Gulf Islands, close to the Sunshine Coast and the world-renowned Princess Louisa National Park. Another day's sail from here puts you in the heart of Desolation Sound. Nanaimo Yacht Charters is also an accredited sailing school.

Web: nanaimoyachtcharters.com
Phone: (250) 754-8601 / 877-754-8601
Email: info@nanaimoyachtcharters.com

17 Island Cruising

Monohull and catamaran sailboats and power yachts from 30' to 50', all in pristine condition. Ownership options are available in the fleet. A Leopard catamaran as well as Beneteau and Jeanneau monohulls are some of the makes available. Offering bareboat to competent sailors or skippered yachts that include ASA-trained professionals. Additional charter options from Comox, B.C.

Web: islandcruising.com and coastlinemarine.ca
Phone: (250) 656-7070
Email: info@islandcruising.com

18 Paradise Yacht Charters

Bareboat charters out of Vancouver, B.C. Powerboat fleet ranges from a 21' Sea Runner 210 to a 76' McQueen 76. Rates range from \$900 CAD a day to \$6,000 CAD a day during peak season (July through August) and \$800 CAD a day to \$5,000 CAD a day during off season. The fleet also includes a 2012 Bayliner 255, 2008 Princess 50, and a 2016 Sea Ray L650. Charter options range from one to 22 days.

Web: paradisearcharters.ca
Phone: (604) 428-6978
Email: info@paradisearcharters.ca

19 Cooper Boating

Bareboat and skippered sailboats and powerboats are available ranging in size from 30' to 62' from a fleet of over 40 vessels. Flotillas, offshore training, and circumnavigation of Vancouver Island are options. Professional instruction is offered as a special service. There are three operation bases to choose from: Vancouver and Sidney for Gulf Islands cruises and Powell River for Desolation Sound trips. Spring season (April to June), peak season (July to August), late summer season (September), and off season (October to March) rates vary. Damage deposits are \$1,000 to \$10,000. Reservation deposits are 30 percent of the balance, due 60-90 days prior to departure.

Web: cooperboating.com
Phone: (604) 683-6837 / (888) 999-6419
Email: crew@cooperboating.com

20 Ocean Adventures

Crewed charter service specializing in wildlife tours, but custom tours also available. Luxury accommodations and dining offered aboard 54' motoryacht, *Great Bear II*. Space for eight passengers on day trips and five to six for overnight trips. Take multi-day bear tours, 11-day tours of Southeast Alaska, and trips to Haida Gwaii to explore the Haida Heritage Site. Small group sizes provide a closer experience with nature and less impact on the environment. You can also design your own trip, emphasizing local locations of your choice. Fifty percent of the trip cost is required for deposit on custom trips. The balance owing is due 90 days prior to the start of the trip.

Web: oceanadventures.bc.ca
Phone: (604) 812-9453 / (604) 812-9453
Email: info@oceanadventures.bc.ca

Glossary of Terms:

ASA: American Sailing Association

Bareboat: A charter that does not include hired crew. These charters usually have fewer or no amenities (ex. linens, meals, etc.), the purpose is to provide the client with a seaworthy vessel; nothing more and nothing less.

IPSA: International Sail & Power Association

IYT: International Yacht Training Worldwide

USCG: United States Coast Guard

21 Aquatic Venture

A chartering service based in Vancouver, B.C., on Granville Island, offering crewed and bareboat charters. Fleet includes the 40' *Marquis Mimi*, which seats 10 passengers, and the recently refurbished *Anglers Dream II*, a 42' convertible fully stocked with fishing gear and bait, and a 25hp-Yamaha thruster for trolling salmon. Take the *Mar Y Arena* out with a group of four for a day on the water, or charter the 65' *Desert Mariner*, which comfortably sleeps eight, for a week. Aquatic Venture also provides fishing and whale-watching charters.

Web: fishingchartervancouver.com
Phone: (778) 882-3474 / (866) 742-3474
Email: info@fishingchartervancouver.com

22 Northwest Coastal Charters

Bareboat power yacht and sailboat charters offered with a fleet of 27' to 65' powerboats and 40' to 42' sailboats. Cruise the British Columbia waters on three- to ten-day charters through Howe Sound, the Gulf Islands, or the Sunshine Coast, or create your own custom itinerary based on preferred charter vessel. Rates vary per vessel and length of charter. A booking deposit of one-third the overall price is due 60 days prior to the start of your charter. Some boats allow pets with an added cleaning fee. If you are unable to fulfill the dates you've booked, choose to rain check and reschedule for a different date (subject to availability). Otherwise, cancellations should be made 90 days in advance to receive a full refund minus an administration fee.

Web: northwestcoastalcharters.com
Phone: (604) 283-2330
Email: northwestcoastalcharters@gmail.com

COMOX

15

PORT ALBERNI



Above, Left to Right: The historic and charismatic M/V *Discovery* in her element on calm seas; *Prairie Wind* of Northwest Coastal Charters under sail; One of Northwest Explorations' classic Grand Banks at anchor on a beautiful summer day in the B.C. wilderness.

TEXADA ISL.

SQUAMISH

VANCOUVER

NANAIMO

SALT SPRING ISL.

SIDNEY

VICTORIA

PORT RENFREW

23 *Big Blue Yacht Charters*

Vancouver-based, luxury crewed yacht charters. Big Blue Yachts operates throughout the West Coast in addition to other popular destinations around the world, including—but not limited to—the South Pacific and the Mediterranean. Work with the Big Blue staff to design your unique trip. Each charter is priced by the week and vary per boat and according to season.

Web: bigblueyachtcharters.com
 Phone: (778) 928-4941
 Email: emma@bigblueyachtcharters.com

24 *Spirit Yacht Charters*

A luxury crewed charter out of Vancouver, the *Spirit of 2010* is a 120' mega-yacht that can be chartered for several hours, days, or weeks. Up to 100 passengers for a daytime sail with sleeping arrangements for 10 to 12. Charters are available for Cabo San Lucas, Mexico, Alaska, the San Juans, Haida Gwaii, and others. The six-person crew includes a private chef and steward. Amenities include wireless internet, 12 LED TV's, a 900-gallon hot tub, and jet skis. The weekly charter rate is \$100,000, although, trips as short as four hours are possible. Price includes all crew, but food, fuel, and tax are additional.

Web: spiryachtcharters.com
 Phone: (877) 832-3518 / (604) 562-4164
 Email: info@spiryachtcharters.com

25 *Oriana Yacht Charters / Sager Charters*

Charters on the 96' Burger superyacht *Oriana* travel through British Columbia's Inside Passage and include Desolation Sound, Broughton Archipelago, Great Bear Rainforest, and Haida Gwaii destinations. She features four guest staterooms and accommodates up to five crew members with Wi-Fi, surround-sound stereo and seven TVs. Their onboard chef will cater to your food preferences. Paddle board, snorkeling equipment, fishing gear, a 15' inflatable Zodiac tender, and two 50cc Yamaha BWS scooters are available for use. After adventuring, return to your luxury en suite complete with a vanity and king-sized bed. Contact *Oriana* Yacht Charters/Sager Charters for details.

Web: sagercharters.com
 Phone: (604) 913-9888
 Email: mark@sagerllp.com



Northwest Yachting's Annual Holiday

GADGETS ❄️ ELECTRONICS ❄️ APPAREL ❄️ FISHING ❄️ BOOKS ❄️ STOCKING STUFFERS ❄️ ME

We carry on with our annual tradition of helping you out with a collection of hot new nautical gift ideas!

BY NORTHWEST YACHTING STAFF



According to the Andy Williams' lyrics on the radio, it's the most wonderful time of the year! Colorful lights decorate masts and rigging, seasonal scents of pine, cinnamon, and warm apple pie all tingle our noses at get-togethers, and carols permeate the air.

The holiday season has arrived, and with it, the pressure of finding the perfect gift for your loved ones. Luckily, we've prepared

our annual collection of boating-related presents to help you out.

If your last-minute tendencies got the best of you yet again, take a gander at this curated collection of seaworthy deals. Browse everything from handmade nautical jewelry, space-saving galley gadgets, top-notch electronics, and even tasty treats that your pup is sure to drool over. Some items are handpicked straight from the sands of our Pacific Northwest beaches,



Gift Guide

MECHANICAL ❄️ PETS & MORE

others are designed to withstand the tests of nature as you brave the west side of Vancouver Island. We have more gift ideas than ever this year to fill every stocking.

No matter the occasion, this is a time for celebration and reflection, happiness and joy, and most importantly, spending time with those you love. All of us here at Northwest Yachting wish you all a magical holiday season and smooth shopping spree. Cheers!



Gadgets

1 CHIYODA SINGLE WATCH WINDER

Never miss another tidal window with the help of the CHIYODA Double Watch Winder. This dual watch winder gives your Rolex, Omega, Pongines, Piaget, Tissot—you name it—the proper TPDs (turns per day) required to keep them accurate when not worn. Complete with environment-friendly wood box, a glossy painting, velvet internal cloth, acrylic organic glass window, and even a golden key, this winder is sleek, shiny, and useful. Find it on amazon.com for \$89.99.



2 ROLEX YACHT-MASTER 40 & OYSTER PERPETUAL 31

Rolex has been part of the sailing world since the 1950's with their Submariner watch. Since then they've continued to release men's and women's watches perfect for both black-tie events and days on the water. The Oyster Perpetual 31 (left) is made with Oystersteel technology and is waterproof up to 330'. This Rolex model geared toward the ladies is robust, comfortable, and reliable.



The Rolex Yacht-Master 40 (right) is a regatta chronograph designed with yacht racing in mind. The calibre 3135 self-winding mechanical movement is a certified Swiss chronometer, and the bidirectional 60-minute bezel allows the wearer to calculate time down to the second, perfect for measuring sailing time between two buoys. Find the Yacht-Master 40 (prices vary) and the Oyster Perpetual 31 (\$5,000) at local jeweler Alvin Goldfarb on agjeweler.com or call (425) 454-9393.



3 LEATHERMAN SKELETOOL

A lightweight, compact multi-tool ideal for carrying in a pocket, the Skeletool from Leatherman weighs in at just 5 ounces and has seven tools folded into its body. The Skeletool is made of stainless steel and comes with a 25-year guarantee from Leatherman. The tool is available in plain stainless steel, blue, green, and coyote tan. If you're looking for a small, convenient multi-tool for your everyday projects, check out the Leatherman Skeletool at leatherman.com for \$60.



4 AXISGO

The AxisGO™ is designed to protect your iPhone from anything the world throws at you, even underwater exploration. Take it along on a snorkel or dive up to 33' deep to capture stunning imagery with the phone's camera app. The touch screen even retains 100 percent of its sensitivity while underwater and your phone stays as dry as the Sahara Desert while submerged. It's constructed from polycarbonate and aluminum materials to help with impact resistance, UV stability, stiffness, and strength. Visit aquatech.net to learn more or purchase one for \$199.





Around the Galley

5 NAUTICAL WHALE SALT AND PEPPER SHAKER SET

Whale, whale, whale, what do we have here? This adorable whale salt and pepper shaker set would add waves of cuteness to any nautical setting. Double them up as décor on the dinner table or find a cute spot for them in the galley to trend up your boring-looking spice shelf. Purchase them on amazon.com from just \$8.74.



6 PRESTIGE DECANTERS

No salon is complete without a collection of favorite liquors to enjoy after a day on the water. You could store your drinks in their bottles, but why not pour drinks out of a piece of fine art. These conversation-starting pieces from Prestige Decanters are individually made and hand-blown by experienced craftsmen.



All decanters are made with stainless-steel spigots and solid oak bases. The spigots are leakproof, and the ground glass stopper ensures your liquor is safe from air borne impurities. If that weren't enough, Prestige has pledged to plant one tree for every decanter sold. Prestige Decanters start at \$120, take a look at the selection on prestigedecanters.com.

7 AEROPRESS COFFEE MAKER

No acidity, no bitterness, no fuss. The Aeropress Coffee Maker is simple and easy to use, and brews one to three cups of American-style or espresso coffee in about a minute with very little cleanup— a perfect cruising companion. Pick on up at aeropressinc.com for \$34.99.



8 NAVIGATOR WHISKEY SET

We all have that friend who drinks whiskey straight out of the bottle. Sure, it works, but this European mouth-blown, lead-free crystal decanter holds 28 ounces of your favorite aqua vitae and comes with four 14-ounce double old-fashioned glasses.



Just imagine how sweet that would look in your vessel's salon. Pull off the crystal stopper, give yourself a generous pour, and sip from a glass that resembles the life you know and love—the boater's life. You can find them online at nauticalluxuries.com for \$64.

9 MARINER CHEESE BOARD



The cheesier the party, the better, right? Okay, so not always, but this Mariner Cheese Board adds the good kind of cheesiness to your nautical-themed event. Four cheese tools are secured around the helm-inspired board by magnets next to four stationary handles, completing the helm look. Each 1" by 9" round, rubberwood cutting board comes with one crumbly cheese knife, one cheese fork, one blunt-tipped cheese knife, and one pointed-tip cheese knife. Purchase yours at coastalgifts.com for \$35.

10 CHILL-O-MATIC BEVERAGE CHILLER



At this time of year, you're probably not too concerned about finding a cold drink, but hot weather will be back before you know it. The Chill-o-Matic can cool a 12-ounce can down to refrigerated levels in just 60 seconds. It works by rapidly spinning a can in a chamber filled

with ice cubes. The spinning means that the liquid in the center of the can is constantly being brought to the colder edges of the can, cooling it quickly. The Chill-o-Matic is lightweight and powered by two AA batteries, it is the perfect travel companion for picnics, boating, or vacation. Next summer, if you don't want to be caught with a warm drink, pick up a Chill-o-Matic drink chiller from oddtymall.com for \$25.

11 WINE PEARLS

"We're coming about!" yells the captain, so you set your glass of white wine in your cockpit drink holder to tend to the lines only to come back to a lukewarm version of your once-chilled wine. Instead of completely watering it down with an ice cube, throw in a couple of these wine pearls—they're visually appealing and useful! Their oval shape is designed for round-bottomed glasses. Keep these stainless-steel orbs in the freezer and plop one in every time your beverage needs a dose of the arctic. Visit uncommongoods.com to purchase a set for \$25.



12 WHISKEY-ENHANCED OAK HONEY TUMBLER

You're right, you don't need an Oak Honey Tumbler to drink whiskey, but that's one of the many reasons why this whiskey-enhancing, tasteful wooden cup makes a fantastic gift! Each tumbler is crafted from solid oak, lined with honey wax to help bring out the flavor (extra wax included) and features a wide base to let the aromas expand. This is a cup worthy of a top-notch beverage. Purchase yours from uncommongoods.com from \$14.



13 ANGRY MAMA

Add some sass to your cleaning supplies with the Angry Mama Microwave Cleaner. Let's be honest, cleaning your microwave is the worst, but by adding vinegar and water to our Angry Mama and microwaving for 7 minutes, the hot steam that comes out of Angry Mama's head releases dirt and stains that get caught in your microwave's hard-to-reach corners for easy cleaning. Pro-tip: Add lemon juice to your vinegar solution to add a fresh fragrance! Her arms stay cool so she's easy to remove post-cleaning. Pick up an Angry Mama on amazon.com from \$8.64. Colors and combo packs vary.

14 VINTURI WINE AERATOR

When happy hour hits and you're craving that glass of red wine, you can forget about adding the extra time to let it aerate. Who has the patience for that? Just place a glass under the aerator and pour wine through the aerator's opening. The wine is aerated as it flows through the Vinturi and into the glass; it increases the wine's velocity while simultaneously decreasing its pressure. The pressure draws in the correct amount of air, mixing with the wine for the right amount of time, and in the end, you'll be sipping on the tasty bouquet of enhanced flavors meant to be enjoyed in a glass of red wine. The aerator comes with a No-Drip Aerator Stand and a Filter Screen on vinturi.com for \$29.99.



15 TURQUOISE COASTAL KITCHEN TEA TOWELS

Bring the ocean to your galley with the help of these Turquoise Coastal Kitchen Tea Towels. The pack of three includes a starfish, jellyfish, and crab turquoise and green pattern with the option to personalize each tea towel with whatever you'd like. Throw on your favorite beach name, your gift receiver's name, a family name, you name it! The 100 percent cotton towels are hemmed on all four sides and include a hanging loop at one end. They're 26.5" x 17" and are available on etsy.com at Lemondaisy Design for \$16.

16 KAMOTO - PORTABLE OPENFIRE PIT

The Kamoto Portable Openfire Pit is an off-the-ground firepit that doubles as a camp stove and/or grill that you can take with you virtually anywhere. It's perfect for the outdoorsman on the go and never leaves a trace. It's built to last using stainless-steel and powder-coated steel that folds up nicely for easy carrying. The fire pit is complete with wind protection sides and a bottom air vent for effective combustion. When folded, the Openfire Pit measures 18.5" x 2.4" x 25.6" and weighs 15.4 pounds. Visit huckberry.com for more information or pick one up for the holidays for \$134.98.



17 STARFISH SERVING BOWL

This Floating Starfish Aluminum Serving Bowl is perfect for bringing a bit of the sea with you on any dry land celebration. These organically shaped bowls feature detailed starfish that seem to be floating on the 100 percent recycled aluminum surface, just as they would on the ocean floor. The bowls are eco- and user-friendly; the aluminum will retain its shine without any need for polishing. Choose between two sizes: large (17" x 12.5" x 2") or small (12.75" x 9" x 2.5"). Purchase from nauticalluxuries.com for \$175.

18 HARDWOOD ORGANICS COASTERS

Anyone else cringe when a sweating glass is set atop a wood table? You're not alone. The trick is to get unique and stylish coasters your guests want to use! These Hardwood Organics Coasters are original designs made by hand. The lightweight, intricate disks are laser cut from unsealed, unfinished basswood so they can absorb more moisture than the average wood coaster, taking on a natural stain of its own in the process. This set of six 3.9"-wide coasters includes two sets of three designs inspired by natural wood. \$35 from knackshops.com.

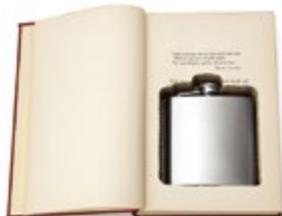




Stocking Stuffers

19 CUSTOMIZED BURGEE

A customized burgee could be a thoughtful and personalized gift for your seasalty friends this holiday season. North Flags has you covered with high quality yacht club burgees tailored to your preferences. Just upload a file of your desired artwork, request specific colors and fonts, and let the magic happen! They offer everything from battle, class, and officer flags to race code, regatta, power squadron, and even golf flags. If you need a flag, they'll make it. Visit northflags.com to start the creative process.



20 FLASK BOOK BOX

A great gag gift for the drinker with everything, the Flask Book Box is the ideal hiding spot for your drink of choice. Inspired by Prohibition-era stashes, these flask hiding spots are hand-made from real vintage library books. Open the cover to reveal the first pages of a novel or dictionary, then turn a few more pages to find the cut-out for the included flask. Because the Flask Book Boxes are made of real vintage books, size and condition of book can vary. If you'd like a respectable place to stash your booze, check out the Flask Book Box on uncommongoods.com for \$56.

21 SEA2SEE SUNGLASSES

Sea2See creates high-quality glasses and sunglasses out of recycled fishnet plastic. Their unisex designs offer 100 percent UV protection and feature Side Flex technology to reduce pressure points around the temple. Their Shine model flaunts the Havana Shiny frame with a colored lens. Check them out online at sea2see.org from \$99.99.



22 YACHT CUFFLINKS

Nothing says captain like a pair of sterling silver sailing cufflinks. Each cufflink measures 1.25" tall and features the most predominant visual qualities of any sailing vessel; the sails, mast, and hull are a given, but these little cuff companions even have the helm and rudder visible! Next time you're at a fancy nautical dinner or just want to strut around your home looking bougie and bold, sport the yacht cufflinks. Available at nauticalluxuries.com for \$195.

23 WHALES TRAVEL CUBES

These nautical-themed lightweight bags are a super convenient spot to store socks, underwear and other small items that could be lost in the depths of your duffel, suitcase, or purse. The largest bag measures 15" x 12", the medium is 11" x 9", and the small is 6" x 8". Visit rockflowerpaper.com to purchase your set of three for \$27.95.

24 SEA BAGS

Sea Bags draw from our nautical obsessions by converting sails into crafted bags and accessories. These particular anchor toiletry bags make finding travel products easy thanks to their red spinaker interior, and their flat bottom allows them to stand on any surface. Purchase on seabags.com from \$35.



25 BUBBLE EARRINGS

It's now possible to capture the essence of the sea and carry it with you in the form of stunning jewelry, thanks to TACTshop's unique earrings. Sand and/or water from our Pacific Northwest waters fills these tiny glass orbs, which you can flaunt at your next rendezvous. Purchase from TACTshop on etsy.com for \$18.97.

26 CULTURED BEACH GLASS BRACELET

Made from recycled glass, each Jonara Blu Maui handmade bracelet is randomly shaped and tied together by 14k gold-filled wire. Puka shells found in the bracelet's clasp are hand-picked from Hawaii's sandy beaches and all components come together to create a bracelet that can be wrapped four times around the wrist, worn as a necklace, or layered with other bracelets and/or necklaces. Colors and shapes are dependent on glass availability. Items typically ship in two business days, but it's a good rule of thumb to allow a few extra days of shipping time during the holidays. Browse bracelet options at Jonara Blu Maui Jewelry's store on etsy.com for \$55.





Apparel & Cloth

27 NORTHWEST YACHTING GEAR

In need of a holiday gift? We have just the thing for you. *Northwest Yachting* gear! That's right, we have T-shirts and beanies, and they're all available on nwyachting.com. Why not represent your favorite publication (and the Pacific Northwest boating community) by strutting around in our top-notch gear—you'll be turning heads at every waypoint; just you watch. Available online for \$17 at nwyachting.com/shop.



28 NOMADIX TOWEL

Nomadix put your consumer recycled plastic bottles to use to create their all-encompassing, multi-purpose towels. They're super absorbent, quick-drying, lightweight, sand-resistant, anti-microbial, durable, stretch-resistant, anti-slip, and long-lasting. Each 30" by 72" towel is made of 80 percent polyester (60 percent recycled) and 20 percent nylon. The full collection of towels, yoga mats, festival blankets and more are online at nomadix.co. Towels are \$39.95.

29 ORORO HEATED JACKET

A heated jacket can really take the edge off those cold, windy days. The jackets from Ororo are constructed with a softshell outer layer and a fleece-lined inner layer. A certified battery powers two heated panels with adjustable levels on the front and rear of the jacket. A full charge gives eight hours of heat and a USB port allows you to charge your phone and other devices. The jackets from Ororo are machine washable and come with a one-year warranty. Find them at ororowear.com, starting at \$149.99.



30 HELLY HANSEN WOMEN'S CREW JACKET

Instead of having layers upon layers of a thermal, fleece, windbreaker, and more, why not embrace the minimal lifestyle with one jacket that does it all? Helly Hansen's Women Sailing Insulated Layer Crew Jacket in white is a one-and-done kind of deal. It's waterproof yet breathable, keeping you warm and dry in most weather conditions. Comfort is everything when on the water and having the right coat to keep you warm and dry while braving the biting cold of the Pacific Northwest could make all the difference. Purchase at hellyhansen.com for \$165.



31 WHALE PILLOWCASE SET

Whale lovers unite! If your significant other is a whale fanatic, but you're tired of the whale stuffed animals taking over your bed, meet them halfway with this sleek whale pillowcase set. Hand screen-printed on two Egyptian cotton pillowcases, this whale will provide a super soft and comfy place to rest your head and leave your significant other overjoyed with your whale enthusiasm. Find it at uncommongoods.com for \$40.



32 "I'M ON A BOAT" BABY ONESIE

If you're old enough to wear a onesie, you're old enough to let the world know you love the water. The "I'm on a Boat" onesie from Redbubble is made from ethically sourced cotton and features lapped shoulder seams for easy dressing. The onesies are fitted for newborns, 6-, 12-, and 18-month old babies. Pick one up at redbubble.com for \$22.



33 CORAL REEF COASTAL THROW

Never leave the comfort of the sea with this elegant seafoam green on white, muted plush throw. Throw it on a chair, couch, or your bed for added warmth with a nautical accent. Whether your sail or power-oriented or simply love nautical-themed décor, this throw is perfect for adding that extra splash of color and detail to any space. It's twice the thickness of most plush throws, making it warmer and softer than fleece. It's machine washable, too. Visit nauticalluxuries.com to purchase one for \$173.

34 SNUGGIE SHARK TAIL BLANKET

If your child is a Shark Week lover or loves the beasts of the deep in general, you're going to want to sink your teeth into this! The Snuggie Shark Blanket is cozy and warm with its enclosed tail – perfect for any movie night or sleepover. Think sleeping bag, but cuter. It's machine washable for easy cleaning, measures 54" long and 27.95" wide, and is made of 100 percent polyester. Your little one will never have to leave the comfort of the seal. Purchase one for your child at target.com for \$19.99.





Electronics

35 SONOS 5.1 SURROUND SET WITH PLAYBAR AND ONE

Tiny, compact, wireless, and ideal for small places, these powerful speakers will add that extra oomph to your onboard TV. Nine amplified speakers, including a sub that adds soul-shaking bass, with two force-cancelling speakers for zero cabin rattle or buzz and a deeper sound, are included with this powerful pack. With this kind of surround sound, you're sure to jump at Jim Carrey's scary Grinch character. Above deck but need a change of music? Just let Alexa know! She's built right into Sonos One. The Surround Set with Playbar and One by Sonos is the ultimate gift for music lovers and TV watchers everywhere. Pick one up online at sonos.com for \$1,678.



36 GOAL ZERO® YETI 400 PORTABLE POWER STATION



Charge phones, tablets, laptops, cameras, and more with the push of a button or use the Goal Zero Yeti 400 Portable Power Station as backup power for lights and other small appliances. Power up to seven devices at once thanks to its rather large battery capacity. The lead-acid battery weighs 29 pounds and recharges with AC, 12V, or solar panels (sold separately). It features a continuous 300W and 600W surge pure sine wave inverter, 2.1A USB ports, and 120W/12V ports and is gas-free with zero noise, fumes, and maintenance. It's also chainable with other 33Ah lead acid batteries to obtain longer run times. Purchase one for \$449.95 on goalzero.com.

37 MAVIC 2 PRO

Ever wonder what Santa's sleigh and eight reindeer look like mid-flight? Deploy the Mavic 2 Pro and find out! This high-tech drone comes equipped with the brand-new Hasselblad L1D-20c camera, which possesses Hasselblad's Natural Colour Solution (HNCS) technology that helps those behind the remote to capture stunning 20-megapixel aerial shots in unprecedented color detail. Combined with its 1" CMOS sensor for better performance in low-light environments, the Mavic 2 Pro makes capturing Rudolph's red nose child's play. This new-age flying beast of a camera also records video, and features an adjustable aperture. Find out more or purchase one for \$1,499 on store.dji.com.



38 SEALIFE DC2000

This is the most advanced underwater camera yet. The DC2000 features a 20 megapixel 1" SONY® image sensor, 1080 pixels at 60 frames per second video, and can reach depths up to 200' below the surface. This sweet camera boasts similar image results as digital single reflex cameras with its RAW imaging capabilities and full manual controls. Its inner camera is waterproof, but that doesn't mean it should stay wet and wild. Talk about an all-around camera. Visit sealife-cameras.com to find a local dealer near you from \$699.



Kids Corner

39 WHITE SAILING SHIP KITE

"All hands on deck!! Hoist the anchor!! Raise the mainsail! Second star to the right and straight on 'till morning," your children will exclaim as Uncommon Good's White Sailing Ship Kite levitates high into the sky among the clouds and off to Neverland - yes, it really flies! The best part? Its beautiful handmade design by Balinese artisans is made from nylon and locally-sourced bamboo, so it makes for great décor when not in use. Win, win! Head to uncommongoods.com to purchase yours for \$40.



40 FISHIN'-OPOLY

It really is Monopoly for fisherpeople. Buy, sell, and trade your fish (and fish gear), choose tokens, advance to cast, and try not to get caught! So, you're already a good fisher, eh? Why not put your skills to the true test with Fishin'-Opoly. Your kids are sure to get a kick out of this one! Two to six players, eight years or older. Pick Fishin'-Opoly up for your family at amazon.com from \$22.99.

41 RETEVIS RT628 KIDS WALKIE-TALKIE



A pair of walkie-talkies that are simple enough for kids to use and functional enough to be appreciated by adults. The RT628 Walkie-Talkies from Retevis weigh in at just 3 ounces apiece and their uncluttered design makes them great for kids. Frequency selection allows more than two walkie-talkies to communicate at once. Pick them up at retevis.com for \$20.



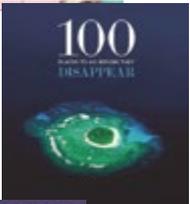


Reading Material



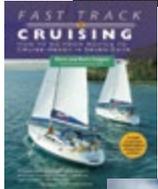
42 BOAT GIRL

The perfect gift for a young boater, *Boat Girl* is a novel about a young girl who climbs aboard a vessel for the first time. Throughout the story, she obtains a magical jacket that helps her feel safe and secure as she discovers life on the water. The book also includes extras like safety rules, basic boating terms, and even provides a personal log so either you or your child can record boating excursions! Author Diane Seltzer has two daughters of her own—the inspiration behind *Boat Girl*—and they explore the Chesapeake Bay in Maryland together. Find *Boat Girl*, on amazon.com for \$9.95.



43 100 PLACES TO GO BEFORE THEY DISAPPEAR

100 Places to Go Before They Disappear features locations on all seven continents in the greatest danger of disappearing within our lifetime. With an essay by Desmond Tutu, this stunning book should inspire us to save places that might soon be only a memory. Find dealers at abramsbooks.com, \$26.25 at Barnes & Noble (barnesandnoble.com).



44 FAST TRACK TO CRUISING

Some think that it will take dozens of hours of day sailing to gain the experience needed to start cruising. The authors of *Fast Track to Cruising*, Steve and Doris Colgate, instructors at the Offshore Sailing School, believe you can make the leap from first sail to independent cruising in just seven days of dedicated practice. Using the instructions in the book, motivated learners can learn to cruise in just a week, or readers can go at a more leisurely pace that suits their schedule. Pick a copy of *Fast Track to Cruising* on amazon.com for \$24.



45 TOM DOUGLAS' SEATTLE KITCHEN

Tom Douglas' *Seattle Kitchen*, the James Beard Award-winning chef's first book, features signature dishes including lobster pot stickers, BBQ baby back ribs, Tuscan bread salad, and more. Whether it's a dish from the heart of Seattle or a dose Washington's wine country, this book offers all the information you need to eat local, all in one place. Head to store.tomdouglas.com to purchase one for \$32.50.



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GPSMAP® 78s

For boaters and watersports enthusiasts who want to run with the best, the rugged GPSMAP 78s features a 3-axis compass, barometric altimeter, crisp color mapping, high-sensitivity receiver, new molded rubber side grips, plus a microSD card slot for loading additional maps. And it floats!



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NORTHWEST YACHTING'S ANNUAL HOLIDAY GIFT GUIDE



Boat Care & Maintenance

46 SEA HAWK ANTIFOULING PAINT

The Biocop TF (tin free) Ablative Antifouling Paint from Sea Hawk is a dual biocide bottom paint that works as well as traditional tin bottom paints. The paint from Sea Hawk uses both an improved cuprous oxide and zinc pyrithime to prevent the buildup of weeds and barnacles. The copolymer chemistry allows for a reduced release of copper, meaning less ends up in the environment. Biocop paint works in both salt and fresh water and can be applied over a properly prepared previous coat of tin bottom paint. The paint is abrasion resistant to protect the coat when scrubbing, trailering, and in dry storage. If your boat could use a fresh coat of paint, pick up a can at fisheriessupply.com for \$360.



47 STAR BRITE TEAK CARE KIT

How's the teak on your boat doing? If you're worried about air pollutants darkening the wood, a clear coat can help. The Teak Care Kit from Star Brite is a multistep kit that will have your teak looking like new. The cleaner removes stains and weathering on the wood, including black mildew stains. Finish the job with the teak oil to seal the wood from damaging weather and UV rays. The care kit contains everything you'll need to protect your teak. The three-step process is easy to follow and restores your teak to its original quality. If you've noticed your teak isn't what it used to be, grab a Star Brite teak care kit from fisheriessupply.com for \$41.

48 MULTI-PURPOSE METAL POLISH

Boats are built tough, hardy, and resilient, but they're not indestructible. They're often exposed to the elements and can undergo a lot of wear and tear as the years go on. One of the simplest tricks you can do to refresh your vessel is to give it a little shine with the Multi-Purpose Metal Polish by Flitz. This hardy concoction cleans, polishes, and protects stainless steel, aluminum, bronze, copper, brass, chrome, fiberglass, acrylic, Plexiglas, and most other metal surfaces. Pick up a bottle at fisheriessupply.com from \$12.18.



Presents for Pets



49 WIGGLYWOOS COTTON ROPE DOG LEASH

If you're going to put your pet on a leash for all those land adventures, might as well make it an awesome nautical-themed one! This Organic Cotton Rope Leash by Wigglywoo is made from 3/8"-three-strand cotton rope with no dyes or chemicals. Each leash is hand-spliced, whipped, and finished with a decorative hemp whipping twine and is soft to the touch. Leashes vary slightly in length due to its handmade nature. Pick up a nautical leash for your pup this holiday season from \$24 at wigglywoos.com.

50 NAUTICAL DOG COLLARS

It's a dog-eat-dock world out there! Well, the good news is this product is better than our puns will ever be. Gift your dog this nautical navy and white striped dog collar so dogs and their owners everywhere will know this pup belongs on the water. The one-inch wide collars are made of heavy webbing with plastic black or nickel buckles. Choose the set to add a matching leash with a metal buckle! The collar itself is available on Cinchbelts' Etsy store online at etsy.com from \$17.

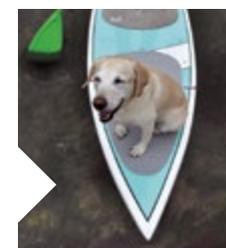


51 ALASKAN COD DOG CHIPS

Pure cod from the Alaskan waters is a woofeful treat. Your dog will definitely thank you for these! Polkadog's Wild Cod Chips are handmade, slowly dehydrated, and are perfect for pups with protein sensitivities or those who have a keen taste for ocean treats. They're grain free, gluten free, hypo-allergenic, with no additives, no preservatives, and rich in omega fatty acids. It truly is made of 100 percent cod. Pick up a 3.5-ounce pack or two from puplife.com for just \$12.99.

52 SEATTLE SPORTS SUP DOG BOARD PAD

Paddleboarding with your furry friend is such a blast, but your pup probably isn't too big of a fan when a wave comes from a nearby boat and sends them into our cold local waters. That stand up paddleboard (SUP) is slippery! This SUP pad adds grip and a little extra cushion, and it also protects your board against dings and scratches. The 3mm-thick EVA foam pad is semi-permanent with its peel-and-stick 3M adhesive backing. It arrives 38" x 20" but cuts easily to fit any board shape or size. Pick up one for you and your furry friend at rei.com for \$29.95.



53 DYSON V6 TOP DOG HANDHELD VACUUM CLEANER

Having your pet aboard is great fun, but there's no denying they can be messy. Luckily, matted hair and other select pet messes can be removed thanks to the Dyson V6 Top Dog Handheld Vacuum Cleaner. This thing picks up everything from hair to dirt to debris in hard-to-reach places. The Dyson V6 comes with three tools and a 30-day money back guarantee. Purchase one on dyson.com for \$199.



Fishing

54 SCOTTY 2116 ELECTRIC DOWNRIGGER

Fishing season is always just around the corner, and for some, it never ends. Why not get a jump start on the summer months and pick up an electric downrigger? The Scotty 2116 Electric Downrigger is equipped with 300' of heavy duty, 180-pound-test, stainless-steel downrigger cable and dual adjustable stainless-steel rod holders. The 2116 is controlled from a sealed, illuminated digital line counter, and the downrigger itself has a pulling power of 15 pounds at 295' a minute or 20 pounds at 260' a minute. The included mounting bracket allows the device to be tilted and locked in the upright position, while the swivel pedal mount has 16 different positions. Stopper beads allow you to auto-stop the downrigger in any pre-set positions. Pick one up at scotty.com for about \$700.



55 TITAN FILLETING KNIVES



If the same filleting knife has sat at the bottom of your tackle box for as long as you can remember, it may be time for an upgrade. Why not opt for a knife that is as sharp as it is durable? The knives from Titan Knife Technology are made of titanium and will never rust. Titan uses a convex blade angle in their knife design, and the method of using a harder material along one side of the blade makes for a constantly sharp edge. Next time you're on the hunt for a filleting knife that will stay sharp use after use, check out the selection of knives on titanknifetech.com. Filleting knives start at \$67.

56 RAPALA FILLET GLOVES

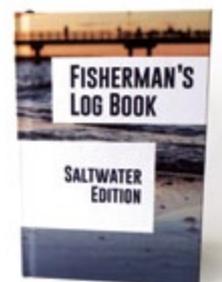
A nicely filleted fish requires a very sharp knife, and a very sharp knife requires extra caution. A good pair of filleting gloves can give you peace of mind and protect your digits from harm. The fillet gloves from Rapala are made of Tuff-Knit, a blend of synthetic fibers, Kevlar, and stainless steel. The stainless steel is woven together with the Kevlar, making the gloves flexible and breathable, while the grippy surface makes it easier to hold on to your catch as you pull it out of the water.



Rapala gloves are machine washable for quick cleaning after use, and available in three sizes. The gloves are designed to flip and fit on either left or right hands. If you've had a few unpleasant encounters with a sharp edge in your life, pick up a pair of fillet gloves from Rapala and cut with confidence. Available on rapala.com for \$17.

57 FISHERMAN'S LOG BOOK

Keeping track of your catches and noting the conditions and time are crucial for planning next year's excursions. You could use an app, but if you prefer the feel of paper and pen, you'll need a log book. The *Fisherman's Log Book* from Evergreen Books provides anglers with an organized place to log their fishing data. The log book has space to capture 50 fishing trips, and provides prompts for you to mark helpful information such as location, date, time, weather, tackle, notes about the catch itself, and more. The log book is presented with a simple hardcover and ribbon bookmark; tables have attractive fishing-themed images, and quotes from authors divide the sections. There is space for pictures and general notes, plus lists for best catches, fishing charters taken, etc. Pick up a *Fisherman's Log Book* on etsy.com for \$39.



58 ORVIS SAFE PASSAGE CARRY-IT-ALL TRAVEL CASE



The Orvis Safe Passage case is designed for the traveling angler. Carry your fishing rods, reels, and other gear in a case designed for carry-on but also sturdy enough to be checked if you choose. Rods are stored in separated, padded compartments in the top half of the case, while the bottom half features adjustable dividers designed to hold your reels, lines, tackle, and fly boxes. Three mesh pockets are perfect for smaller items like fly lines, while outside zippered pockets are great for travel documents. Hard plastic sides protect your gear even if you must check it on a flight. The adjustable shoulder straps provide added comfort when you are running from one terminal to the next at the airport. The cases come in two sizes, a 31" length version and a 36" version; the medium case is meant for a 9' four-piece rod and the larger one is for a 11' four-piece rod. Get yours at orvis.com for \$179.

59 ENDURA C2 TRANSOM MOUNT MOTOR

Get on the water and stay out longer in your kayak with an electric motor designed just for kayaks. When you get tired, let the Minn Kota Endura C2 Transom Mount Motor take over or use it from the start for a relaxing day out on the water. The electric Endura C2 offers 30 pounds of thrust with five forward and three reverse variable speed levels. A 30" composite shaft, 6" ergonomically designed telescoping handle, and tilt twist tiller means the Endura C2 is easy to use. The 12-V battery is long lasting to keep you out on the water for several hours and runs quietly so anglers won't scare away any potential catches. If you're a kayak fisherman who wants to troll silently or a kayak enthusiast who wants to add a little more range to your day, check out the Endura C2 from Minn Kota. Available on minnkotamotors.johnsonoutdoors.com for \$109.99.



60 ISOTAK 2 SMOCK



If you're fishing in rainy winter, chances are you'll need some dry gear. You could haul out the old system you've had for years, or you could treat yourself to some brand-new equipment. The Isotak 2 Smock from Zhik is constructed with proprietary composite membranes and a lightweight, high tenacity nylon, creating a waterproof shield to keep you dry. The Isotak 2's weight is significantly reduced compared to earlier models, making it practical for everything from offshore events to casual day cruising. The Isotak 2 also features the Qulock seam system, which uses a seam tape to cover the fabric lining, maximizing waterproofing at the seams. All dry gear from Zhik is pressure tested to guarantee it will stand up to real world conditions. If you're tired of your dry gear not being up to the task, check out the Isotak 2 Smock on fisheriessupply.com for \$660.

RACING SHEET



Best Round the County Ever?

Words: Doug Hansen // Photos: Jan Anderson

Round the County is considered by many to be the ultimate Northwest regatta. Taking racers on a two-day lap of Island County that includes the San Juan Islands with an overnight stop in Roche Harbor, the race alternates between clockwise and counterclockwise

directions every year. This direction change, along with the swirling tides that rip through the islands, means no two races are quite the same. Between snowcapped mountains dominating the skyline and whales hunting the tide rips, this is the most quintessential Northwest racecourse I have yet to see.

This year's race was a clockwise year, and the stage was set with stacked fleets in all classes organized into three group starts. Northerly wind at the Saturday morning start made for a sporty downwind start, with the first boats rolling off the line shortly after 0800 hours. They took no time in hoisting spinnakers and

riding the ebbing tide down the San Juan Island shoreline.

As the second start group jockeyed for position, the wind picked up into the mid-teens, making for an interesting send-off as the committee boat at the end of the line was a popular place to be. Boats that reached up and cleared air off the line made big gains on the fleet to leeward. The fleets intermixed with the faster boats from second and third starts overtaking the smaller boats in first start. Close quarters sailing with tight crosses and last-minute gybing tested crews and tacticians to keep moving towards the southern corner in the best wind and most favorable currents.

As boats came around the south end of the archipelago, the wind lost its consistency and the lead boats found themselves struggling to stay moving among



Top: Round the County 2018 is going down as the best iteration of the event in recent memory with plenty of sun, good wind, and the always epic San Juans backdrop. **Bottom, left to right:** The spinnakers are hoisted in a tight downwind duel; with over 120 boats in the event, the race course was a colorful melange of spinnakers and sun-drenched crew.

Results: Round the County 2018

Listed are selected results from the 2018 Round the County Race.

Class M

	Boat	Skipper	Rating	Elapsed Time	Corrected	Pos
1	Incognito	Brown & Miles	27	12:12:11	11:42:36	1
2	Alii Kai	Douglas Barlow	40	12:59:13	12:15:25	2
3	Freda Mae	Vincent Depillis	-5	12:19:50	12:25:18	3
4	Makika	Nigel Oswald	-8	12:27:04	12:35:49	4
5	Dragonfly	Ackrill & McGarry	-104	11:46:22	13:40:14	5
6	Escape	Yury Palatnik	79	15:30:52	14:04:21	6
7	Broderna II	Lars Strandberg	-2	14:13:10	14:15:20	7
8	Moon And Stars	Maurice Prather	111	-	16:40:36	8

Class ORC

	Boat	Skipper	Rating	Elapsed Time	Corrected	Pos
1	Hamachi	Dougherty / Andrews	1.1594	11:56:05	13:50:13	1
2	Dark Star	Jonathan McKee	1.2388	11:13:16	13:54:01	2
3	Strait Marine	Allan & Allan	1.1686	12:01:00	14:02:32	3
4	Ocelot	Glass & Glass	1.249	11:21:59	14:11:47	4
5	Jedi	John Tenneson	1.2039	11:56:53	14:23:02	5
6	The Shadow	Peter Mccarthy	1.3334	10:58:43	14:38:19	6
7	Blue (85)	Schoendorf Michael	1.2659	11:46:39	14:54:32	7
8	Glory	John Buchan	1.3758	10:53:02	14:58:26	8
9	Smoke	Steve Travis	1.3791	11:01:26	15:12:10	9
10	Crossfire	Racing & Barron	1.4131	11:07:37	15:43:24	10

Class O

	Boat	Skipper	Rating	Elapsed Time	Corrected	Pos Class	Overall
1	Recon	Kevin Welch	42	12:04:09	11:18:09	1	1
2	Daia	Macdonald & Macdonald	24	11:46:50	11:20:32	2	2
3	Jack Rabbit	Colin Nichols	21	12:02:39	11:39:38	3	3
4	Madrona	Carl Buchan	18	12:03:18	11:43:34	4	4
5	Ace	Peter Shorett	39	12:27:17	11:44:34	5	5
6	Grace	Mack & Mack	39	12:30:05	11:47:22	6	8
7	Square 1	Matt Pistay	48	12:40:37	11:48:02	7	9
8	Longboard	Peter Salusbury	12	12:01:34	11:48:25	8	10
9	Jam	Fox & McPhail	0	12:02:15	12:02:15	9	12
10	Wicked Wahine	Darrin Towe	24	12:33:19	12:07:01	10	15
11	Such Fast	David Garman	30	12:41:49	12:08:58	11	16
12	Teddy Bear	Boyle & Norris	39	13:01:31	12:18:48	12	25
13	Freja	Cruse & Byrne	18	12:49:27	12:29:43	13	31
14	Kynos	Fred Laffitte	3	12:33:51	12:30:33	14	33
15	Surfrider	Greg Johnston	6	12:39:18	12:32:43	15	37

Class 1

	Boat	Skipper	Rating	Elapsed Time	Corrected	Pos Class	Overall
1	65 Red Roses	Alex Smyth	54	12:44:44	11:45:35	1	6
2	Zulu	Findlay Gibbons	66	12:58:12	11:45:55	2	7
3	Legacy	John Peterson	69	13:20:10	12:04:36	3	13
4	Anarchy	Tom Ward	57	13:18:16	12:15:50	4	18
5	Heron 2	Dan Halliday	51	13:12:37	12:16:45	5	20
6	Gray Wolf	Goussev & Goussev	57	13:22:06	12:19:40	6	27
7	Shearwater	Wolfe & Wolfe	60	13:26:43	12:21:01	7	28
8	Family Affair	Buus & Michael	66	13:34:24	12:22:07	8	29
9	Tantivy	Stuart Burnell	69	13:46:30	12:30:56	9	34
10	Dolce	Cedric Burgers	54	13:33:30	12:34:21	10	38
11	Nefarious	Daniel Randolph	54	13:37:32	12:38:23	11	40
12	Serendipity	Sitar & Lancaster	69	13:59:25	12:43:51	12	46
13	Hana Mari	Ged Mclean	66	13:57:14	12:44:57	13	48
14	Hravn	Todd Koetje	69	14:01:33	12:45:59	14	50
15	Izakaya	Iain Christenson	57	13:49:45	12:47:19	15	51

Class 2

	Boat	Skipper	Rating	Elapsed Time	Corrected	Pos Class	Overall
1	Vitesse	David Steffen	81	13:45:29	12:16:46	1	21
2	Intuition	Jim Johannessen	81	13:47:26	12:18:43	2	24
3	The Boss	Chad Stenwick	72	13:42:02	12:23:11	3	30
4	Helios	James & James	81	13:59:51	12:31:08	4	35
5	Different Drummer	Charles Hill	81	14:01:01	12:32:18	5	36
6	Darkside	Nicholas Leede	75	13:56:42	12:34:34	6	39
7	Selkie	Gordon Wylie	75	14:02:56	12:40:48	7	42
8	Semper Quaerens	Michael Murphy	84	14:15:04	12:43:04	8	44*
9	Re quest	Alex Wetmore	72	14:07:08	12:48:17	9	53
10	Mas Kaos	Doug Nesbit	75	14:18:24	12:56:16	10	59

the current while those bringing up the rear stayed with the breeze as it filled in. When the wind settled again into a northerly, it was an upwind beat full of dramatic duels. Shallow water tacks were the name of the game for the afternoon. With the cliffs along the southwest shoreline, many boats made big gains by sailing within feet of the rocks to avoid the current. Finishing at the entrance to Mosquito Pass, a location that is consistently in a no-wind vortex, made for some last-minute lead changes.

Sunday's forecast was about the same; sunshine and wind all day. The start line was set deep inside the bay, and with over 120 boats, things were very tight between the ends of the line and the rocks. As boats headed toward Turn Point, the wind began to fade, giving boats with large reaching sails the upper hand as they powered through the light air to be first to the wind. Up went the spinnakers when boats rounded Patos Island for the run down the channel to Lydia Shoal. As the fleet came around the south end of Orcas Island, the wind lightened again for the leaders as everyone struggled to keep moving to the finish. Johnathan McKee showed the fleet once again why he is one of the best in the world, overtaking several faster boats to take the line honors win for the day.

The weekend is going down as the best Round the County racing in recent memory, and that's a high bar. With no rain, tons of sunshine, and mostly steady wind, the weather gods delivered an amazing regatta. This concludes the 2018 summer racing calendar, but for those foolhardy enough to sign up, winter racing begins with Winter Vashon to start of the South Sound Series on December 1. Bring the foulies!

NWY



Prince Rupert, British Columbia

Words and Photos: Norris Comer



Prince Rupert, British Columbia, is an important dot on the chart for boaters. Sitting on the northern shore of Kaien Island, the town's roles as a crossroads and terminus are core to its identity. It's the western terminus of the Yellowhead Highway (Trans-Canada Highway 16), and by sea, Prince Rupert hosts both major container ship and passenger ferry terminals. The airport is an essential link to the greater world, a useful asset for boaters and landlubbers alike. If you're on a boat, passing Prince Rupert means you're fresh from the glacier studded waters of Alaska and going south or leaving a long cruise through British Columbia behind as you head north. The town is a great place to duck in if the weather fouls in the exposed Dixon Entrance.

Culturally, Prince Rupert is an expression of a unique demographic mix for a town of 12,000 people. Canadian 2016 Census data reports about 12.4 percent of the population is of primarily Asian minority groups: Filipino, South Asian, Chinese, and Southeast Asian. First Nations peoples make up about 38.9 percent of the population, while Caucasians make up 48.7 percent of the population. As a result, a rich blend of heritages, art, and food can be found, especially for a town of this size. Sushi restaurants using locally caught seafood are found next to galleries of First Nations artwork, and the flags of Nordic countries fly high in homage to immigrants who helped found the town. The visitor-oriented downtown is flanked by seafood processing plants and warehouses, the commercial vessels outnumbering the recreational boats.

While the town's economy experienced ups and downs, certain developments trend positively. A major pulp mill reopened in 2005 (the same year as the container ship port construction) and the addition of a cruise ship terminal in 2004 were big steps toward

establishing tourism and industry economies. What's next? Who knows, but hopefully the hardworking locals can catch a break.

By boat, you can enter Cow Bay from the south between Digby Island and Kaien Island, or from the west between Digby Island and the

town of Metlakatla. The southern entrance is large and mostly obstacle free, but mind the commercial and ferry vessels passing through. The western entrance is more complex with islands and shoals to navigate, so don't get coy with the channel markers. **NWY**

Waterfront Wanderings

Cow Bay Marina is right in the middle of it all, with a hub of small businesses and the Prince Rupert Visitor Information Centre right at the entrance. The Ice House Gallery is an artist cooperative with the work of North Coast creators and a great place to pick up mementos. The Information Centre and neighboring Port Interpretive Centre are also good stops to get your bearings. Boat watching, especially in the busy summer months, is premium with day-fishing charters, historic wooden vessels, visiting yachts, and more. This waterfront is also strategically located within walking distance to the local sights both north and south.



Greenspace Aplenty

There's plenty of greenspace in Prince Rupert to explore in all directions from the waterfront. South along the water, one finds Rotary Waterfront Park, made iconic because of the old abandoned railroad station on the premises. There's a small Kwinitsa Railway Museum for the curious. Northward you pass a mile or so of industrial buildings along George Hills Way and a few cow-themed garbage cans before reaching Rushbrook Harbour and Bob's On the Rocks eatery before the Rushbrook Trail. If you're a golf fan, the Prince Rupert Golf Club isn't far from the water and is open to the public. You can learn more about them at princerupertgolf.com.

Seafaring Heritage

Pacific Mariners Memorial Park is prominent next to the Museum of Northern British Columbia and a great place to catch a view or rally for a picnic. Memorials to fishermen, Nordic immigrants, and the Kazu Maru Memorial pay homage to the sea.

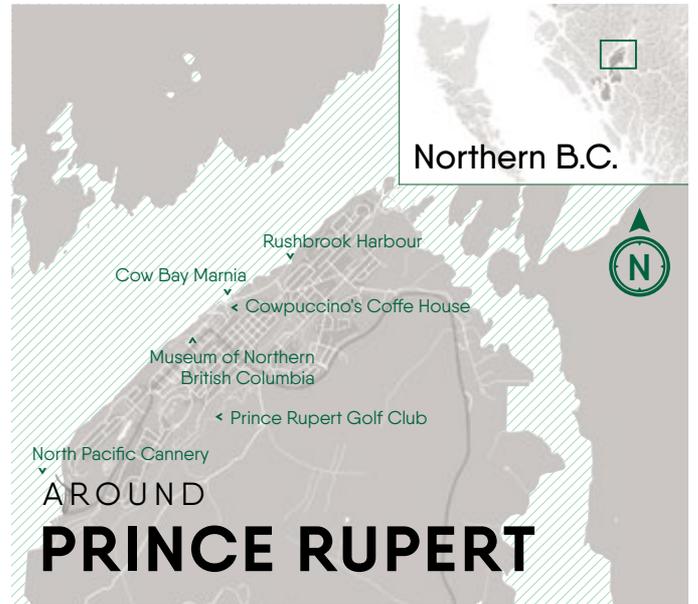
Another recommended sight is the North Pacific Cannery, located several miles south of downtown. The cannery is now a major museum with guided tours, exhibits, and regular events. It stands much as it did during its days of operation from 1888 to the late 1970s, making it the longest running cannery in B.C. history. There are many ways to get down there, including a bus ride that costs \$2.75 CAD each way. Check out northpacificcannery.ca for more information.



Cultural Immersion

Remote towns like Prince Rupert tend to be a magnet for local culture, and there are plenty of opportunities for visitors to get a glimpse. The excellent Museum of Northern British Columbia sits prominently on a bluff overlooking Cow Bay Road. The building is constructed in the style of a large rustic longhouse; art, artifacts, and history from First Nations, settlers, and contemporaries are plentiful within. This museum is a must for visitors, and you can check for updates and hours at museumofnorthernbc.com.

Also worth a look is the small but charming Prince Rupert Fire Museum, located a block away from the Museum of Northern British Columbia. Operated by dedicated current and former Prince Rupert City Fire Rescue and auxiliary members, the museum features 1925 R.E.O Speedwagon and 1958 American LaFrance firefighting vehicles, the few (if not only) of their kind in existence.



Call of the Wild

The town serves as an excellent gateway to some great wilderness, notably the Khutzeymateen Grizzly Bear Sanctuary to the northeast on the mainland. The protected area has a strict permitting policy that can make it difficult for private boaters to visit on their own hull, so the best way to enter this world-class wilderness is often to hop on one of the local charter boats that take visitors out there. Prince Rupert Adventure Tours is one such company that has an office right on the waterfront by Cow Bay Marina, and you can check them out at adventuretours.net.

Jump Ship

In addition to ecotourism charters, day fishing charters are an alluring local offering. There are dozens of privately owned, mom-and-pop style fishing charters that will happily take you and your crew out for a day to fill up the freezer with salmon, halibut, crab, spot prawns, and more depending on the season. If interested, ask around the Visitor Information Centre or the docks for someone good, those word of mouth recommendations can be gold. Didn't have space to pack a kayak? Outfitters like Skeena Kayaking rent kayaks plus provide tours and lessons.

When I was in town last August, the tallship *Pacific Swift* was in port and taking folks out for afternoon and sunset sails. The tallship, which has a sparred length of 111' and is owned by SALTS (Sail and Life Training Society), is an educational and tourism platform. If you see them around, strike up a conversation and see if you can score an experience.



GASTRONOMY

If you want to play to the area's strengths, you'll start the morning with regionally roasted cups of coffee, dive into seafood fresh from the saltchuck, and rounding out the evening pints of local microbrews. For coffee, you must check out Cowpuccino's Coffee House during your stay. The coffee is great and the café seems to be full of locals most of the time (a good sign).



The options really open up when it comes to seafood. There is a strong B.C.-style sushi presence between the waterfront Fukasaku of Prince Rupert and Opa Sushi restaurants. Both feature unique dishes where the local seafood is the star of the show. Outside of the sushi-sphere, I was blown away by the food at Dolly's Fish Market, located across the street from Opa Sushi on Cow Bay Road. Entrees like the Stuffed Halibut Cordon Bleu [\$31.95 CAD]—a halibut filet stuffed with local shrimp, Dungeness crab meat, Havarti herb cheese, and melted herb butter—is just so many good things crammed onto one plate it shouldn't be legal. Smoked salmon, steamed mussels, fried oysters, and more overload the menu.

If brews with views is the priority, you can head up past the Pacific Mariners Memorial Park to restaurants Cargo Kitchen, Waterfront Restaurant, and Don Cherry's Sports Grill, or stay by the marinas at Smile's Seafood Café or Breakers Pub. Breakers is a magnet for locals and tourists alike, and I was thoroughly trounced at darts there by a pair of friendly Dutch visitors. Wheelhouse Brewing is housed in a nautical-themed stone building. Wheelhouse beers are served on tap throughout town, but their tasting room and retail store is worth a visit.

Marinas

COW BAY MARINA:

N 54°19'09" W 130°19'14"

209 Cow Bay Road,
Prince Rupert, B.C. V8J 1A2, Canada

Amenities & Moorage: Cow Bay Marina can reportedly accommodate up to around 51 vessels. It is wise to call ahead.

Contact/Comms: Marina office is (250) 622-2628, VHF channel 66A is monitored, email cowbaymarina@princerupert.ca.

FAIRVIEW HARBOUR:

N 54°17'26.66" W 130°21'19"

Foot of 1R2, Park Ave.,
Prince Rupert, B.C. 7JRV+7V, Canada

Amenities & Moorage: Located south of the main hub, Fairview Harbour is a publicly operated marina geared toward commercial fishing vessels and serves as a Canadian Coast Guard Lifeboat Station.

Contact/Comms: Marina office is (250) 624-3127, email at info@peharbour.ca.

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“Electricity is just organized lightning.”

– George Carlin



Jen Haaland

Jen Haaland is a senior marine electrician who has worked with Northwest Explorations for about six years. Haaland is a proud graduate of the Skagit Valley College's Marine Technology Center in Anacortes, Washington. Before working with Northwest Explorations, she worked with Marine Servicenter. She regularly teaches boating education seminars about troubleshooting marine electrical systems, many of which cater to fellow women. She will be leading seminars at the upcoming Seattle Boat Show.

“I have a great job, Northwest Explorations is a really nice place to work,” said Haaland. “I get to work on nice boats and get paid well to do something I like. Living in Bellingham is also pretty great!”

The electrical system aboard is a core part of the modern boat, much like the venous system of our own bodies. Without the electrical system operating properly, there are no multifunction displays or navigation lights, no TVs or refrigerators. Unless you are an ideologically motivated minimalist—commendable but the minority—the electricity must flow. In fact, those with modest needs, like Race to Alaska participants, are perhaps the biggest sticklers for every amp hour squeeze from their solar panels. They need to have a good working knowledge to avoid waste or error.

The sea requires some degree of self-reliance for those multiple days out. Owning and knowing the basics of how to use a multimeter, being familiar with the location, purpose, and basic details of the electrical system components aboard, and powering down the system before messing with the wires are important basics. Mastery of electricity makes civilized life possible, but it also can be lethal to the careless.

To beef up on our electrical systems knowledge, we talked to Jen Haaland, a senior marine electrician who works with Bellingham, Washington-based Northwest Explorations. Haaland has worked with the full-service charter, brokerage, and maintenance company for about six years and is a proud

graduate of the Skagit Valley College's Marine Technology Center.

NWY: What does a typical day look like as a senior electrical technician?

It varies a lot, that's one of the aspects of this job that I like. Recently we've been doing a lot of inverter installations, general troubleshooting, a lithium ion battery bank conversion, and more.

NWY: What are some of the most common electrical systems problems aboard? How should boat owners manage them?

Power management is one of the most prevalent electrical issues I see on boats. Some boaters just haven't been educated in this area. The heart of a vessel's system is the battery bank(s). They power essential systems like navigation lights, engine starting, and your VHF radio. It's so important to monitor and take care of your batteries.

Traditional lead-acid batteries found in most boats (wet cell, AGM, etc.) should not be discharged at more than 50 percent of their capacity, which is roughly 12.1 volts (or 24.2 volts for a 24v system). Once your batteries are down that low, it is crucial to recharge them using your battery charger or inverter/charger on shore power or through the generator, or with your engine's alternator(s).

Depending on your battery bank size and size of your charger, it can take many hours to recharge your batteries to near full. Charging rates slow down as the battery gets full, so the last 10% can take up to 24 hours to recharge. A full battery is 12.7-12.8 volts at rest.

The key is "at rest." There can be no charging sources or loads

on your battery when you read the voltage. This is why we highly recommend a State of Charge (SOC) monitor that gives you a percentage of amp hours available in your bank. Properly installed, the SOC monitor will give an accurate picture of your battery bank that is simple to read just like a gas gauge.

NWY: You mentioned lithium ion batteries. Do you think they'll be commonplace soon and help with power management?

ABYC (American Boat and Yacht Council) is still writing the standards for lithium-ion batteries. The batteries have some amazing benefits, like deeper discharge and faster recharge capabilities, but they also come with additional safety considerations so they should only be installed by trained electricians. Once ABYC publishes their standards, and once prices start coming down a little, I think they will become more commonplace, particularly on new boats.

Also related to electrical systems advancements, LED lights have done a lot to improve power consumption on vessels. I hope to see more advances like this. Digital switching with electronic displays that monitor everything, rather than breaker panels, will become more commonplace. Battery technologies will continue to improve. More and more wireless systems will be available.

NWY: Green sustainable energy is becoming more prevalent. How does wind, solar, and the like factor into one's electrical?

Alternative energy sources like solar, wind, and fuel cells are a great supplemental charging option

for boats that spend a long time away from the dock, particularly sailboats that don't always have an engine running to recharge the batteries. Cost analysis for various systems varies, but solar can pay for itself in less than five years, even here in the often-cloudy Pacific Northwest. Charge rates are relatively low compared to AC chargers or high output alternators, so careful power management is necessary if they are your sole charging source.

NWY: *When it comes to electrical systems, the trusty multimeter usually makes an appearance. Is it important to carry one aboard? Is so, what's its use?*

I highly recommend for every boat owner to have a quality digital multimeter, ideally with an AC/DC amp clamp. The new digital meters are much simpler to use and understand than the old analog meters. Most meters with an amp clamp are just AC, but the DC clamp is essential for boats. They cost a little more but are worth the expense.

I use a multimeter every day to troubleshoot electrical systems. You can check your battery voltage with the DC volt function, check to see if a fuse is blown with the continuity function, and check the output of your alternator with the DC amp clamp. For boaters new to using a multimeter, I would stick to testing DC systems only. For AC testing, I recommend a simple voltage detector pen that lights up and emits a tone when AC is present. It is a safe and easy way to see if you are getting AC power to your electrical panel or a device.

NWY: *Do you have some useful troubleshooting tips to share if something isn't working?*

An electrical system is made up of just five components: source of power (ex: batteries, shore

power, generator, inverter), a fuse, a switch, wiring from the source to the device and back to the source, and the device itself. Checking each component will find the culprit.

I like to start by looking at the source of power. For a DC component, what is your battery voltage? For an AC system, use your voltage detector pen to see if the shore power cord is getting electricity.

Next, I check to see if this power is actually getting to the device by using my multimeter or voltage detector at the power wires on the device. If it is getting power and still not working, there is a problem with the device and it needs to be repaired or replaced. If it is not getting power, it's time to look at the other components. Working backwards from the device, locate the switch and fuse or breaker. Test for voltage at each of these components to pinpoint the issue.

NWY: *What are some things potential boat owners should look for when examining a boat for sale with regards to electrical system? What differentiates a good from bad wiring job?*

Check for labeling. ABYC requires all wires to be labeled at both ends. An electrician who took the time to label their wires probably took the time to do the rest of the install correctly. Batteries should be labeled with their installation date (expect five-year lifespan, up to eight years if the batteries are not used much).

A properly labeled electrical system will save many hours when it comes time to troubleshoot. Wire runs should be tidy and secured every 18". If the boat has a rat nest of unlabeled wires, or all black wires, expect to spend some extra money upgrading the system. A separate electrical survey, on top of your general survey, is a good idea.

Northwest Explorations

Northwest Explorations is a Bellingham, Washington-based, full-service luxury yacht company that provides private charters, flotilla-style experiences, training courses, maintenance and repairs, and brokerage boats for sale. Founded over 25 years ago by Brian Pemberton, who is now retired, Northwest Explorations' ace crew continues to provide incredible on-water experiences to their clients. Boat owners can also enroll their yachts into their charter fleet to enjoy many benefits from sharing the revenue, regular maintenance, and tax breaks. They have a new location in Sidney, British Columbia.

Website: nwexplorations.com

Phone: (360) 676-1248 (Bellingham, Washington)
(236) 237-6939 (Sidney, B.C.)

NWY: *What are some key points about inverters with regards to maintenance, longevity, etc.?*

In the field, we typically see inverters last 10 to 15 years with no issues. Many boat owners are upgrading their old modified sine wave inverters to true sine wave inverters, which are essential for newer TVs and computers to run properly. Recommended maintenance is as simple as checking and tightening electrical connections once a year (be sure the system is completely powered down or hire an electrician to do this).

A properly installed inverter will be in a dry, cool, and well-ventilated space as close to the batteries as possible. It should have a Class-T fuse within 7" of the battery (up to 72" if the cable is sheathed). There should be a case ground cable the same size as, or one size smaller, than the main DC cables.

NWY: *Do you have any thoughts with regards to the alternator's role aboard?*

Your engine's alternator is a useful tool for recharging your batteries, but most stock alternators are pretty low amperage and will take a long time to recharge your batteries, especially at idle. I recommend upgrading your stock alternator to a high output, externally regulated alternator that will provide "smart" charging for your batteries.

On twin engine boats, or boats with heavy generator use, I often find one of the alternators is not even working but boat owners don't notice because the batteries are staying charged through other sources. To test the output of your alternator, use the DC amp clamp setting on your multimeter, and clamp around the biggest red

cable coming from your alternator. It's important to only clamp one cable at a time or you will not get a good reading.

Run your engine and check your alternator amperage at idle. Increase your RPM and you should see the amperage rise. Put a large load on your batteries and see if your alternator keeps up with the demand.

NWY: *Maintenance seems to be key. How do you keep track of what the Northwest Explorations fleet needs, and how can this be applied to boat owners?*

At Northwest Explorations, we have a robust software system for tracking all repairs, upgrades, and required maintenance. There are apps and online software options for boat owners, but a simple spreadsheet works as well. Divide your vessels systems by type (electrical, plumbing, engines, etc.). Research and record each component on your boat and follow the manufacturer's recommended maintenance intervals. Most boat builders also publish maintenance recommendations for the vessel in the owner's manual, which you can find online.

NWY: *What are important points of maintenance to be aware of?*

Check batteries to make sure they are staying charged on a daily or weekly basis. Monthly, check water levels in wet cell batteries. Also check shore power cord for corrosion and damage monthly as well. Test your batteries and check all electrical connections for corrosion and tightness (be sure all AC systems are powered off) annually. Make sure to pay careful attention to connections in wet spaces. Check bonding connections. Have generator load tested. **NWY**

“
Most multimeters with an amp clamp are just AC, but the DC clamp is essential for boats. They cost a little more but are worth the expense.
”

Kevin's Catch

By Kevin Klein



Continued from Page 57

run cutthroat trout. These fish may be found a bit further from shore, so traditional fly trolling with light tackle can produce some fun fights with these fish.

"Bucktailing" is a trick that your gramps might've tried back in the day. It's basically trolling larger salmon flies behind a boat at over three miles per hour in, or close to, the prop wash. A bit of weight or sinking fly line is used to get the offering down some, but this is a fun surface tactic.

Hatchery steelhead should invade the local rivers this month. These "brats" as they are called are usually smaller than their wild cousins. They

show up earlier and move up their natal rivers very quickly to the hatchery region from whence they came.

They are good for both sport and eating. Check for catch and keep in rivers that are open to fishing them and have hatchery production. Hiring a guide is a great way to experience a day of this type of fishing in these parts.

Next month kicks off another new year with the opening of one of my favorite fisheries; San Juan's winter Chinook. Big time derbies, prize money, and fun! Until then, get in the holiday spirit, get out on the water, and go get some!

NWY



Kevin's Pick:

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If you're looking to stuff the stockings of a hardcore fisherperson, look no further than Burnewiin products. Burnewiin makes well-built systems of boat mounts for your fishing endeavors. With the Burnewiin mounts, you can snap in their high-end rod holders, downrigger accessories, cleats, fillet tables, and a few other things that you may not have thought of. One of the features I like the best is the quick lever release that allows you to remove rod holders and downriggers in a fraction of the time of conventional products. Go to burnewiin.com for more info.



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According to boaters and proud human companions Jody Hedin and Karin Jacobs, “Jake [Hedin-Jacobs] is a 15-year-old cat that had never been on a boat until this year when we took him on our four-month boating adventure from Portland, up the ocean, into Canada (Princess Louisa), the Gold Islands, the San Juan Islands, and North Puget Sound.” It turns out, you can teach an old cat new tricks. “He quickly learned to love the boat and diligently toured the outside and kept guard of our vessel, except when it was his nap time.”

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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LENGTH & TYPE	YR	PRICE	BROKER	PG	LENGTH & TYPE	YR	PRICE	BROKER	PG	LENGTH & TYPE	YR	PRICE	BROKER	PG	LENGTH & TYPE	YR	PRICE	BROKER	PG
19' Boston Whaler	2016	47500	La Conner	93	28' Albin Tournament Exp.	2001	75000	Stan Miller	15	32' Bayliner 3288 MY	1989	34900	La Conner	93	34' Luhrs Convertible	2002	109000	Stan Miller	15
19 Center Console 19 launch	NEW	29500	Waterline	37	28' Bayliner 285 Cruiser w/trl	2006	32000	West Yachts	47	32' Bayliner MY 3270	1985	39900	La Conner	93	34' Mainship 34 Sedan	1977	25000	Waterline	37
21' Thunder Jet Luxor OS	2015	55000	Bellingham	11	28' Bayliner 2859	1993	18000	Waterline	37	32' BC 32 Tri-Cabin Trawler	1986	69000	Waterline	37	34' Sea Ray 340 Sundancer	2005	99500	Stan Miller	15
22' Devlin surf Scooter	1992	49900	West Yachts	47	28' Cutwater C-28	2015	169000	Marine SVC	49	32' Cabo Exp.	2006	239000	Stan Miller	15	34' Sea Ray Sundancer	2007	125000	Hampton YTS	6
23' Grady White 232	2004	56000	Bellingham	11	28' Four Winns Vista 275	2018	179862	Marine SVC	49	32' Carver 3227 Convertible	1990	29000	La Conner	93	34' Tollycraft 34 Sport	1989	79999	Waterline	37
23' Grady White 232	2015	139900	Bellingham	11	29' Blackfin Combi	1998	98500	Stan Miller	15	32' Grand Banks 32 Sedan	1972	37500	Elliott Bay	25	34' Tollycraft 34 Sport	1989	79500	Waterline	37
24' Elliott Bay Launch	1983	39900	West Yachts	47	29 Ranger Tugs	2013	189000	Stan Miller	15	32' Grand Banks Sedan	1971	SOLD	Waterline	37	35' C & L Landfall	1983	24900	Signature	27
25' Ranger Tugs R-25SC	2015	110000	Bellingham	11	29 Ranger Tugs R-29S	2015	209000	Bellingham	11	32' Grand Banks Sedan	1976	79250	La Conner	93	35' Cabo Exp.	2003	335000	Stan Miller	15
25' Rosborough 246 Cute Sea	2000	49500	Elliott Bay	25	29' Sea Ray 290 Sundancer	1995	25000	Waterline	37	32' Hunter 326	2002	49900	Signature	27	35' Cabo Flybridge	2004	299000	Stan Miller	15
25' SHEARWATER CRUISER	2005	76000	West Yachts	47	29 Tiara Open 2900	2000	74995	Hampton YTS	6	32' Seasport Catamaran	2001	159000	Hampton YTS	6	35' Chris-Craft 35 Const.	1956	38500	Waterline	37
25' Surf Runner by Devlin	2004	99900	West Yachts	47	29' Topaz Spottfisher	1990	49900	Stan Miller	15	32' Trojan F-32 Flybridge	1978	28800	Waterline	37	35' Four Winns V355	2018	389807	Marine SVC	49
26' Skipjack 262 FB	2000	75000	Stan Miller	15	30' Cutwater 30 Command	2016	279000	Bellingham	11	33' Back Cove	2008	239000	Bellingham	11	35' Luhrs 350 Tournament	1990	79900	Stan Miller	15
26' Tollycraft Sedan	1973	25000	Elliott Bay	25	30' Grady White	2007	149900	Hampton YTS	6	33' Devlin Kingfisher	2017	299900	West Yachts	47	35' Skipjack Flybridge	1991	119000	Stan Miller	15
27' Devlin Black Crown	1993	90000	West Yachts	47	30 PH Trawler	1998	59000	Waterline	37	33' Prout Quest 33	1986	SOLD	Waterline	37	35' Viking Convertible	1976	45000	Stan Miller	15
27' Maple Bay Trawler	1987	49000	West Yachts	47	30' Willard Trawler	1976	57000	Stan Miller	15	33' Riviera Convertible	1990	79900	La Conner	93	36' 1996 Monk Trawler	1996	180000	NWExplore.	107
27' Ranger Tugs	2014	139500	Bellingham	11	30' Willard Vega	1973	39900	La Conner	93	33' Tiara 3300 Open	1996	69900	Emerald Pac.	10	36' Albin 36 Trawler	1979	49500	Waterline	37
27' Ranger Tugs R27	2015	150000	Elliott Bay	25	31' Camano Troll	2003	114000	Stan Miller	15	33' Tiara Exp.	1991	68500	Stan Miller	15	36' Chris-Craft Const.	1960	4880	Waterline	37
27' Ranger Tugs R-27	2017	174000	Waterline	37	31' Helmsman Trawlers	2018	289000	Waterline	37	34 Back Cove	2018	479000	Bellingham	11	36' Covey Island 36	1997	189000	Swiftsure YTS23	
					31' Sea Ray 310 Sundancer	2010	129000	Waterline	37	34' Bayliner 3486	1989	27500	Waterline	37	36' Egg Harbor	1978	44950	Elliott Bay	25
					31' Sea Ray 310 Sundancer	2010	108900	Waterline	37	34' Boston Whaler 345	2008	215000	Stan Miller	15	36' Grand Banks	1972	48500	La Conner	93
					32' Back Cove 32	2018	429500	Marine SVC	49	34' CHB Puget Trawler	1977	SOLD	Waterline	37	36' Grand Banks Classic	1973	SOLD	Waterline	37
														36' Grand Banks Classic	1973	95000	Stan Miller	15	
														36' Grand Banks Classic	1986	139500	NWExplore.	107	
														36' Grand Banks Classic	1988	154000	NWExplore.	107	
														36' Hinckley Classic	2001	225000	Elliott Bay	25	
														36' Monk Trawler	1988	109000	West Yachts	47	
														36' Monk Trawler	1996	180000	NWExplore.	107	
														36' Union 36 Cutter	1982	59000	Marine SVC	49	
														36' Wellcraft 360 Coastal	2007	169000	Stan Miller	15	
														37' Beneteau First 375	1985	54500	Signature	27	
														37' Cold Water 3700 PH	2008	259000	Waterline	37	
														37' Hunter 37c	1980	SOLD	Waterline	37	
														37' Island Packet 370	2008	275000	Marine SVC	49	
														38' Bayliner 3888 MY	1989	58500	La Conner	93	
														38' Bertram Convertible	1978	69000	Stan Miller	15	
														38' Egg Harbor Golden Egg	1990	89000	Waterline	37	
														38 Grand Banks Eastbay	1998	259000	Stan Miller	15	
														38' Helmsman PH	2007	SOLD	Waterline	37	
														38' Helmsman PH	2008	SOLD	Waterline	37	
														38' Helmsman PH	2017	479000	Waterline	37	
														38' Mediterranean	1990	59500	Stan Miller	15	
														38' Meridian 381 Sedan	2005	145000	Waterline	37	
														38' San Juan 38	2000	295000	Emerald Pac.	10	
														38' True North	2007	249000	Elliott Bay	25	
														39' Azimut Flybridge	2000	215000	West Yachts	47	
														39' Bayliner 3988 MY	1998	139900	West Yachts	47	
														39' Beneteau 393	2003	124500	Signature	27	
														39' Carver 390 Cockpit MY	1993	64900	West Yachts	47	
														39' Eastbay	2006	359000	Hampton YTS	6	

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55' 1974 Columbia Custom\$39,000
47' 1998 Sunnfjord Trawler.....\$189,000
44' 1987 LafitteSOLD
42' 1976 WestsailSOLD
42' 1990 CatalinaSOLD
36' 1983 Catalina 36\$44,000
34' 1974 Columbia 34\$79,995
34' 1976 Tolly\$28,500
34' 1955 Monk\$34,950
34' 1988 FHBSOLD
32' 2000 Catalina 32\$65,000
32' 1985 Gulf 32 PH\$29,900
30' 1974 Willard NomadSOLD
28' 1997 BaylinerSOLD
28' 1984 BaylinerSOLD
26' 1987 Contessa 26SOLD
24' 1996 Bayliner 2452\$15,450

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LENGTH & TYPE	YR	PRICE	BROKER	PG	LENGTH & TYPE	YR	PRICE	BROKER	PG
40' Bayliner 4050 Bodega	1978	35000	Waterline	37	49' Grand Banks MY	1993	499000	NWExplore.	107
40' Beneteau Oceanis	2011	169900	Signature	27	49' Hyundai MY	1988	134900	La Conner	93
40' HI-Star Flybridge	1986	63900	Waterline	37	49' Meridian 490 PH	2006	297500	Elliott Bay	25
40' Ocean Alexander	1989	160000	NWExplore.	107	50' Bertram Convertible	1994	189000	Stan Miller	15
40' Pacific Trawlers 40	2000	219000	Waterline	37	50' Delta PH	1992	249000	NWExplore.	107
40' Puget Trawler Europa	1976	69500	La Conner	93	50' Grand Banks 50	1972	179000	Waterline	37
40' Tollycraft TCMY	1977	79900	La Conner	93	50' Riviera 5000 Sport Yacht	2012	795000	Elliott Bay	25
40' UNIVERSAL TRAWLER	198	49950	La Conner	93	50' Sea Ray Sundancer	2010	575000	Hampton YTS	6
41' Beneteau 411	2000	129900	Signature	27					
41' Bracewell Flybridge	2019	539000	Waterline	37					
41' Roughwater PH	1977	63000	La Conner	93					
41' Tiara 4100 Open	1998	199000	Stan Miller	15					
41' Tiara 4100 Open	2001	199000	Stan Miller	15					
42 Beneteau 423	2007	169000	Signature	27					
42' CHB Aft Cabin	1987	119500	Waterline	37					
42' Devlin Sockeye 42'	2000	299000	Marine SVC	49					
42' Grand Banks	1989	220000	Elliott Bay	25					
42' Grand Banks 42 Classic	1977	118500	Marine SVC	49					
42' Grand Banks 42 Europa	1979	146000	NWExplore.	107					
42 Grand Banks Classic	1969	72500	Stan Miller	15					
42' Grand Banks Classic	1984	149000	Stan Miller	15					
42 Grand Banks Classic	1970	49500	NWExplore.	107					
42' Grand Banks Classic	1999	329000	NWExplore.	107					
42 Grand Banks Europa	2002	399000	Stan Miller	15					
42' Hunter 426 Deck Salon	2003	149900	Signature	27					
42' Mikelson Sedan Sportfish	1988	74500	Stan Miller	15					
42' Monk BridgeDeck MY	1960	17000	Waterline	37					
42' Roughwater 42	1988	74500	Waterline	37					
42' Sabre 42 Salon Exp.	2016	739000	Emerald Pac.	10					
43' Blanchard Boat Co.	1947	169000	Bellingham	11					
43' Viking Open	1995	219000	Stan Miller	15					
44' Atlantic Sundeck MY	1977	99500	La Conner	93					
44' Tollycraft MY	1988	114900	Waterline	37					
45' CHB Grand Mariner	1981	115000	Waterline	37					
45' Chris-Craft Corsair	1955	69000	Waterline	37					
45 Viking Convertible	2007	649000	Stan Miller	15					
46' Grand Banks Classic	1994	279000	Hampton YTS	6					
46' Grand Banks Classic	1990	259000	Stan Miller	15					
46' Nielson Trawler	1981	249000	West Yachts	47					
46' Ocean Yachts SS	1983	99500	Stan Miller	15					
46' Sea Ray 460 Sundance	2003	189777	Stan Miller	15					
46' West Indies	1977	99900	Signature	27					
47' Bayliner	1994	189000	Hampton YTS	6					
48' Monk	1964	179000	Hampton YTS	6					
48' Ocean Alexander	1987	199000	Hampton YTS	6					
48' Offshore PH - 2001	2001	550000	Stan Miller	15					
48' 48 Yachtfisher	1986	149000	Waterline	37					
48 Riviera 4800 Sport Yacht	2018	1175000	Emerald Pac.	10					
49' Grand Banks MY	1995	449500	Stan Miller	15					

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41' ROUGHWATER PILOTHOUSE 1977, 120 Single 165hp Perkins, Radar, GPS, AP, 10' Bullfrog, arm davit, diesel heat, in covered moorage, asking **\$63,000**



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



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



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



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, GPS/Radar, dinghy, OB, asking **\$48,500**



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



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



32' BAYLINER 1989, T/134hp Hino's, 2000 hrs, GPS, Radar, 2000W inverter, fully enclosed bimini and camper canvas, electric windlass, asking **\$39,500**



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



30' WILLARD VEGA 1973, 50hp Perkins, 3/4 gph, 1200W inverter, Radar, GPS, AP, electric anchor windlass, super clean, ready to cruise, asking **\$39,900**



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

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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
52' Grand Banks Europa	1998	439000	NWExplore.	107	63' Nordlund	1984	475000	Emerald Pac.	10	88' Ocean Alexander 2010	2010	3350000	Stan Miller	15	35' CAL 35 Mark II	1983	33900	Marine SVC	49
52' Ocean Alexander 520	2005	399900	Stan Miller	15	65' Hatteras 65 Convertible	1988	325000	irwinyachts	13	89' Nordlund PH	1995	1749000	Stan Miller	15	35' Cooper 353 PH	1982	41900	West Yachts	47
52' Sea Ray 520 Fly	2018	1800000	Stan Miller	15	65' Moonen	1990	785000	Chuck Hovey	17	92' Selene	2016	4990000	Hampton YTS	6	35' Nauticat NC-35 PH	2000	194500	Marine SVC	49
53 LRC Trawler	1974	199000	Waterline	37	66' Grand Banks Skylounge	1997	649999	irwinyachts	13	103' Cheoy Lee	2011	4595000	Chuck Hovey	17	36' Bruce Roberts Spray	2001	69900	Waterline	37
53' Navigator 5300	1999	269000	Waterline	37	67 Regency 670	2007	1295000	Hampton YTS	6	106' Horizon Tri-Deck MY	2005	3775000	Chuck Hovey	17	36' Catalina	1987	39900	Elliott Bay	25
54' Kadey Kroger 54 Trawler	1991	369000	Waterline	37	67 Tollycraft PH	1987	395000	Stan Miller	15	110' Akhir-Cantieri di Pisa	1998	3495000	Chuck Hovey	17	36' Colvin 36	1993	79000	Marine SVC	49
54' Meridian 540 PH	2005	550000	Emerald Pac.	10	70' Hatteras MY	1998	799500	Emerald Pac.	10	110' Cantieri di Pisa	1998	2495000	Chuck Hovey	17	36' Gulfstar 36 PH	1971	27500	Waterline	37
54' Riviera 5400 Sport Yacht	2019	1823547	Emerald Pac.	10	72' Donzi Sportfish	1995	775000	Stan Miller	15	115' Crescent Tri-Deck	94/15	4995000	Chuck Hovey	17	36' Hallberg Rassy	2002	189000	Swiftsure YTS23	
55 Navigator	2012	675000	Hampton YTS	6	72' Hatteras 72 MY	1981	439000	Waterline	37						36' Hunter 36	2005	99900	Marine SVC	49
55' Phoenix	2005	769000	Bellingham	11	72' Monk McQueen MY	1977	525000	West Yachts	47						36' Tanton Custom 36.5	1981	27000	Marine SVC	49
55' Symbol PH	1994	265000	La Conner	93	72' Nordlund PH	1990	499000	Emerald Pac.	10						37' J Boat 37C	1989	79900	Elliott Bay	25
55' Tug Yacht Conversion	1939	SOLD	Waterline	37	73' Northcoast Custom	1998	939000	Elliott Bay	25	18' Seascope & Trialer	2015	28900	West Yachts	47	37' Nauticat 37	2006	254900	Marine SVC	49
57' BAYLINER 5788 MY	2000	459000	West Yachts	47	73' Northcoast Custom	1998	939000	Elliott Bay	25	20' Laser Performance SB3	2008	19500	Marine SVC	49	37' Nautor Swan 371	1980	87000	West Yachts	47
57' Nordhavn Trawler	1998	1095000	Emerald Pac.	10	74' Stephens MY	1983	389000	Hampton YTS	6	20' Pacific Seacraft Flicka	1983	32500	West Yachts	47	37' Saturna Truant	1980	49000	Marine SVC	49
58 Bertram Sportfisherman	1980	179000	Stan Miller	15	75' Northern Legacy	1998	1490000	Hampton YTS	6	23' Stone Horse Edey & Duff	1981	16900	Elliott Bay	25	37' Tartan 3700	2000	SOLD	Waterline	37
58 Hampton YTS 580	2008	995000	Hampton YTS	6	76' Converted Tug	1906	200000	Waterline	37	26' MacGregor	2007	27500	Waterline	37	375' Beneteau First 375	1985	49500	Swiftsure YTS23	
58 Ocean Alexander 580	2009	995000	Hampton YTS	6	76' Lazzara	1994	999995	Chuck Hovey	17	27' Island Packet 27	1988	32500	Marine SVC	49	38' Alajuela 38 Reduced!	1972	49900	Waterline	37
58' Ocean Alexander PH	2005	899000	Emerald Pac.	10	76' Lazzara MY	1994	999995	Chuck Hovey	17	28' Freedom Sloop	1978	32000	West Yachts	47	39' Cal 39	1978	39500	Waterline	37
58' Ocean Alexander PH	2006	949000	Emerald Pac.	10	78' Converted Tug	1890	129000	Waterline	37	30' C&C 30	1988	29500	Marine SVC	49	39' CAL Mark III	1981	79000	West Yachts	47
60' DeFever 60 PH	2015	1345000	irwinyachts	13	78' West Bay SonShip	2000	1595000	Emerald Pac.	10	30' Catalina 30	1981	14500	Marine SVC	49	39' Jeanneau SO 39i	2007	149500	Marine SVC	49
60' Grand Alaskan 60 PH	2000	849950	irwinyachts	13	80' Lazzara	1997	759000	Emerald Pac.	10	30' Catalina Tall Rig Sailboat	1981	8900	Stan Miller	15	39' Jeanneau SO 39i	2008	159500	Marine SVC	49
60' Ocean Alaskan Mk1	2002	849950	irwinyachts	13	82 Horizon MY	2006	2295000	Emerald Pac.	10	30' Hunter 306	2002	39950	Signature	27	39' Nauticat	2003	295000	Swiftsure YTS23	
60' Riviera 6000 Sport Yacht	2016	1725000	Emerald Pac.	10	83' Monk McQueen	1980	389000	Chuck Hovey	17	32' Ericson 32-200	1990	26900	West Yachts	47	40' Beneteau Oceanis 400	1994	93500	Elliott Bay	25
61' Viking Convertible	2004	799000	Stan Miller	15	85' Azimut MY	2005	1545000	Emerald Pac.	10	32' Evelyn 32	1985	17500	Marine SVC	49	40' Hinckley Bermuda 40	1970	129500	Elliott Bay	25
62' Boeing Custom	1931	199950	irwinyachts	13	86' Nordlund Yachtfish	1998	2790000	Emerald Pac.	10	32' Islander 32	1978	19500	Marine SVC	49	40' J 40	1990	99500	Marine SVC	49
62' Osborne/Monk	1968	220000	Emerald Pac.	10	88' Jack Sarin Custom	2006	1999000	Emerald Pac.	10	32' Kettenburg Pacific Class	1934	19000	Stan Miller	15	40' Jeanneau SO 40	2002	130000	Marine SVC	49

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20' Laser Performance SB3	2008	19500	Marine SVC	49
20' Pacific Seacraft Flicka	1983	32500	West Yachts	47
23' Stone Horse Edey & Duff	1981	16900	Elliott Bay	25
26' MacGregor	2007	27500	Waterline	37
27' Island Packet 27	1988	32500	Marine SVC	49
28' Freedom Sloop	1978	32000	West Yachts	47
30' C&C 30	1988	29500	Marine SVC	49
30' Catalina 30	1981	14500	Marine SVC	49
30' Catalina Tall Rig Sailboat	1981	8900	Stan Miller	15
30' Hunter 306	2002	39950	Signature	27
32' Ericson 32-200	1990	26900	West Yachts	47
32' Evelyn 32	1985	17500	Marine SVC	49
32' Islander 32	1978	19500	Marine SVC	49
32' Kettenburg Pacific Class	1934	19000	Stan Miller	15
32' Westsail 32	1979	27500	Marine SVC	49
33' J 100	2007	79000	Swiftsure YTS23	
33' Nauticat 33	1972	64500	Marine SVC	49
33' Nauticat 33	1972	64500	Marine SVC	49
33' Ta Chiao Cutter	1977	SOLD	Waterline	37
34' Columbia 34 MKII	1972	33000	Marine SVC	49
34' Gemini 105Mc	2005	115000	Elliott Bay	25
34' Hallberg Rassy 342	2008	173850	Swiftsure YTS23	
34' Jeanneau 349	2019	189942	Marine SVC	49
34' KMV Gambling	1974	29000	Marine SVC	49

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43' Luengen 43 Ketch	1987	99500	Waterline	37
43' Saga 43	2001	225000	Swiftsure YTS23	
43' Slocum Cutter	1986	139900	West Yachts	47
43' Wauquiez Amphitrite	1984	149900	West Yachts	47
44' Bruce Roberts PH 44	1993	49500	Marine SVC	49
44' Island Packet	2007	344900	Signature	27
44' Island Packet SP	2007	319000	Marine SVC	49
44' Jeanneau SO 440	2019	399982	Marine SVC	49
44' Lyman Morse Seguin	1982	169000	Swiftsure YTS23	
44' Nauticat NC-44	1980	185000	Marine SVC	49
44' Roberts PH Motorsailor	1990	37500	West Yachts	47
45' Bruce Roberts 45 Offs/	1983	79900	Waterline	37
46' Jeanneau SO 45.2	2000	179500	Marine SVC	49
46' Jeanneau SO 469	2015	359000	Marine SVC	49
47' Vagabond Center Cockpit	1983	249900	Marine SVC	49
49' Jeanneau SO 49	2007	349500	Marine SVC	49
49' Jeanneau SO 490	2019	519796	Marine SVC	49
50' Farr PH	2003	495000	Swiftsure YTS23	
50' Herreshoff Ketch	1975	78500	Marine SVC	49
51' Custom German Frers	1981	62500	Marine SVC	49
51' SKYE 51' Alden Ketch	1980	139500	Marine SVC	49
53' Skookum Motorsailer	1984	258000	West Yachts	47
53' Spencer Ketch Motorsailer	1978	158000	Waterline	37
56' Herreshoff Marco Polo	1956	215000	Waterline	37
57' Alden 57 Trawler Ketch	1964	98500	Waterline	37
61' C&C 61	1972	222000	Marine SVC	49
65' MacGregor 65 PH	1990	159000	Bristol Yachts 92	
83' Staysail Schooner	1934	250000	Waterline	37

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CLASSIFIEDS

SAIL



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



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**



1978 CAPE GEORGE 36' Cape George 36' 1 owner, immaculately maintained, all systems continuously upgraded. New sails, new all boat winter awning. Yanmar 4JH4E. Dry boat [freezer foam insulation blown in]. Possible package with documented licensed mooring buoy Sequim Bay, WA \$79,000. Or with 43' private Poulsbo YC slip \$96,000. All three \$98,000. All records are available. See www.bit.ly/sailboat4sale for pictures and info. **Price: \$74,000.** Contact **Shelley Armstrong** | **425-244-1115**, 2jsarmstrong@gmail.com **S851-195**



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



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



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

POWER



SUNDOWNER 30 1984 New John Deere diesel 665 hours. New Garmin GPS Plotter / Radar / Sounder VHF with AIS. New Anchor Windlass and controls and Anchor Chain. New Electric Head, Holding Tank. recent Haulout and Survey. **San Juan Sailing - 360-201-2459 or 425-260-7881 Bellingham Wa. \$58,500. P847-195**



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**



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**



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



WILLARD 60' CUSTOM PILOTHOUSE MOTORYACHT Complete refit in 2009 with new everything. Boat spent five years in the boatyard having every system replaced. New Cummins QSM11 diesel engines installed along with all new driveline. Custom flybridge and custom stainless steel tower along with new Furuno electronics package and Wesmar sonar too. Other features include: roll fin stabilizers, bow thruster, dinghy/davit, 3 stateroom/3 heads, full up galley, custom pilothouse with lounge and Capt. berth. Huge insulated fish hold with Eskimo ice chipper. Set up for long range sportfishing, and dive trips. This is a Bristol yacht! Rare find! **\$995,000.00** Contact **Bruce Sterling** Phone: **949-293-4545. P848-12**



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



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, 6kw Gen, Inverter, lots of electronics, electric windlass/ all chain on CRQ type anchor, 300 gallons fuel/100 gallons 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. **P791-12**

CLASSIFIEDS



20' 1980 ELITE CRAFT RIVERIA "PERFECT CONDITION" "ALL FIBER-GLASS" Elite Craft Riveria in perfect condition. Tens of Thousands to make her the perfect yacht. Includes Dual Axel trailer in perfect condition never in Salt Water. Moored in fresh water on Lake Union in a covered slip. Standard original options PLUS: Standard GPS Chart Plotter 175C, ICOM VHF, XM/CD Stereo, 2(two) Transom Underwater Lights, Interior Lights, Illuminated Step Pads, Shore Power w Charger for Dual Batteries, Electric Hatch Lift, Fireboy Halon SYS, Cockit Heat off Eng., Fresh Water Flush, Custom Windshield, New Carpet and Upholstery, Bimini Top, Tonneau Cover plus much more. A MUST SEE!. **\$29,500.00 Contact Alan Stameisen Phone: 714 271-1215. P852-12**



2007 SEAWOLF 36 FLYBRIDGE "DISCOVERY" This exceptional 2007 Seawolf Pilothouse 36 Flybridge has been meticulously maintained, gently used and well loved. "Discovery" is in absolutely mint condition with around 750 total hours on Twin Volvo D6 310 sterndrives. She is equipped with all amenities for comfortable cruising and uniquely equipped for offshore fishing with new Yamaha T25 remote control, extra-long shaft trolling engine on IMC hydraulic lift bracket, custom 50 gallon live well, outriggers and professionally insulated fish holds. This is a rare and unique opportunity for an exceptionally well maintained, very well equipped, high end pre-owned Seawolf. Replacement value is over 550K. **\$339,000.00 Contact Stennar Thorson Phone: 360-770-5565. P849-195**



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**



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



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



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**



'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. **\$29,900 Phone: 713-470-8785. P800-12**



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. P810-1**



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. **\$35,000. Email jalarse@aol.com or call 503 780-6166. P789-12**



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

REMINDER

The deadline for Classified Ads is the 5th of each month. To appear in the September issue, your ad must be submitted by August 5.

CLASSIFIEDS



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



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



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**



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



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



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

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 dinghy 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: \$8,500 or best offer paminretirement@gmail.com. T797-12**

FOR CHARTER



BOAT FOR CHARTER 43' North Pacific pilothouse trawler, 2007, 230 hp Cummins diesel, 6 KW gen set, bow/stern thrusters, 2 staterooms (sleeps 7), hydronic heat, W/D, newer Bullfrog dinghy with 9.9 HP Suzuki, 3000 watt Inverter, 2 kayaks, propane stove/oven, microwave, 7.5 kts./3 gph, new Garmin electronics, well maintained. **Contact North Pacific Charters northpacificcharters.net or 206-715-3666. C783-195**

MOORAGE

TACOMA: DELIN DOCKS MARINA – Tacoma's Finest! Slips available from 36' – 50'. Full Service marina equipped with water, 30 and 50 amp electric, pump outs and free cable slip side. Clean bathrooms and shower facilities. Community room with kitchen and coin-op laundry. Parking provided and 24/7 controlled access. Five Star Envirostar marina in protected waterway in the heart of downtown Tacoma. **Call us at 253.572.2524 for more information. M177-MZ**

ELLIOTT BAY MARINA. Washington's leading marina has slips available for month to month moorage. Slip sizes 32',36',40',46' & 52'. All slips provide full service electric, water, dock boxes and free cable TV. Absolutely beautiful setting on Elliott Bay with first class restaurants. Step up to the best. **Call 206-285-4817 or visit us at elliottbaymarina.net today. M104-MZ**



SEMAIHMOO MARINA- GATEWAY TO THE SAN JUANS AND GULF ISLANDS Relocate your boat now to the Marina of Choice in the Pacific Northwest. A gated facility offering yearly, monthly and daily moorage at below competitive rates. We offer a fuel dock with member discounts, Chandlery providing groceries, marine supplies, café/coffee shop and gift store, free Wi-Fi and pump out service. Enjoy waking up to Mt Baker in your backyard, watching our resident eagles soar above and strolling the paths along the beach. Visit us at **www.semiahmoomarina.com** or call us at **360-371-0440. M796-12**

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REMINDER

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

Thank you!

CLASSIFIEDS

EMPLOYMENT

POSITIONS FOR MARINE TECHNICIANS ROCHE HARBOR PHILBROOKS USA

Experience with Diesel, Gas, Outboards and Sterndrives. Yamaha, Suzuki, Caterpillar & Cummins experience an asset. Yacht systems troubleshooting, installations and repairs. Boat handling experience required Full time, year round employment. Seasonal Overtime. Top pay based on experience and benefits. Join an experienced, first class team in the NW's premiere Marine Resort! Contact: **Rick Herse** info@rocheharbormarine.com or Phone: 360-378-6510 Fax: 360 378 6515. E29-MZ

MARINE TECHNICIAN HELP WANTED

Emerald Harbor Marine is looking for an experienced marine technician. Minimum 5 years experience on yachts. ABYC, NMEA & CMET certification and overall knowledge of core systems is desired. We're a highly skilled crew based in the great location of Elliott Bay Marina, and we have great customers!

- Compensation: competitive/DOE + benefits after 90 days.
- Principals only. Recruiters, please don't contact us.
- Please, no phone calls about this job! Instead, email your resume to larry@emharbor.com E853-12

FIBERGLASS SHOP HELP WANTED

We're looking to fill several positions including general boatyard worker, detailer and LPU painter at our shop at Canal Boatyard in Ballard. It is a great working climate here at Pacific Fiberglass with generous pay. We hold ourselves to a very high standard, and have earned a reputation for both doing the highest quality work and not shying away from challenging projects. Our clients deserve the best, and they get it! We are happy to train, whether for basic boatyard labor or high-end glassing and LPU work. Call us at 206 789-4690. E854-12

FLEET MANAGER FOR YACHT SALES FACILITY - LAKE UNION

Responsible for maintaining new, used and brokerage boats both on site and off-site. Coordinate and oversee contracted work, boat washer, subs, and base staff in conjunction with sales manager. Familiar with all types of pleasure boats, sail and power. Move boats within the marina, in charge of keeping boats clean, starting engines, etc. Troubleshoot, assess, and perform minor repairs. Computer literate, be a complete self-starter. Must be organized, write well, handle warranty claims on line, keep a spread sheet of what is owed. Contact jeanna@marinesc.com M846-12



SEEKING ASA/RPBA INSTRUCTORS

San Juan Sailing, the premier charter company and sailing school in the Northwest, with over 35 years of experience is seeking USCG instructors to teach any of the following courses: ASA 101-106, 118, 114 and RPBA 1101, 1102. Competitive pay, flexible scheduling, and ongoing education and training. Contact **Jermaine Larson** (360) 671-8339 jermaine@sanjuansailing.com E850-12

REAL ESTATE



PRIVATE WALK ON WATERFRONT ACREAGE.

Location: Gabriola island, British Columbia, Canada. This is an extremely rare opportunity to own 15 acres of walk on waterfront just a short distance to Pages & Silva Bay Marina - which offers a scheduled float plane service to Vancouver's South Terminal. This tranquil East facing waterfront acreage, enjoys splendid sunrises, stunning ocean views, and as a place to sit and watch boats cruising by and marine life right at your doorstep. Explore the pristine walk on waterfront Beach perfect for beach combing, swimming, kayaking, paddle boarding, or the picturesque short stroll to Drumbeg Provincial Park. Contact **Randi & Jennifer Lynch**. Royal LePage Nanaimo Realty Gabriola Phone: 1-877-422-8455. R845-12



105' BOATHOUSE FOR SALE Located off Highway 20 on the way to Anacortes. Dimensions Door 34' clearance, Beam 24' water, Waterline 105', Depth 10'. Price: \$ 550,000 Please call for more details. Jim 360-961-0120. R840-12

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YACHT DELIVERY

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YACHT DELIVERY Licensed Master.

45 years experience delivering boats Western North America, including Alaska. 250 trips West Coast. Expert at bar crossings (1500 at Columbia River), wintertime. Author: "Smuggling Your Boat Out of Jail", "Capt. Mike's Letters to Yachtsmen" [Amazon]. Custom built internet based weather reporting and warning system. Portable equipment: radar, radio, chart plotter, life raft, AIS receiver, high power flood light for night work. Custom charts. Survival suits for all crew w/Epirbs. No past accidents. Contact **Mike**: 503-310-7590. www.yachtsdelivered.com. M838-194



C2C YACHT DELIVERY- Our mission at C2C Yacht Delivery is to provide yacht owners, brokers, and agents with the best value and highest quality professional yacht delivery service available. Including Charter service, Yacht moving, or if your just looking for a captain to run your party around locally NW. Licensed Master USMCG Captain Chris G. Bingham 100/200 Ton USCG Master, with his Mate Chris Eide and team of professionals have over 60 years of combined boating/yachting experience. From Alaska down to Mexico, over the Pacific, through the canal, Atlantic, and all inland waters Puget sound to top of Vancouver Island. All seasons. We can handle any mission. We specialize in power motor yachts ranging from 35' to 120' info@c2cyachtdelivery.com 35 year member of Seattle Yacht Club. Call us 425 941-9937. YD806-2

FORE & AFT

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CLASSIFIEDS

CLASSIFIEDS FAQ

Have questions about Classified Advertisements? Look no further!

I placed my ad on May 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 ad-placing process. We accept Mastercard Visa, Discover, and PayPal.

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

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

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

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

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

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The Baba Family

By Bob Perry

I think it's safe to point to the almost overnight success of the Westsail 32 in the early seventies as the origin of the idea that offshore cruising sailboats should be heavy double enders. Of course, the Westsail was a William Atkin design from the Fifties based on the even earlier boats of Colin Archer. But through this lineage a style of boat was born that was basically Scandinavian in character, with a long "full" keel and a cutter rig.

One of my very first design jobs on my own was to design a 34'er in this Colin Archer style. That boat was the Hans Christian 34 and that boat morphed into the HC 36, which is known by a variety of names today. Even my Valiant 40 design owes some of its shape to the Scandinavian tradition.

After I was screwed out of my royalties for the HC 36, I decided to take my revenge by designing a boat that would compete with the HC 36. The design I produced was the Tayana 37. Over the years Ta Yang produced 600 of the Tayana 37s and today there are more of them sailing the world than any other single design. Revenge is sweet.

Bob Berg, a Seattle broker, approached me to design a 30' double ender in the style of the Colin Archer tradition. The design I produced became the Baba 30. The Taiwanese workers at the Ta Shing

yard in Tainan, Taiwan, had trouble pronouncing Bob Berg so they gave Bob the Chinese name "Baba" or "Dad" in English. Ta Shing did an amazing high-quality build on the pudgy little Baba 30 and a new quality standard was set for Taiwan-built sailboats.

After the Baba 30 came the Flying Dutchman 35. In the office, we always called this design the Baba 35. But due to a falling out in Bob's brokerage, Bob lost the right to use his own nickname Baba. Bob left the Flying Dutchman brokerage and went on his own. I worked with Bob to produce the Baba 40, but with the loss of the rights to the name, this design became the Panda 40. In time, Ta Shing would take over marketing rights for the Baba 40 design and they changed the name to Tashiba 40. But it's all the same boat. There were minor finishing details changed as the build progressed, but hull, deck, and rig are the same. I think about 100 Baba 40s were built.

Today it has proven itself a most capable offshore cruising boat. My friend Jeff Hartjoy did a single handed, nonstop

circumnavigation in his Baba 40. That's about as tough a test as you can put any boat through. You can read about Jeff's voyage in his book *No Turning Back*.

In time Ta Shing wanted to update the Baba line and I produced the Tashiba 31 and Tashiba 36 designs. They are still on the heavy side with longish "full" keels but their hull shapes are refined. These boats are very good sailing boats and much sought after on the used market.

Trends in yacht design come and go. The current trend in production boats is very Euro and about as far away as you can get from the Baba concept of heavy

double enders. But I did my best to design good performing boats and the Ta Sing yard certainly built a very well-constructed and durable boat. The popularity of this extended family of boats is still very vital today.

Panda 40 Specs

LOA: 40' • Beam: 12' • Draft (max.): 6'

Displacement: 29,000 lbs.

Tankage (Fuel/Fresh/Black):
80 gals./120 gals./30 gals.

Local Broker: Elliott Bay Yacht Sales,
(206) 285-9563

Web: elliottbayyachtsales.com

At the time of this writing, there is a 1984 Ta Shing Panda 40 *Cinnamon Girl* (pictured below) listed with Elliott Bay Yacht Sales for \$175,000. If you're interested in these unique sailboats, contact them at elliottbayyachtsales.com

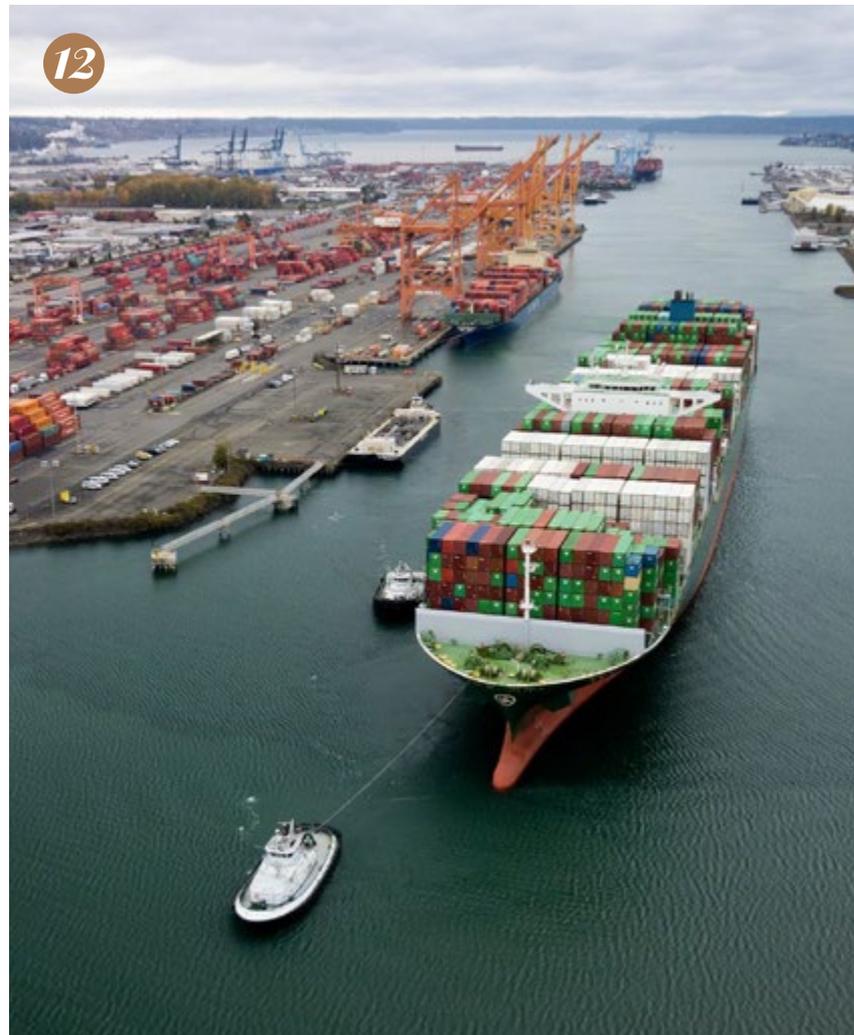


Out & About

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

1. **Swedish Club Success:** Our editor Norris Comer was recently invited to the Swedish Club of Seattle to talk about his July 2018 feature, Pacific Norsewest, and the sinking of the Norwegian-flagged ship Prince Arthur off the Washington coast in 1903. Sean Hendricks, leader of the Boy Scout Troop that hikes to the Norwegian Memorial and perform annual maintenance, chimed in as well. A touching night and tribute to those sailors lost.
2. **Columbia Oil Sheen Tackled:** A U.S. Coast Guard member aboard a MH-60 Jayhawk helicopter took this photo of a large oil sheen observed on the Columbia River on October 24, 2018, near Kalama. The cause is not known at the time of this writing.
3. **NWY Prism Graphics Signage!** The Northwest Yachting office was visited by Brad Cole of Prism Graphics for vinyl signage for our Ballard office. Looking good, well done as always, Brad!
4. **Pumpout Power:** Boating year-round means pumpouts year-round, and for Megan Moore and her husband, this means a trip from Bremerton to Port Orchard in their 1992 Hunter Vision 36 every two weeks. Megan found a way to combat the chilly winter weather with the help of her gear and the addition of a cold-weather sleeping bag. She says, "being a year-round liveaboard is definitely a fun and interesting experience!" Thanks for the submission @mooresaboard.
5. **Clipper Ventures into China:** Clipper Ventures, the British company that organizes the Clipper Round the World Race that passes through Seattle, announced its biggest expansion to date with the opening of a new Chinese-based division. William Ward, OBE, and Sir Robin Knox-Johnston, co-founders of the race, are pictured here in Beijing.
6. **Bruce gets an Award:** Former Northwest Yachting staffer Bruce Hedrick, who retired from these pages in 2015, was awarded the Jerry Bryant Award at a recent Northwest Marine Trade Association meeting. Although no longer on the team, Hedrick is still active in the community.
7. **Fire Threatens Canal Marina:** For locals with a view, the large fire on November 10 near Canal Marina on the Fremont Cut of Seattle was quite a show. Fortunately, the blaze was contained to the Gascoigne Lumber yard by the Seattle Fire Department and their firefighting workboat, the M/V Chief Seattle. No people or boats were harmed.
8. **Tukwila Native Named Navy Sailor of the Day:** Hospital Corpsman 2nd Class Erick Hernandez of Tukwila, Washington, poses for a photograph as the Sailor of the Day with Capt. Randy Peck (right) commanding officer of the Nimitz-class aircraft carrier USS John C. Stennis (CVN 74), and Command Master Chief Benjamin Rushing. John C. Stennis is conducting routine operations in the U.S. 3rd Fleet area of operations. [U.S. Navy photo by Erika L. Kugler]
9. **Tactical Debut:** British Columbia-based Tactical Custom Boats recently debuted their Tactical 40 build at the Fort Lauderdale International Boat Show and created quite a buzz. Built primarily of aluminum and carbon fiber and billed as a spare-no-expense luxury speed machine, Tactical is also building a T-77 Fast Pilothouse model that's sure to turn heads.
10. **Hi Laker Improvements:** "I just had finished a nice box for the stern of my Hi-Laker boat and was hoping that you could share this picture," says Steve Hurt, owner of this improved 1979 Hi-Laker. Nice work! Did you complete a boat project? Send us pictures for future Spyglass spotlights.
11. **Clams Aplenty:** For those dialed in, fall means shellfish harvesting. A razor clam opener on the Washington Coast ran November 22 to 25 this year. Yum! Stay in the know and seize your chance at wdfw.wa.gov.
12. **New Record Set for Tacoma:** The largest container ship to ever call in to Tacoma, Washington—Evergreen's Thalassa Axia—arrived early November for the first time. This 1,200' behemoth requires the assistance of several Foss Maritime tugboats to dock. Tacoma pride!





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