

NORTHWEST YACHTING

JANUARY 2019

VOLUME 32, No. 7



ALEXANDER MARINE USA™

BROKERAGE | NEW CONSTRUCTION | CONSULTING



boat with us
let your adventure begin

70e OCEAN ALEXANDER
Seattle | 2018
San Diego | 2019



90R OCEAN ALEXANDER
Seattle | 2019



88' OCEAN ALEXANDER
Seattle | 2019



85' OCEAN ALEXANDER
San Diego | 2018



55' AZIMUT S
Seattle | 2018



OCEAN ALEXANDER®

TIARA

REGAL

PURSUIT

CARVER

YACHTS

AZIMUT

GALEON

AQUILA

YACHTS

GALEON

AQUILA

AQUILA



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



ALEXANDER MARINE USA™

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select trade boat inventory



2014 | **85' OCEAN ALEXANDER** | \$3,750,000
Michael Vrbas | 949.632.1414



2002 | **80' GRAND HARBOUR** | \$1,295,000
Ray Prokorym | 425.327.0994



2001 | **60' HATTERAS** | \$575,000
Greg Wilkinson | 714.331.7131



2007 | **56' CRUISERS** | \$370,000
available in San Diego



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



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



1989 | **120' FEADSHIP** | \$2,750,000
Michael Vrbas | 949.632.1414



select brokerage inventory

1994/2017 | **112' CUSTOM WESTPORT** | \$6,485,000
Niel Steenkamp | 206.850.2801



sistership

2018 | **100' OCEAN ALEXANDER** | \$8,750,000
Michael Vrbas | 949.632.1414



2007 | **75' ALASKAN** | \$2,295,000
Niel Steenkamp | 206.850.2801



2001 | **75' HATTERAS** | \$1,050,000
Michael Vrbas | 949.632.1414



2009 | **74' QUEENSHIP** | \$2,399,000
Jerry Todd | 206.963.6543



2009 | **74' OCEAN ALEXANDER** | \$2,395,000
Greg Wilkinson | 714.331.7131

2017 | **70e OCEAN ALEXANDER** | 2 available
 "Worth the Wake" | \$3,225,000
 "Wakaya" | \$3,195,000
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2007 | **74' OCEAN ALEXANDER** | \$2,399,000
 Paul Groesbeck | 425.829.3551

2009 | **73' WALLY** | \$3,495,000
 Michael Vrbas | 949.632.1414

1996 | **71' ADMIRAL** | \$1,399,000
 Jason Smith | 206.331.2523

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



1965 | **65' TRUMPY** | \$749,000
 Jason Smith | 206.331.2523

2004 | **64' NORTHERN MARINE** | \$975,000
 Michael Vrbas | 949.632.1414

1999 | **64' FAIRLINE** | \$499,000
 Bill Luck | 760.533.6761

1993 | **63' OCEAN ALEXANDER** | \$495,000
 Niel Steenkamp | 206.850.2801



2011 | **60' OCEAN ALEXANDER** | \$1,395,000
 Niel Steenkamp | 206.850.2801

1979 | **60' HATTERAS** | \$389,000
 Paul Groesbeck | 425.829.3551

1979 | **60' C&L MARINE** | \$380,000
 Henry Wold | 206.427.7167

1996 | **58' OFFSHORE** | \$639,000
 Michael Vrbas | 949.632.1414



1950 | **58' ED MONK** | \$169,000
 Henry Wold | 206.427.7167

1994 | **55' SEA RAY** | \$219,000
 Paul Groesbeck | 425.829.3551

2017 | **53' REGAL SC** | \$1,040,000
 Niel Steenkamp | 206.850.2801

2006 | **52' SEA RAY** | \$449,000
 Mark White | 310.968.9376



2015 | **50' TIARA COUPE** | \$1,065,000
 Henry Wold | 206.427.7167

2006 | **48' OCEAN ALEXANDER** | \$550,000
 Michael Vrbas | 949.632.1414

1995 | **48' OCEAN ALEXANDER** | \$289,000
 Jerry Wheeler | 949.375.2323

2001 | **47' CABO** | \$475,000
 Michael Vrbas | 949.632.1414



1974 | **45' CHRIS CRAFT** | \$299,000
 Paul Groesbeck | 425.829.3551

2016 | **44' TIARA Q** | \$715,000
 Ray Prokorym | 425.327.0994

2006 | **43' TIARA SOVRAN** | \$359,000
 Bill Luck | 760.533.6761

2005 | **36' TIARA SOVRAN** | \$219,500
 Henry | 206.427.7167 & Ray | 425.327.0994





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HAMPTON BEAM: 20'0" STATEROOMS: 4 HEADS: 6 **Endurance**



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83' HAMPTON 830 SKYLOUNGE 2014/17 FLORIDA
Displacement: 123,000 lbs | Beam: 20 ft | Cabins: 6 | Heads: 5



FOR ORDER

65' HAMPTON 650 PH 2019
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62' HAMPTON 620 PH 2019
Displacement: 80,300 lbs | Beam: 17'8" | Cabins: 3 | Heads: 2



87' ENDURANCE 870 LRC 2019
Displacement: 186,000 lbs | Beam: 22'6" | Cabins: 7 | Heads: 7



75' ENDURANCE 750 LRC 2019
Displacement: 122,900 lbs | Beam: 18'10" | Cabins: 4 | Heads: 4



AVAILABLE NOW!

72' ENDURANCE 720 LRC 2019
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

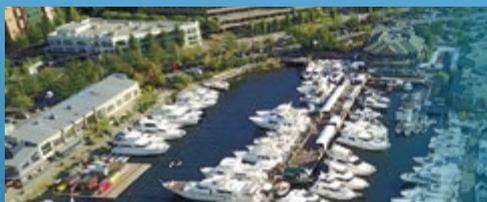


UNDER CONSTRUCTION

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



Robert Fiala 425.765.7850
Scott Hauck 206.931.2660
Ben Johnson 425.508.3101
Pete Sponek 253.720.1917
J.R. Yuse 206.679.7983



SEATTLE BOAT SHOW
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CHRIS.FEPPER@FRASERYACHTS.COM +1 206 382 9494 SEATTLE



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ANDREA CAY 36M > 120FT > ABD ALUMINUM > 2002 > 7,900,000 USD
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TREVOR.CARROLL@FRASERYACHTS.COM +1 954 463 0600 FT. LAUDERDALE

2012 SEA RAY 540 SUNDANCER



Absolutely Stunning! freshwater boathouse kept since new! Twin Cummins 715 Zeus drives with only 168 hours, full electronics, Hydraulic swim platform lift, Cherrywood interior, Flir night camera, generator, inverter, air conditioning heating, oil change system, upgraded stereo, washer/dryer and much more! Call Dave Boynton at 206-949-6866. Priced at **\$715,000.**

2011 SUNNEFJORD 38 CUSTOM PH



Single John Deere 375 HP (400 Hours), Hydraulic bow/ stern thruster and anchor winch, Forward and aft stateroom, separate head and shower, diesel heater, generator, Inverter, Propane stove & oven, Full electronics, three station electronic controls, stereo, transom side doors, Like new! Priced at **\$495,000.** Call Dave Boynton at 206-949-6866.

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Sale priced **\$109,900**

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Twin Volvo 715 HP Diesels with 855 hours, Bow and stern thrusters, generator, Inverter, Air conditioning/heating, Satellite TV ant, New electronics, factory hardtop with poly carbonate enclosure, hardbottom inflatable, custom painted hull and much more! Call Dave Boynton at 206-949-6866. Sale priced at **\$349,000**

2007 SEA RAY SUNDANCER 40



Twin 8.1 Ltr. H.O. 420 HP each gas engines with 500 hours, Satellite TV, Raymarine Radar/GPS Plotter/Depth sounder, Autopilot, VHF radio. Air condition/reverse cycle heating, Full galley, two staterooms, Cockpit TV, central Vac. Call Dave Boynton at 206-949-6866. Priced at **\$189,000**

2012 CHRIS CRAFT 25 LAUNCH



Heritage trim package, 8.2 Ltr. Mercruiser Mag 380 HP with 125 hours, captains choice exhaust, depth sounder, GPS Plotter, enclosed head, includes trailer! Call Dave Boynton at 206-949-6866.

Priced at **\$84,000**

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. Call Dave Boynton at 206-949-6866.

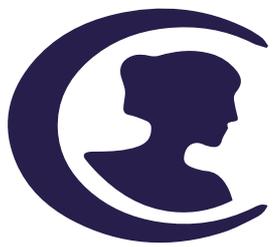
Priced at **\$179,000**

2003 SEAHORSE 35 TRAWLER



Low hour John Deere single diesel, bow thruster, auto pilot, Radar, GPS plotter, inverter w/large battery bank, solar panels, teak interior, propane stove/ oven, diesel furnace, life raft. One owner boat. Call Dave Boynton at 206-949-6866.

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This Selene 49 features a new three stateroom layout and the "deep hull" design. This brand new boat is only a few weeks from being ready for delivery and many options can still be customized. Please contact Patrick@SeleneNW.com if you have any questions or would like more information.

Includes:

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- AB Inflatable Tender



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2003 Selene 53
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NEW LISTING

2013 Selene 54
\$1,095,000



2014 Sabre 42
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Brian Taylor
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www.SeleneNW.com

Patrick Dunlop
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HORIZON V68- EMERALD EDITION
ARRIVING IN JANUARY 2019- ON DISPLAY AT THE JANUARY BOAT SHOW!



114' NORDLUND 2003
NEW LISTING- \$6,495,000



53' PRIMA FLYBRIDGE SEDAN 2001
NEW LISTING - \$495,000



54' RIVIERA 5400 SPORT YACHT 2019 \$1,775,000
AVAILABLE - ON DISPLAY AT THE JANUARY BOAT SHOW



85' AZIMUT MY 2005 \$1,545,000



86' NORDLUND 1998 \$2,400,000



82' HORIZON 2006 \$2,295,000



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



57' NORDHAVN 1998 \$1,095,000



60' RIVIERA 6000 SPORT YACHT 2016 \$1,725,000



62' HORIZON 2005 \$849,000



58 OCEAN ALEXANDER 2006 \$949,000



72' NORDLUND 1990 \$499,000



60' HATTERAS 2009 \$1,549,000



38' SAN JUAN 38 2000 \$295,000



78' WEST BAY SONSHIP 2000 \$1,595,000



40' RIVIERA 2004 \$339,000



54' MERIDIAN 2005 \$550,000



46' GRAND BANKS 1988 \$245,000



47' TIARA 4400 SOVRAN 2006 \$355,000



42' SABRE 42 SALON 2016 \$729,000



48' RIVIERA 4800 SY 2018 \$1,175,000



33' TIARA 3300 OPEN 1996 \$69,500



29' BEAVER PICNIC LAUNCH 2016 \$259,000



45' RIVIERA OPEN 2010 \$749,000



39' RIVIERA 395SUV - ARRIVING JANUARY

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SEATTLE 
BOAT SHOW
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Photo : 2019 Sabre 45
 (Located at South Lake Union)

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 2017 2018**



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2019 Back Cove 32
 (Located at South Lake Union)



2019 Back Cove 37
 (Located at South Lake Union)



2019 Back Cove 41
 (Located at South Lake Union)



2019 Sabre 38
 (Located at South Lake Union)

NORTHWEST YACHTING

January 2019 || Volume 32, Number 7

SALISH SUPERYACHTS

68

Whether you're at the helm or admiring from afar, the gravitas of the superyachts that ply our waters is hard to overlook. Why are they drawn to the Pacific Northwest? The answer involves many variables, from a glacial past to a techy culture.



72



WASHINGTON

MARINA & FUEL DOCK GUIDE 2019

A new year means a new Puget Sound marina and fuel dock guide! This beast of a reference has over 100 newly updated listings to supplement your nav materials.

84



BOAT APPÉTIT!

FOODIES ON THE WATER

Seattle is loaded with amazing dining opportunities situated right on the water for boating access. Bring your bib aboard for this culinary tour.

90



You ARE THE CHAMPIONS

After reviewing countless nominations, we have selected the first Northwest Marine Champion Award winners. Celebrate our community's champions!

98



PORTS OF CALL *Victoria, British Columbia*

Downtown Victoria, B.C., is so elegant and singular that we just had to give her the spotlight. Victoria is the perfect boat-friendly destination.

100

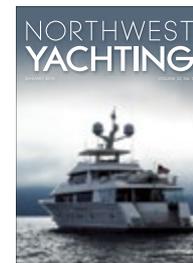


ASK THE EXPERTS *Fiberglass Composites*

A fiberglass expert in action is like a wizard at work. We turn to glass bender Les Margetts of Philbrook's Boatyard to learn more about the magic.

On the Cover

Jonathan Cooper



A newly launched Wesport 130 takes to the water during sea trials last winter in Puget Sound. Made in the Westport Yachts yard in Anacortes, Washington, she complements a superyacht feature within this issue.

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Available in Seattle (206) 632-2900



2011 | 51' Navigator 5100 PH | \$569,000
Contact Seattle office (206) 632-2900



2015 | 51' Sea Ray 510 Fly | \$1,050,000
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2017 | 31' Ranger Tugs R-31 CB 2017 | \$299,990
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1988 | 65' Hatteras Convertible | \$325,000
Available in Seattle (206) 632-2900



1930 | 62' Boeing | \$199,950
Available in Seattle (206) 632-2900



2015 | 60' DeFever Pilothouse | \$1,345,000
Available in Seattle (206) 632-2900



1983 | 52' Midnight Lace | \$199,850
Available in Seattle (206) 632-2900



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
Available in Seattle (206) 632-2900



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



2000 | 30' Apremare 9M Cabinato | \$74,950
Available in Seattle (206) 632-2900



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



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A Year to Go Big



Norris Comer

The blank slate feeling of sending off the first issue of a new year is as undeniable as the big 2019 staring at me from my calendar. By now, resolutions are being upheld or forgotten as boat show season kicks into high gear. Between the massive Seattle Boat Show (January 25 to February 2) stateside, the Vancouver Boat Show (February 6 to 10) in Canada, and the Miami International Boat Show (February 14 to 18), there's more going on than even the most rabid boater could handle. Yes, that's a challenge!

The launch of boat show mania and the beginning of a new year go hand in hand in that everyone wants to begin right. Builders and brokers put their best feet forward to start off in the black and maybe rack up some recognition with a few industry awards.

Boaters, their goals fresh in mind, dive into informative seminars, inhale information about all the new products, and of course, ogle the boat of their dreams. There's a unique vibe in the air, almost like a sport where everyone wants that big deal to be sealed but everyone has a different motive. When the buyer signs the dotted line and it's officially time to boat, the elation can be like the NASA control room when a Mars rover sticks its landing.

Regardless of your means and ends, boat shows are a ton of fun. I fully recom-

mend some *Northwest Yachting* reading material to get you in the mindset, particularly *The Big Show* feature in the January 2018 issue. Written by a local boater for fellow Seattle showgoers, it is a handy classic to revisit on nwyachting.com. Additionally, be sure to check out page 14 for a few pointers on how to navigate the Alaskan Way Viaduct closing. It bears repeating here that the viaduct will be closed January 11 through the Seattle Boat Show, surely exasperating the traffic of our already pinched town. Take these pointers and conquer!

A final tip to making the most of the Seattle Boat Show is that we'll be there, exhibitor booth East 614. Come over to say hello, grab your favorite 2018 back issue (we save copies just for this event), buy some of our new *Northwest Yachting* T-shirts or hats, and sign up for our giveaway. We also have an epic prize drawing planned, so don't miss out.

I'm even in the seminar circuit and will be joining the likes of author and *Northwest Yachting* contributor Elsie Hulsizer; Mark Bunzel, editor of the of the beloved *Wagoner Guide*; author and *Northwest Yachting* contributor Wendy Hinman for Write About Your Cruising Adventures at 1215 hours on Stage #5 on Saturday, January 26. I'm always accepting pitches, so come on by to get a feel for what makes a good story and introduce yourself.

Let's go big this year, boaters of Cascadia!

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

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United States Coast Guard, Lt. Kellen Browne (*Healy*, P18); Queen Victoria Museum and Art Gallery (Ancient Brew, P20); USCG Petty Officer 3rd Class Nate Littlejohn (*Steadfast*, P21); Sheri Prokorym (Ocean Alexander 88, P42); Jonathon Cooper (Westport 130, P69); Borrowed Light Images (*Albatross* in Puget Sound, P70); GillPhoto (*Octopus* in Alaska, P71); Eva Seelye (various restaurant pics, P86-87); Katrina Zoe Norbom (Jim Edmark/R2AK, P94); Alex Kwanten (Various Victoria pics, P98-99); InSapphoWeTrust/Flickr (Miniature World Victoria, P98); Marc Bruxelle (Shopping in Victoria, P99).

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

This Month's Feature Contributor



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



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STAN MILLER YACHTS



FIVE LEADING LINES ~ ONE BROKERAGE HOUSE

JOIN US! SEATTLE BOAT SHOW AT SOUTH LAKE UNION, JAN. 25- FEB.2



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!



NEW VIKING 75 MOTORYACHT – IN STOCK

The Viking 75 Motor Yacht delivers the quality build, design and components one expects from a legendary builder like Viking Yachts. In-stock model features enclosed bridge, open galley, 5 staterooms plus crew area aft & three outdoor seating areas. She is spectacular! Contact Stan Miller Yachts for full details and pricing.

SELECT BROKERAGE LISTINGS

<p>\$1,749,000</p> <p>89' Nordlund PH CPMY 1995</p>	<p>\$3,350,000</p> <p>88' Ocean Alexander 2010</p>	<p>\$395,000</p> <p>67' Tollycraft Pilothouse 1987</p>	<p>\$1,800,000</p> <p>52' Sea Ray 520 Fly 2018</p>
<p>\$375,000</p> <p>52' Ocean Alexander 2005</p>	<p>\$449,500</p> <p>49' Grand Banks Motor Yacht 1995</p>	<p>\$550,000</p> <p>48' Offshore Pilothouse 2001</p>	<p>\$259,000</p> <p>46' Grand Banks Classic 1990</p>
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Events

Detour to the Big Show

Traffic Hacks for 2019 Seattle Boat Show

By Lisa Samuelson

By now, your excitement for the Seattle Boat Show (January 25 through February 2) may be tempered by the coinciding Alaskan Way Viaduct closing starting on January 11. Although the traffic pinch will undoubtedly be worse than normal, don't let the sky-is-falling pessimism of "via-doomers" dissuade you from attending the biggest and best boating party of the year! Here are ten tips for maximizing your enjoyment at the show and minimizing road angst.

1. Work downtown? Don't fight the traffic. Stay after work and enjoy the show while the traffic clears out. The show is open until 2000 hours on weekdays and

2100 hours on Friday nights. As an added bonus, you can quaff some fine wine or sip some suds on Friday nights at the Uncorked (January 25) and Sails & Ales (February 1) evening events.

2. If your schedule allows, come mid-week and midday. Savvy show attendees know that this is the best time to see the show as dealers, brokers, and factory reps have more time to give you their undivided attention.

3. Get in the mood and boat to the show! Drop anchor at Bell Harbor Marina for a night or two. From there it's a short walk, Lyft ride or pedicab trip to CenturyLink Field Event Center. Boating to the show

will be a great reminder of all the new things you are thinking about getting for your boat, in case you don't already have a list. Note that Bell Harbor is not a part of the in-water show this year due to the closing of the viaduct, so more space for you!

4. Leave the driving to Lyft and transit. Lyft is committed to helping Seattleites navigate the viaduct closure and is offering a \$2.75 discount (the cost of a transit ticket) on all shared rides to and from select transit centers. From the stadium transit station, it's a short walk to the CenturyLink Field Event Center. While enjoying your bus or light rail ride, study the boat show website for the seminars and exhibitors, and plan your visit to the show. For more info about the offer and how to claim it visit: lyft.com/i/realign99

5. Plan a staycation. Purchase the 9-Day BIG pass (only \$30) and book a few nights with one of the show's hotel partners who offer Seattle Boat Show discounts. You can enjoy two or more days of boat show fun at a more relaxed pace and then dine out at night and not worry about driving home after imbibing too much of your favorite tippie.

6. Gather your yacht club friends and carpool. Buy your tickets online and receive free parking daily at Mariners

Continued on Page 18

The Alaskan Way Viaduct, a fixture of Seattle's waterfront since 1953, closes forever on January 11, 2019, just in time for the Seattle Boat Show at the adjacent CenturyLink center.



Photo: Rafael Viches Rey / StockPhoto.com

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Coast Guard Corner
Ice Breaker Healy Returns

By Evin Moore

Following a 129-day summer deployment to the Arctic, the U.S. Coast Guard Cutter *Healy* has returned to her home port of Seattle. Besides the *Healy's* primary mission of providing American presence and breaking ice for accessibility, the crew conducted several research missions in partnership with the National Science Foundation (NSF), the Office of Naval Research (ONR), and National Oceanic and Atmospheric Administration (NOAA).

The NOAA-sponsored mission involved getting a better understanding of the changing biological situation in the Arctic and mapping offshore

ocean currents in the Chukchi and Beaufort Seas. The mission for naval research was part of a multi-year project studying the effects of water inflow and surface force changes on ocean stratification and sea ice. Part of this study involved placing subsurface moorings on the seafloor, which will remain there until next year. The goal of *Healy's* NSF-associated mission was to understand the effects of Pacific and Atlantic water inflow on the Arctic ecosystem.

Commissioned in 2000, the CGC *Healy* is the nation's most technologically advanced northern latitude research vessel and ice breaker. Under the command

of USCG Captain Greg Tlapa, the *Healy* has 4,200 square feet of laboratory space and accommodations for 50 scientists. She has a total length of 420 feet, a displacement of 16,000 tons, and a permanent crew of 87.

Besides its scientific missions, the *Healy* performs search and rescue missions, ship escorts, and enforcement of U.S. laws and treaties in the Polar Region. The U.S. Coast Guard has been the nation's sole provider of polar ice breaking service since the 1960s and is looking to increase its total number of ice-breakers

Welcome home to the crew of the *Healy!*



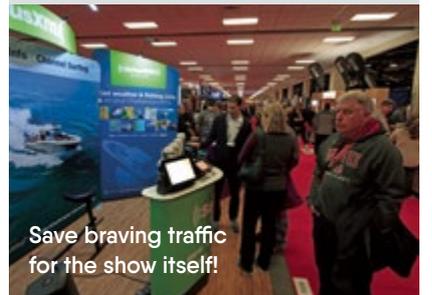
Events

Detour to the Big Show

Continued from Page 16

Garage (formerly Safeco Field Garage) and on weekends near South Lake Union at the Yale Avenue North garage. The yacht club that brings the most members to the show on any given day (and proves it with an onsite group photo) wins a big trophy, bragging rights as the most spirited yacht club in the region, and \$500 to spend at their next event. Check out the website for details about other prizes and categories.

7. West Seattleites – take the scenic on-water route.



Save braving traffic for the show itself!

Catch the water taxi and then jump in a pedicab or walk to CenturyLink. It's a short stroll to the stadium.

8. Live anywhere between Queen Anne and Pioneer Square? Catch the free Waterfront Shuttle that has 14 convenient stops. Visit: downtownseattle.org/parking/#!/shuttle

9. Catch the Sounder. The South Line runs seven daily roundtrips between Lakewood and King Street Station. It runs 11 trips from Tacoma, Puyallup, Sumner, Auburn, Kent, Tukwila, and King Street Station. The North Line runs four daily roundtrips between Everett, Mukilteo, Edmonds, and King Street Station. King Street station is just a few steps away from the north entrance to the show at CenturyLink.

10. Once at the show, leave the driving to the show. A free shuttle runs continuously between CenturyLink Field Event Center and South Lake Union. Use it!



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98' VERSILCRAFT 1987
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80' BURGER 1959

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



57' BAYLINER 2002

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



83' BURGER 1967

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



39' OCEAN ALEXANDER 1986

Located at our dock, extended to 42', well kept, safe & easy boat to handle. Lee Koetje, Anacortes.



SEE AT SEATTLE BOATS AFLOAT SHOW

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.



46' WESTCOAST 2005

Gimlet is a one owner boat that has been kept under cover. Keith Walsh, Seattle.



NEW LISTING

SEE AT SEATTLE BOATS AFLOAT SHOW

60' M2 POWER CAT 2007
Twin M.A.N. power, 2 staterooms, 2 heads, kevlar construction. Dan Wood, Seattle.



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.



28' JEANNEAU 2016

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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.



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Double Take *Shipwrecked Beer is Brewed 220 Years Later*

By Eva Seelye

For this enticing story, we hop across the Pacific Ocean to our Australian neighbors' mind-blowing discovery in a ship wrecked off the coast of Tasmania near Preservation Island. Commissioned from Calcutta, India, *Sydney Cove* struck a sandbank on her way to deliver supplies to Port Jackson, Australia, and sank to the ocean depths, treasure and all. But we're not talking about

gold, jewels, or any other loot you might imagine a 220-year-old ship to hide but rather, something a bit more tasteful, or shall we say tasty.

Mike Nash, a marine archaeologist with the Australian Historic Shipwrecks Team, led the excavation efforts in the 1990s where they recovered what was left of the ship's beer that was part of their Sydney delivery. Twenty-six bottles were carefully extracted from the sandy bottom and delivered to the Queen Victoria Museum & Art Gallery in 2015. Nearly three years later, the beer has been re-brewed thanks to a partnership between the museum and James Squire, an Australian brewing company.

How is this possible? Well,

museum conservator David Thurngood explained that if the yeast within these beer bottles is still alive, it could still be used to brew. Head brewer at James Squire felt it important to respect the history and integrity of the yeast while also brewing something modern day beer drinkers would enjoy. The Wreck Preservation Ale is a Porter-style beer with a rich, smooth taste and hints of blackcurrant and spices. Beer drinkers ventured to James Squire brew houses late 2018 to taste a piece of history; a small supply is preserved at the Queen Victoria Museum & Art Gallery in Launceston. To all Pacific Northwest brewers and shipwreck hunters: team up and let's get our own version of this, stat!



Ancient growlers from the Sydney Cove at the Queen Victoria Museum.



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- **Oak Harbor Music Festival, Aug 31 – Sept 2:** A free 3-day music festival



The Oak Harbor Marina offers a free on dock party tent, free loaner bikes, free wifi, free gas barbeques, and free EZ ups. The nearby Oak Harbor Yacht Club offers a full-service bar and Friday night barbeques for visiting yacht club members. Bocce ball courts, golfing, shopping and dining are just a short distance away.

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Education

Last Chance to Apply for PTYC Scholarships

By Eva Seelye

The application window for Port Townsend Yacht Club's (PTYC) scholarship opportunities is coming to a close! Students who hope to engage in a maritime education program post high school graduation and reside in Washington state have until January 21 to apply.

Fields such as marine biology, fisheries, ship and/or boatbuilding and repair, ship operations, commercial dive training, and other marine fields are applicable. Winners will find their awards made out to the educational program or school they're attending in the future.



Don't miss the Jan. 21 scholarship deadline! Apply at ptmta.org.

Since 1991 the PTYC has supplied students with over \$56,000 in funds and has \$8,000 in scholarships set aside for 2019 awards alone. All applicants are encouraged to apply no matter the age or marine trade. For those interested, navigate to ptmta.org to download the application form. The clock is ticking!



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Maritime History

Cutter Steadfast Celebrates 50 Years

By Evin Moore

This December, past and present crew members of the U.S. Coast Guard cutter *Steadfast* gathered to celebrate 50 years of service. The celebration was held at the Columbia River Maritime Museum on December 7. The Astoria, Oregon-based *Steadfast* has performed all 11 of the Coast Guard's statutory missions but is best known within the service for being the first millionaire cutter, seizing a total of 1,025,375 pounds of drugs as of October 22, 1980.

Steadfast is one of only two cutters to have ever seized over a million pounds, indicated by a gold emblem on her mast. During the 1970s, *Steadfast* patrolled the Caribbean, seizing over 110 tons of narcotics headed to the U.S. and earning the nickname "El Tiburon Blanco" (The White Shark) from Colombian drug traffickers in the process.

Commissioned in 1968, *Steadfast* was the ninth of twelve 210' medium endurance cutters built to replace the Prohibition-era cutters the USCG was using at the time. She was built for \$3.1 million by the American Shipbuilding Company in Lorain, Ohio. *Steadfast* was homeported in St. Petersburg, Florida, for her first 24 years of service but was then decommissioned in 1992 for major maintenance to extend her service another 25 years. *Steadfast* was recommissioned in 1994 and relocated to Astoria.

Older medium endurance cutters like *Steadfast* will eventually be replaced by the new offshore patrol cutters. For now she continues to serve the United States carrying out narcotics operations and enforcing fishing laws all over the Pacific.



The U.S. Coast Guard Cutter *Steadfast*, built in 1968, once patrolled the Caribbean to the detriment of drug smugglers. It has patrolled the Northwest since 1994.


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Double Take *OceanGate Prepares for Titanic Dive*

By Evin Moore

The second person ever to solo dive to a depth of 4,000 meters is Stockton Rush, CEO of Everett, Washington-based OceanGate. The December 10 dive was completed in the Bahamas on the company's privately-owned submersible *Titan* as a trial run before OceanGate's 2019 *Titanic* survey expedition. The wreck of the *Titanic* rests about 4,000 meters (13,000 feet) deep.

"This deep dive is a major milestone for OceanGate," Rush said in a news release following the

successful test of the company's five-person submersible. "It validates our innovative engineering and the repeated use of our carbon fiber and titanium hull. *Titan* can provide access to half of the world's ocean depths for up to five people at a time."

The test dive was conducted near Little Harbour on Great Abaco Island. Previously, a scale model of the *Titan* was pressure tested at the University of Washington. Other testing included 20 shallow dives in Puget Sound and

unmanned dives in the Bahamas. The dive took Rush seven hours to complete as there were multiple pauses during the descent to test the strength of the hull using OceanGate's Acoustic Real Time Monitoring system. "The system uses acoustic sensors to detect sounds emitted by the carbon fiber material as it responds to the external pressure, and employs strain gauges to measure the physical deflection," OceanGate said. Delicate acoustic detectors listen to sounds made by the hull

OceanGate's manned submersible will be the first crewed sub to explore the 106-year-old wreck since 2012.

under different pressures to give the pilots of *Titan* advanced warning of any potential problems.

All this preparation will hopefully pay off for OceanGate's *Titanic* expedition this year. The *Titan* will be the first crewed vessel to explore the *Titanic* since film director James Cameron dove to the ship in a submersible for the 2012 centennial of its sinking. Cameron became the first person to solo dive to 4,000 meters on that expedition. OceanGate intends to bring scientists and citizen explorers on board who will accompany the *Titan* crew to the wreck of the *Titanic*. Tickets for citizen explorers will begin at about \$100,000. The company's end goal is to make exploration of wrecks and the ocean floor more feasible for scientists and other experts. 

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Education

CYC Winter Speaking Series

By Evin Moore

Seattle's Corinthian Yacht Club will be hosting a series of Friday evening talks this February. The talks cover a wide range of topics, from cruising Vancouver Island to exploring Croatia's past by boat. The talks are engaging and sure to excite any mariner.

On February 1, Chris Young explains how he sailed his 47' ketch *Raven* up the Inside Passage and down Vancouver Island with a rotating crew. Chris will detail how to explore highlights like Chatterbox Falls, Hot Springs Cove, and Tofino.

On February 8, come meet the crew of team Sail Like A Girl, winners of the 2018 R2AK. Hear what motivated them to take up the grueling 750-mile trek to Ketchikan, the challenges nature threw at them along the way, and how getting out of their comfort zone changed them.

Sue Drake and a panel of crew members on February 15 will talk about the Baja Ha-Ha Cruising Rally from San Diego to Cabo San Lucas. Highlights of the event, the perspective of first timers, and why many come back again and again.

Finally, on February 22, hear Eric and Karrie Sanderson detail their experience flying to Croatia

and bareboat chartering to an area steeped in history.

Social hour with the bar opening at 1800 hours and dinner are included in the program that runs from 1900 to 2100 hours at the CYC Clubhouse at Shilshole Marina. For more information, call (206) 789-1919 or go to cycseattle.org/events.



Meet Team Sail Like a Girl on February 8 at Seattle's Corinthian Yacht Club.

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With modern styling and a paint job that pops, **Satori** is a yacht that commands attention in any harbor or anchorage she enters. Coupled with a powerful rig and forgiving hull form to provide excellent performance under sail and a luxurious layout to match, and this 2011 Jeanneau 53 is a truly stunning cruiser. Step aboard **Satori** and you will quickly notice her spacious accommodations and functional design both on deck and down below. A huge cockpit with twin helms and lines led aft allows for easy shorthanded sailing, yet provides enough space for friends and family to socialize or relax. Move below into **Satori's** bright and airy interior, and there is a lot to like. Her practical three-cabin layout is punctuated by an exquisite master cabin forward. A chef's galley to port is outfitted with a vent hood over the range and huge fridge and freezer capacity. And her main salon is appointed with dark brown leather seating that perfectly contrasts the light teak joinery. **Satori** is currently in Seattle, ready to take you as far as your cruising dream can go.

2012 • 59 Outremer 5X • €1,190,000

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Covey Island 36 • 1997 • \$189,000

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Baltic 50 • 2000 • \$499,000

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

Hallberg-Rassy 34 • 2000 • \$155,000

70 Jensen Expedition	2004 \$2,280,000	42 Hallberg-Rassy 42E	1983 \$154,000
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47 Chris White Atlantic	2013 \$799,000	40 Panda	1981 \$124,000
46 Hallberg-Rassy	2001 \$349,000	39 Cal 39	1971 \$44,000
44 Morris	1995 \$375,000	34 Red Wing	2008 \$115,000
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43 Hans Christian (Chr)	1986 \$119,000	30 Sabre 30 mkIII	1988 \$39,500

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Education

Everett Sail and Power Squadron Course

By Evin Moore

The Everett Sail and Power Squadron will be offering a seven-week America's Boating Course that will cover a wide range of boating safety fundamentals. The curriculum includes topics such as registration laws, safety equipment, accident reporting, and more. The main goal of the course is to familiarize the students with boating basics and prepare them to comply with state and federal law. Upon completion of the final test, students will be eligible for the Washington State Boaters Education Card, which is required before operating a watercraft in the state. The class will be held at the Corporate and Continuing Education Center of Everett Community College from 1830 to 2030 hours starting February 11. The cost is \$120. To register, go to everettcc.edu/ccec.



Boats are made of different materials that age and wear differently, and metal in water requires constant vigilance to keep corrosion at bay. Washington Sea Grant's Corrosion Workshop can teach you what you need to know.

Maintenance

Marine Corrosion Prevention Wisdom

By Eva Seelye

Fishermen, boaters, and marine professionals everywhere, consider joining Washington Sea Grant on February 2 for a hands-on Marine Corrosion Protection Workshop in Port Townsend. Electrical, corrosion, and systems expert Kevin Ritz will explain how to take care of five different metals, how to test for corrosion, the advantages and disadvantages of anodes, how to conduct wood damage analysis from

too much zinc, how to coat propellers and prop shafts, and more.

Washington Sea Grant is accepting only 15 students for the workshop on February 2 from 0900 hours to 1600 hours and registration is required, so give Sarah Fiske a call at (206) 543-1225 or email sfiske@uw.edu to save your spot! The Marine Corrosion Protection Workshop costs \$60 and the class will be held in the Northwest Maritime Center. 

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New Year's Eve may have come and gone, but what better use for your leftover champagne than some refreshing bubbly cocktails. As you sip, reflect on the past year; did you step out of your boating comfort zone? Do you have any boating New Year's resolutions? Maybe this year you'll buy that vessel you've had your eye on, enter your first race, or cruise further than you ever thought you would. Or maybe you put aside that resolution for tonight and treat yourself to some delicious cocktails!

Ingredients

- 2 oz. blackberry or raspberry infused cognac - OR -
- 2 oz. Grand Marnier Raspberry and Peach
- 1 oz. ginger beer
- 1 oz. champagne

Make the Drink

Directions: Use either a berry flavored cognac like Grand Marnier Raspberry and Peach or a homemade berry infused cognac. Mix 2 ounces cognac with 1 ounce ginger beer and 1 ounce champagne in a cocktail flute. Serve with fresh mixed berries. 

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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Environment

Gov. Inslee Proposes Save the Orcas Initiative

By Evin Moore

It's common knowledge that our Southern Resident killer whale (orca) population (74 whales as of December) is endangered and in dire need of assistance. In response, Governor Jay Inslee has

recently proposed a \$1.1 billion initiative to save the whales. Inslee explained the urgency of the situation in an interview to the *Seattle Times*, "There are a lot of things in life you can put off for a decade.

This is not one of them... This is a one-time shot."

Inslee hopes to fund unprecedented and widespread efforts to help recover these endangered Southern Resident orcas, and ob-

taining such a large amount of cash is only possible by tax increases.

His initiative includes reviving Columbia River salmon runs and creating spill programs for the Columbia and Lower Snake River dams, establishing a new panel to evaluate Lower Snake River Dam's bypasses, instating a three-year moratorium on commercial whale watching of southern resident whales, and more.

His proposal includes almost \$363 million for salmon recovery, culvert removal, water-quality, and water-supply projects state-wide. He hopes to give the Washington Department of Transportation \$296 million for culverts requiring repairs; \$12 million to increase Chinook hatchery production; and \$750,000 dedicated to evaluating the socioeconomic costs and benefits of breaching the Lower Snake River dams to increase the number of Chinook reaching the orcas.

However, Congress holds the authority when it comes to breaching these federal dams, and according to Congresswoman Cathy McMorris Rodgers and Dan Newhouse, "Eastern Washington communities... depend on the many benefits [these dams] provide, breaching them is out of the question."

A proposal such as this is unprecedented, and not everyone is as keen on the idea as Inslee, but he's aware of the sacrifices Washington residents must make and the support required to achieve this billion-dollar initiative, "and that's exactly what saving the killer whales that frequent Puget Sound will take." He continues, "Everybody is involved in this mission and everyone has to be for it to succeed."

The plight of the Southern Resident Orca population of Puget Sound has increasingly been the subject of debate about the future of the region.

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Education
Boatbuilding School Applications

By Evin Moore

The Northwest School of Wooden Boatbuilding is now accepting applications for the 2019-2020 school year. The school has recently added a Marine Systems program that teaches students maintenance and repair of integral marine systems. The program covers the basics of electrical systems, diesel and gas engines, marine plumbing, hydraulics, and propulsion. Students who graduate from the six-month course will be qualified for entry-level employment at boat shops, ship yards, and maritime museums.

Students will have the opportunity to work on the school's latest project, an

electrically-charging, solar-power boosted pumpout boat that will offer free services in Port Ludlow before expanding its services. The project is a collaboration between the school, local businesses, and state agencies. Students of the Contemporary Boatbuilding program working on the pumpout boat project will have the chance to develop skills involved with cold-molded construction, vacuum infusion, and foam core construction on top of other wood working skills.

Anyone interested in the school's Traditional Wooden Boatbuilding program can apply to learn traditional boatbuilding skills like carvel and lapstrake

planking. Students learn to build boats ranging in size from rowing skiffs and motor launches to tugs and cruising yachts.

Upon graduation of this one-year course, students will have an Associate of Occupational Studies degree and the skills to gain entry-level employment in ship yards, boat shops, or even yacht manufacturers and furniture makers.

Anyone interested in starting one of the boatbuilding or marine systems programs at the school should visit their website at nswb.edu or call (360) 385-4948. The next marine systems program starts April 2019.



Department of Corrections

Shortly after the December 2018 issue was inked, our team noticed an error. We promptly corrected said trespass in the digital edition and crossed our fingers we'd get away with it. No such luck, in part thanks to a reader named Rocky Champagne who chimed in. Our caption on page 12 of the cover photo erroneously stated that we depicted "Cape Disappointment, Oregon" when we are actually looking at "Cape Disappointment, Washington." Thanks for keeping us honest, Mr. Champagne!

Additionally, the lighthouse is not the Cape Disappointment Lighthouse as originally identified, but rather the North Head Lighthouse (which is nearby). Again, the error has been corrected digitally. Now we devote ourselves to our lighthouse studies as penance. Hopefully we become more enlightened. Eh?



There was a mistake to the contact info for the Lady of the Sea email address in our *Northwest Yachting Charter Guide* in the December 2018 issue. The proper email is info@ladyoftheseaadventures.com. The correction has been made in the digital edition.



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Vancouver's boat show is the largest in Western Canada with over 30,000 visitors on average.

Vancouver International Boat Show Incoming

By Evin Moore

Northwest boaters have the privilege of being able to attend two major boat shows in late January and early February; the Seattle Boat Show and the Vancouver International Boat Show. The Vancouver show is the largest in western Canada with 30,000 visitors on average, over 250 exhibitors, and 125 seminars, and runs February 6 to 10.

The Floating Show at Granville Island, one of the central marinas in Vancouver, will have dozens of new and used boats for sale right on the water. The show's New Product

Showcase will be one of the first places to get the trending products for 2019. Hundreds of boats will be for sale on the main show floor plus thousands of boat-related products.

Even when you're done shopping, the show has more to offer. Head over to the DIY Garage for a series of informal, 45-minute workshops with some of British Columbia's top boating maintenance and tech experts. Workshops cover topics ranging from winterizing boats to installing solar panels. Learn how to properly inspect an outboard motor

on Wednesday, and come back on Sunday to learn how to maintain boat systems and prevent corrosion.

The boat show is filled with special events and guests. One such event Saturday's Women's Day. A ticket gets you a light breakfast, access to additional seminars, lunch, and a wine tasting. Seminars cover marine insurance, building confidence in boating skills, navigation, family cruising, and more. At another event, Meet the crew from Discovery Channel's *Cooper's Treasure*,

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a show about a team of treasure hunters looking for sunken ships in the Caribbean.

Kids accompanied by an adult can spend time at the Nautical Play Centre, riding in paddleboats and doing arts and crafts. Meet the University of B.C. Robotic Sailboat team at the Kid's Zone and hear how they make some of the best robotic sailboats in the world. Attend a cooking class to make Cajun crocodile, salmon fillets, and Portuguese mussels. Sport fishing seminars cover deep-sea fishing and will include Q&A sessions with professional anglers.



If you don't get enough boat show in Seattle, you can join Vancouver's boat show crowds February 6-10.

The Vancouver International Boat Show is owned by the Boating BC Association, a not-for-profit dedicated to promoting boating on Canada's West Coast.

The show will be held February 6 through 10 at BC Place and Granville Island Maritime Market from 1000 hours to 2000 hours Wednesday through Saturday and 1000 hours to 1700 hours on Sunday. Free shuttle buses run continuously between the BC Place location and the Granville Island location and free water ferries will also be running between the two venues. For more information or tickets, visit vancouverboatshow.ca. *BY*

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Trawlerfest will come to a very central location this April: Seattle's Bell Harbor.

TrawlerFest Comes to Seattle!

By Eva Seelye

The annual TrawlerFest returns to our Pacific Northwest shores with a new heading for the 2019 show. For the second location change in three years, TrawlerFest will take over Bell Harbor Marina of Seattle late April for this well-loved extravaganza. Instead of flocking by the thousands to the past locations of Anacortes and Bremerton, trawler fanatics will make their way to the Emerald City waterfront for the in-water boat show and educational seminars.

"Don't laugh, but TrawlerFest is a lot like Woodstock, except for the nautically afflicted," says Trawlerfest organizer Peter Swanson. "TrawlerFest provides the tools, motivation, and training to just get out there and do it. It helps when you find yourself on the docks and in the seminar rooms with so many like-minded, decent people."

For those unaware of this experience, TrawlerFest, organized by *Passagemaker* magazine and their parent company Active Interest Media, is a trade show, rendezvous, and an educational seminar spectacular combined into an epic five-day trawler festival.

Why Bell Harbor? "Three things really. There's a great marina for the in-water show just a

few minutes' walk from a hotel conference center to house our seminar series. In other words, a compact, high-quality venue," explains Swanson. "Second, there is easy access to lodging and transportation networks, specifically SeaTac Airport. Thirdly, being in the heart of Seattle gives our attendees easy access to all sorts of extracurricular activities and world-class restaurants."

If you haven't already, mark your calendars for April 23 to 27 to get a year's worth of trawler exposure. Trawler enthusiasts are encouraged to gather, learn, and ultimately have a boat load of fun on this seminar-focused event—most of which will take place in The Marriott Waterfront Hotel's classrooms.

"Dozens of cruising watercraft will be on display at the edge of one of the finest cruising grounds on the planet," adds Swanson. "And if you don't believe, attend some of the seminars about cruising to Alaska or Vancouver Island by the partners in SlowBoat, whose photography is nothing short of stunning." Tickets will be available through *Passagemaker* this month (passagemaker.com). Seminar and display boat lists to come.

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Puget Soundkeeper Alliance Sues City of Anacortes

By Eva Seelye

The City of Anacortes is being sued by Seattle-based nonprofit environmental organization Puget Soundkeeper Alliance under the Clean Water Act. Puget Soundkeeper filed the lawsuit late September alleging that the city is threatening water quality by failing to comply with permits that regulate the discharge of stormwater into lakes, rivers, streams, and Puget Sound.

Puget Soundkeeper Alliance's executive director Chris Wilke alludes to water quality issues

plaguing Puget Sound, and this lawsuit "is part of a multi-year effort by Puget Soundkeeper to better control the number one source of toxic pollution in Puget Sound, which is polluted stormwater runoff." He mentions the effects such pollution can have on salmon, especially juvenile Chinook.

One of Puget Soundkeeper's efforts to minimize stormwater runoff was requiring cities to incorporate low-impact development techniques like rain gardens into their codes by the end of 2016. At

the end of 2017, only 15 percent of 81 cities complied. Wilke explained his dissatisfaction as an "across-the-board failure to come into compliance," continuing with a call to action. "We really need our cities and counties to meaningfully implement permits as they were written to make progress on sources of pollution."

The City of Anacortes, while disappointed, "is fully committed to remaining in full compliance with all permit requirements," states Anacortes Mayor Laurie

Gere. She continues to explain her understanding that the City's compliance may be imperfect, but improvements to stormwater programs have been in the works that address issues from the past, and all permit requirements have been met.

According to Puget Soundkeeper, they've sued 170 times under the Clean Water Act and have never lost a case. Wilke wishes to avoid trial, intending "to work to resolve this quickly before [going to trial is] necessary." *BN*

• Puget Soundkeeper Alliance is doing whatever it takes to clean up local waterways, including going to court.



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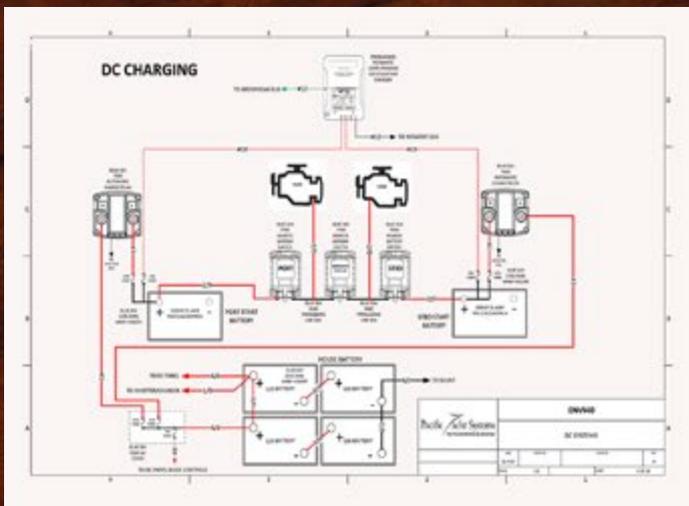
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Business Notes



British Columbia's KingFisher Boats Expands Production

By Eva Seelye

KingFisher Boats, based in Vernon, British Columbia, recently announced an expansion of their sportfishing boat manufacturing facilities and workforce. Their goal is to meet the increasing needs of those who love fishing, exploring, and the adventure of it all, explains Mark Delaney, director of sales and marketing at KingFisher.

During this period of growth, Delaney also notes in an article by *Global News* that they plan to move to building bigger boats to "add the family feature while retaining the core fishing features that are critically important to our buyers."

KingFisher has 34 welded designs and builds that can be found from California to Alaska and all the way across to Newfoundland. This 150-employee company hopes to add 15 additional workers in the near future, but the question still remains: how did they accomplish this expansion? KingFisher attributes some of their success to a stable housing market, strong consumer confidence, growing disposable income and consumer spending, and low interest rates among other economic indicators that are working in their favor.

"Enriching lives by spending time on the water is what we're all about," explains Delaney. *BN*



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New Deputy Director at Port of Port Townsend

By Evin Moore

Eric Toews was named deputy director of the Port of Port Townsend as part of an effort to consolidate administrative roles. Toews previously served as acting director after the departure of former executive director Sam Gibboney. Port Executive Director Jim Pivarnik moved Toews to the deputy position after receiving approval from the port commission.

Since the hire of Jim Pivarnik, the port has begun to merge and consolidate positions in order to save money, eliminating the

communications position and director of operations position. Management of the port will now be overseen by Toews, Pivarnik, and Director of Finance Abigail Berg. "When Greg [Englin, former director of operations] left, it left a big hole here obviously, so what Eric and I have decided to do is to split up his duties," Pivarnik said in a press release. "In the deputy director position, it is two-fold. One, he is the de-facto operations person, and when I'm gone he is basically in charge. He has signa-

ture authority and will be able to take over the port if I'm gone."

Although Toews grew up in California, he had family ties to the Port Townsend area; his grandfather owned a dairy farm overlooking the bay. Toews visited the farm frequently during his childhood and decided he wanted to move to the Northwest. After completing law school, he and his wife did just that. Toews combined his legal knowledge with land use planning, working in government at both the county and city level.

He was contracted by the Port in 2010 to work on its first Strategic Plan, hired as staff in 2016, and briefly served as acting director in 2018.

Upcoming projects for Toews and the port include the rebuild of the Jefferson County International Airport, and improving the Boat Haven's stormwater system and the Point Hudson south jetty. The port's budget has been tight for the past few years due to a small tax base. Its main source of income is from leases and moorage fees. Merging management positions is one way the port is saving money in 2019.

The smaller administrative staff increases the pressure to complete upcoming projects, but the team feels up to the challenge. Toews especially is up for the additional responsibility. "Being at the port is the most direct route to sustaining and building upon the vision of retaining an authentic working waterfront long into the future," said Toews "I want to do all I can to achieve that working waterfront vision." **BN**



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Experienced Retailer Ken Seipel Hired as West Marine's CEO

By Eva Seelye

Retail Executive Ken Seipel is West Marine's new CEO as of December 5, 2018, following Doug Robinson's abrupt departure after serving as CEO for under a year. Seipel helped grow a variety of retail companies over the years including Old Navy, Target, JCPenny, and a few Fortune 500 brands. His most recent position was CEO at Gabe's.



Ken Seipel

Seipel comments on his newly acquired position: "I am excited to lead the brand as we strengthen our market position in boating

products, improve our customer value proposition, and enhance our core customers ability to make the most of their boating experience."

Not only does Seipel have a wealth of experience, but he's also an outdoorsman who loves farming and photography. He also volunteers for the United Way, Salvation Army, and youth athletics in addition to serving on many community boards. West Marine has 244 stores in 38 states and Puerto Rico with customers around the globe and has been the premier retailer for fishing, sailing, boating, and paddling gear for more than 50 years.

"It is an honor to join the West Marine team," says Seipel. **BY**

Boynton Yachts Founded

By Norris Comer

A new yacht brokerage, Boynton Yachts, joins our ranks this month. Seattle-based Dave Boynton, the self-proclaimed "one-man band" behind the business venture, is an industry veteran who formerly was a broker at Lake Union-based Hebert Yachts.

"What inspired me to do this is that I've always wanted to run my own business," says Boynton. He cites his family's entrepreneurial spirit that includes a colorful career as land developers, mobile home park owners, and mink ranchers. "It's my turn," Boynton says with a chuckle.



Dave Boynton

With more than 4,000 boat deals under his belt during 33 years selling boats in the area, Boynton's excellent referrals will continue to be key to his ongoing

success. He has been successful at several local outfits including Olympic Boat Center (24 years), Sundance Yacht Sales (four years), and Hebert Yachts (five years).

"You can look this up for yourself, but according to the third-party Pacific Marine Title, I've sold more boats than any other individual in Seattle," claims Boynton. Sometimes numbers do speak for themselves. Boynton plans to embrace the 21st century by doing away with the store front and focusing on being highly mobile and flexible. "I'm never in the office anyway. A broker's place is on the road or on the boat with a client."

He is formally debuting at the Seattle Boat Show with his own booth, so keep an eye out if you're on the market. His Yachtworld website (boyntonyachts.com) will be fully operational by then. You can reach him now via email at dave@boyntonyachts.com or by cell phone at (206) 949-6866. **BY**

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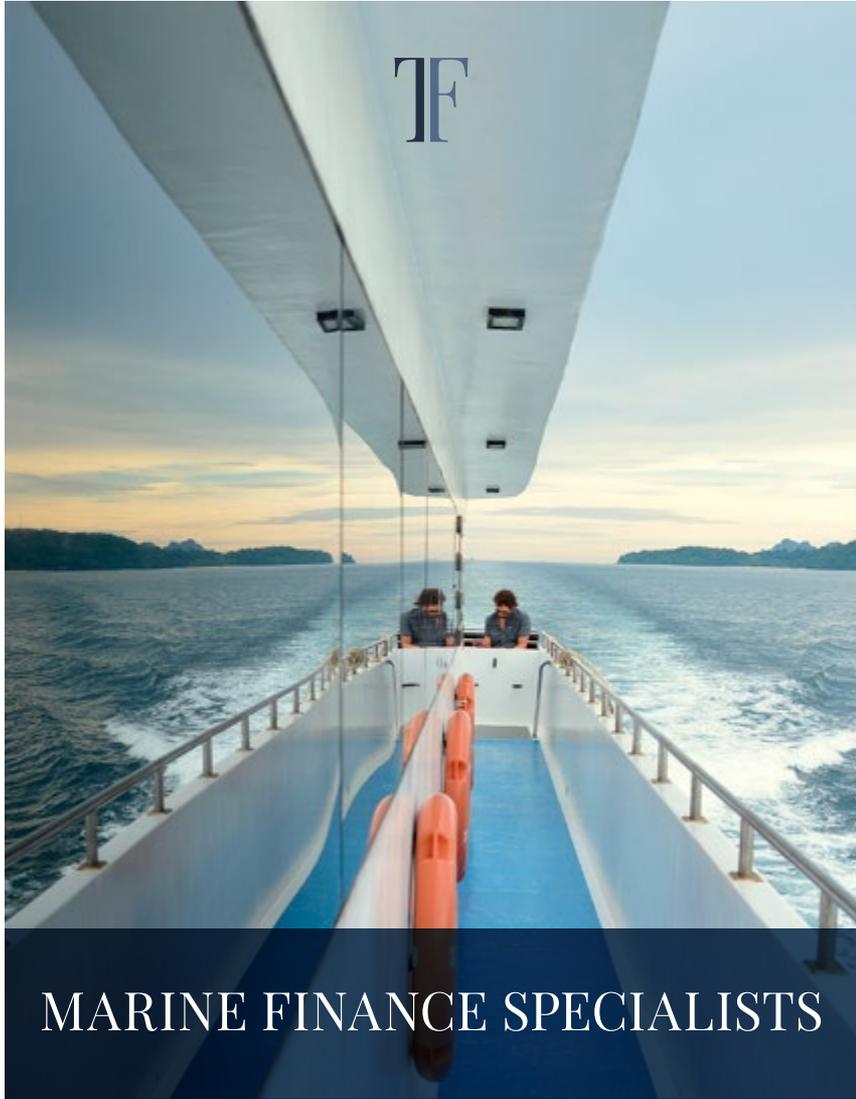
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Letters

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.

Trip Memories on the Columbia

Dear *Northwest Yachting*,

The November 2018 edition has a story called *Let the River Run*. On page 62, bottom right, is a picture of three boats at the Beacon State Park. My wife was very excited when she looked closer. It is us and our friends!

Left to Right: *Alaskan Sea-Duction*, the *Pairadice*, and on the end the *Restitution*. You can see us on the dock. What you may not know is that we were heading up river to Lewiston, Idaho. It was an awesome trip and the article was a great reminder.

—Thanks, Tom Teseniar



Photo: Silvana Hogan

NWY: Way to live the dream, Tom and company! The Columbia River is an amazing natural and cultural wonder ripe for boaters. Hearing from folks like you who've really done it brings smiles to NWY Headquarters. Well done, keep it up!

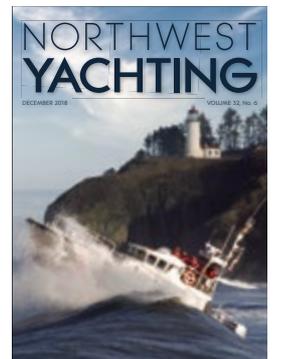
Coast Guard Kudos

Northwest Yachting,

As a former "coastie" myself, I am happy see the attention given to these folks on the cover and the great article [*Always Ready*, December 2018 issue].

—Well done, Aaron Barnett

NWY: Aaron, thank YOU for your service. When a boat flips over and distress broadcasted, are the marines going to save you? No! It's the U.S. or Canadian Coast Guard. Paying a tribute to the coasties in our small way is the least we could do.



Awards Fever

Dear *Northwest Yachting*,

You have some great [Northwest Marine Champion] award categories. I presume you will play with adding other categories of unsung contributors and innovators [in the years to come]. Old folks, often unheralded, who gave, often never or rarely recognized, and who continue to contribute.

—Sincerely, Dan Barr

NWY: Thanks for the support, Dan! Starting a major award series is sort of like building the parachute on the way down and we'll be playing with the formula in the years to come. Rest assured, this year was a great success in our efforts to give credit where credit is due. Check out the full-length feature announcing the winners in this very issue on page 90!

Dare to Adventure

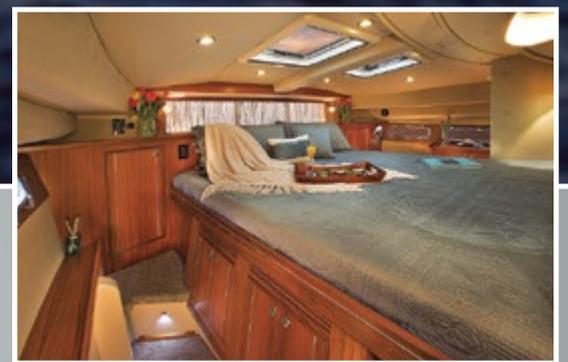
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Tactical T-40 Express Yacht

Big-yacht quality in an aggressive new 40-footer

By Peter A. Robson

The striking 40-foot Tactical 40 is the brainchild of Tim Charles, principal of Richmond, British Columbia-based Platinum Marine Group, which builds megayachts under the Crescent Yachts brand. This is the first in his new line of “tactical-looking,” outboard-powered aluminum yachts. It was designed by Gregory C. Marshall to have a tough military look, but with yacht features and yacht ride quality. While speed wasn’t a priority, twin 627-horsepower Seven Marine outboards—the largest outboards in the world—can push the Tactical 40 along at up to 40 knots.

Like the exterior, the interior is finished primarily in grays and blacks that contrast well with the upholstery’s bold red-stitching. Not only is the interior styling stunning and modern, it adds to the “tactical” look.

The helm area is where things get even more appealing. Four massive 24” Garmin glass-cockpit screens are arrayed in a wall on both sides of the companionway. An aluminum rail that runs underneath the screens serves as a wrist rest in rough weather. The screens are backed by a row of

four hydraulic S3 Shockwave professional series seats. These high-tech seats promise an easy ride when the going gets rough. The Tactical 40 is fitted with a molded, high-end Super Sport racecar wheel, which features integrated buttons that control programmable functions wirelessly. It’s not your traditional steering wheel, by any means. For those sunny days, an overhead powered skylight is an added bonus. The flooring in the salon is teak, but Ultradeck—a closed-cell foam material—is used in the helm area. This is an unusual feature and a great idea as it provides a superior grip and is soft underfoot.

Aft of the helm, a C-shaped settee offers a cozy dining and lounging space. An aluminum table with built-in handholds drops down to convert to a second berth. To starboard is a linear galley that has everything for entertaining or extended cruising, with Caesarstone quartz countertops, a two-burner induction cooktop, convection microwave, and two stacked Vitrifrigo drawer fridge/freezer units. Two additional freezers are located under the cockpit’s forward settee.

The Tactical 40 was designed as a couple’s yacht, thus the single stateroom in the bow. It is opulent, with an island-queen berth and plush carpeting.

Four opening hull ports and two overhead hatches bring in plenty of light and ventilation. There’s ample room for clothing in two large hanging lockers and under-berth drawers.

In lieu of a second cabin, there is a head to starboard and a separate shower across the companionway. The head was fitted with a black carbon-fiber toilet. It matches beautifully with a raised, custom carbon-fiber sink, rich Ferrari red countertop, and glossy, wood cabinetry. The large shower compartment has a separate area for towel storage and dressing. Both the shower and dressing areas have teak grates and bench seating.

Redundancy is the keyword when it comes to systems. All the ship’s systems are integrated into a single C-Zone digital control and monitoring system, which can be connected wirelessly to an iPad. However, as a safety feature, physical switches were also installed

Specs

LOA: 40’ 4” • Beam: 13’ 7” • Draft (half load): 2’ 6”

Displacement: 25,000 lbs.

Tankage (Fuel/Fresh/Black):
650 gals./50 gals./26 gals.

Local Dealer: Tactical Custom Boats, (604) 325-6920

Web: tacticalcustomboats.com



to assure 100 percent backup. Overall, the system is absolutely state-of-the-art.

A diesel hydronic system provides cabin heating and on-demand hot water. A Seakeeper 6 gyro stabilizer was fitted to keep things on an even keel. A six-kilowatts Northern Lights generator provides auxiliary power and Ni-Cad house batteries should allow several days at anchor without running the generator. A low-maintenance watermaker provides ample fresh water to supplement the 100-gallon water tank. A sturdy black radar mast includes the latest FLIR gyro-stabilized night vision camera.

We tested the Tactical 40 in the Gulf Islands. Joysticks to either side of the cockpit made it a snap to ease us away from the dock. The joystick steering is somewhat different than usual because the outboards don't articulate independently. Instead, the system uses a combination of steering, forward and reverse gears, and Side-Power proportional bow and stern thrusters married to joysticks. It works well.

Despite calm seas, we gave the Tactical 40 a good run and we found some large ferry wakes to crisscross. We plowed through them smoothly at speed and the Shockwave seats proved excellent ride dampeners.

The extreme torque of the twin Seven Marine supercharged, small block V8s are such that a computer governs acceleration to avoid loading up the drives too quickly. The huge four-blade props (19-inch diameter forward and 17.5 inches aft) take a huge bite. Counter-rotating, duo-prop gear cases are a new feature for the Seven Marine outboards—thanks to the company's recent purchase by Volvo Penta.

At 27 knots (4,000 rpm) our fuel burn was 28 gallons per hour (gph). When we kicked it up to a fast cruise of over 33.5 knots (4,600 rpm), we were burning just under 35 gph. These numbers translate to about a mile per gallon—a testament to the efficient hull

design. The all-hydraulic steering proved nicely responsive and we carved into sharp turns effortlessly with no slipping. On the plane, visibility over the bow was very good. The 40 proved to have a solid, comfortable feel at all speeds.

It is offered with many, many unique features, equipment, and built-in redundancy not normally seen on a yacht of this size. It's not only military tough—and looks that way—but it comes with the a flawless fit and finish throughout that is certainly up to mega-yacht standards. Base price is \$1.5 million CAD. Price as tested "ultimately equipped" is \$1.9 million CAD.



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88' Ocean Alexander Skylounge



An impressive new show stopper has arrived in Seattle—the 88' Ocean Alexander Skylounge, a luxury, semi-displacement motoryacht through and through.

Aesthetically speaking, the 88 retains much of the classic Ocean Alexander look. The basic layout involves access to the engine room and crew quarters (with galley, berths, and lounge) via a subtle integrated door in the transom. Access to the single CAT C-32 ACERT 1600-horsepower engine should make maintenance easy.

On the exterior, a large, covered cockpit with table and seating beckons while easy access to the skylounge is via a set of steps

biased to port. The outdoor seating of the skylounge is covered by a deployable canvas and the enclosed skylounge sits forward. As one would expect, the skylounge is a luxurious entertainment space oriented around the commanding helm (the only one on board). The skylounge is almost completely encased in glass windows, making it the best view aboard and giving excellent line of sight.

Follow a set of stairs down into the main cabin and the top-quality finishing really shines. From the woodgrain diamond pattern cabinetry to the granite or marble countertops, one might as well be in a mansion. Further below, the

cabins with berths can be found, including the massive king-sized berth in the master stateroom.

You get what you pay for with the 88' Ocean Alexander Skylounge, and you'll be paying plenty. The 88 is a consummate luxury yacht and about as much

boat as you can get without cracking 100 feet length overall. A brand new 2019 model can be bound at the docks of Seattle-based dealer Alexander Marine USA. You can contact them for more information and pricing.

Specs

LOA: 88' • Beam: 20' 1" Draft (max): 5' 11"

Displacement: 171,960 lbs.

Tankage (Fuel/Fresh/Black): 2,500 gals./350 gals./200 gals.

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

Web: alexandermarineusa.com







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40' LAGOON 40 '19	Just Arrived 529,854
38' LAGOON 380 '19	Ready March 439,755



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Jeanneau Sun Odyssey 490



The relatively new Jeanneau Sun Odyssey 490 has caused quite a splash, even securing accolades such as an Innovation Award at the Miami International Boat Show. What makes the 490 such a standout? A 2019 model will be joining local inventory in March, so we thought we'd take a closer look.

The 490 does not take an immediately obvious aesthetic departure from the Sun Odyssey family with its modern-styled, flat profile with wide-beam Euro performance

cruiser look. A prominent layout feature of the deck is the walkaround cockpit space, an innovation so simple one wonders why other builders haven't utilized it decades ago. The feature spares guests from having to scramble over the coamings, which are quite high on the 490 and serve as settees and backrests. Why the dead space within the typical coamings have not been put to good use like this is practically an existential question.

Many popular Euro performance cruiser features are also prominent: deployable transom swim step, dual helms, German sheeting with all the lines leading to the cockpit, large foldable table in the cockpit, etc. The interior is spacious and airy thanks to nearly 15' of beam. Large windows are integrated into the hull to let in the most interior light. Multiple layouts play with the number of berths, cabins (two to five), and heads (two or three). Additionally, different keel types (deep, standard, and shoal) are offered, keeping in line with the modern builder strategy of offering a high level of customization.

All told, the innovations aboard seem to bring boat design back to its common-sense roots with minimal gimmick. Don't be surprised if future Sun Odyssey, and monohull sailboats in general, integrate some 490 concepts into their designs. If interested, a 2019 Sun Odyssey 490 is arriving to the docks of local dealer Marine Servicer in March. Price listed at \$519,796 at the time of this writing.



Specs

LOA: 47' 3" • Beam: 14' 8" • Draft: 7' 4"

Displacement (half load): 24,890 lbs.

Tankage (Fuel/Fresh/Black):
34 gals./54 gals./21 gals.

Local Dealer: Marine Servicer, (206) 323-2405
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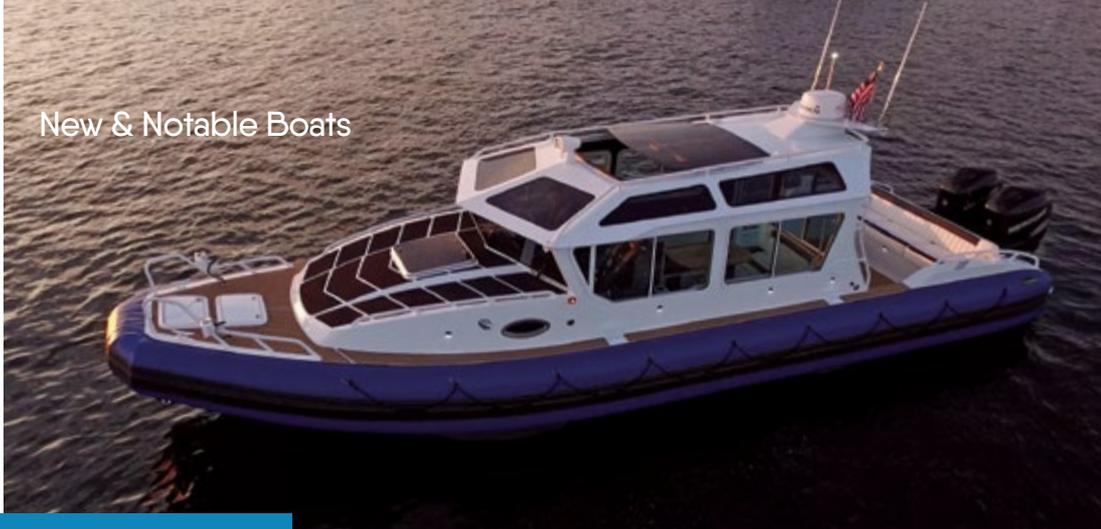
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33FT Full Cabin Limited



Lifeproof Boats—built locally in Bremerton, Washington, by Inventech Marine Solutions—are designed to be fun machines wrapped in a paramilitary racecar-spaceship package. One of their newest models, the 33FT Full Cabin Limited, is every bit the company brand as they continue to hone and tweak their luxury speed demons to suit boaters who like to do it all: fish, watersports, cruise, fly, etc.

The aesthetics are hard to ignore from the arrow-like body to the low-profile aggressive attack angle wheelhouse. Prominent is the brightly colored patented foam collar, a signature of the company that should make this trailerable aluminum boat physically impossible to sink. The bow pulpit is designed for a shore landing, making island beaching at remote locales extra tempting. As expected for a zippy boat like this, the walkways are narrow with handrails along the cabin for safety. The deck is practical in nature with bench seating along the transom and easy swim step/outboard engine access.

Speaking of those engines, the outboards are stars of the show. While twin Mercury 350-horsepower outboards are standard with a reported maximum speed of over 50 miles per hour (43 knots), the 33 is rated for triple 350s too. The joystick controls and racecar-style helm make this one sleek ride, able to turn on a dime or fly full throttle.

The cabin is almost completely enclosed with glass windows and even features a retractable sunroof which makes for great visibility. Accommodations are straightforward with U-shaped seating around the dining table

across from the galley. The helm and V-berth are forward. The toilet is stowed forward as well, making the enclosed forward cabin both the V-berth and head.

If you're looking at a Lifeproof Boat, you're looking for an indestructible speed machine made for Northwest waters. The 33FT Full Cabin Limited does that and then some with accommodations suited to multi-day island hopping adventures. If interested, a model is on display at the Inventech Marine Solutions booth at the Seattle Boat Show. You can also contact them for more information and pricing.

Specs

LOA: 33' • Beam: 10' • Draft(max): 2'

Displacement: 12,500 lbs.

Tankage (Fuel/Fresh/Black): 290 gals/30 gals./30 gals.

Local Dealer: Inventech Marine Solutions, (360) 674-7019

Web: lifeproofboats.com



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Super SUP

Horizon F14 SUP

Farr Yacht Design has always made it its upmost priority to maximize aerodynamic and hydrodynamic efficiency in sailing yachts, and when the company turned to designing a stand up paddleboard (SUP), the goal remained the same. Farr's intention was to design one of the world's fastest 14-foot SUPs with sufficient stability so weekend warriors and elite paddlers alike can get the most out of the board. They achieved their goal with the Horizon F14 SUP.

The 14'x26.5" SUP's sleek shape has incredibly low drag and provides exceptional gliding performance. The Horizon features a pointed bow that pierces waves and its rocker curve maximizes gains while wave paddling. It's created with carbon laminate infused under vacuum in molds just like those of high-performance racing yachts. The body

of the board is hollowed out with internal framing, further increasing longitudinal and torsional stiffness.

To create this highly successful SUP, Farr Yacht Designs took into account what was needed to combat big waves as well as smooth water in estuaries; stability to minimize rocking but still achieve a fast board; directional stability to find that perfect balance between a sinking bow and a high profile that could be blown off course; and maneuvering to be able to

turn around buoys with ease while racing.

The Horizon F14 is built to order with a production time of approximately 21 days. Choose between Orange, Aluminum Grey, or Strong Red, or upgrade to choose from

five additional board colors for approximately \$180 more. More customization options include a metallic finish and a deck pad. Boards start at \$4,250. Visit horizonsup.com to learn more.



The Horizon F14 SUP from Farr Yacht Designs in action. Note the novel shape with extra-sharp bow.



Wine ho, Cap'n!

U-Line Wine Captain

Unless you're a mega-yacht owner, odds are you have limited space on board and even less space for a wine cellar. But, thanks to the Wine Captain, you can control your prized vino's temperature with ease in this compact cabinet just like a typical wine cellar would. Its three storage chambers allow you to house three different types of wine and keep them at each of their ideal serving temperatures. The Wine Captain holds up to 24 bottles and each maple-trimmed wine rack slides out for easy bottle access (the wood can be stained to match your

vessel's décor). It's vibration safe and its tinted, thermal-tempered glass door protects your precious cargo from harmful UV light rays.

Fifty five degrees Fahrenheit is the recommended temperature for reds while whites store at 50 degrees. Set it to 45 degrees for sparkling wine. The Wine Captain measures 15" W x 35" H x 24.5" D. No crew should go without wine! You can purchase your own on fisheriessupply.com (special order only). You know what they say: A glass a day keeps the doctor away.



Bottles Up

BottleLoft Magnetic Strips

Whether it's in your kitchen or your galley, shelf space is always at a premium in a refrigerator. When the shelf is full, why not use the air space at the top of the fridge? Take advantage of high-altitude free space in your fridge with the BottleLoft magnetic strips. Each strip is made with three neodymium magnets covered with a steel cap to direct the strength of the magnet.

The average 12-fluid-ounce bottle weighs 1.2 pounds, but the BottleLoft has the strength to hold bottles up to three times that weight,



meaning they're always secure.

The BottleLoft is made with a special adhesive that is resistant to cold temperatures and can hold 110 pounds per square inch. Use the magnet pad to hold beers, mineral water, iced coffees, or cans. Combine multiple strips to hold between three and twelve bottles. If you're looking for a little more space in your fridge or just a unique way to store your drinks, pick up a set of BottleLoft magnetic strips on uncommongoods.com for \$38.

Wine, not Whine

Cuisinart Wine Opener

Everyone loves a little cork residue in their wine, am I right? If you answered yes to that question, I'm questioning your judgement on everything. The answer is no! And one possible solution is the Cuisinart Cordless Automatic Wine Opener. This sturdy and shiny wine opener can remove up to 80 corks with ease on a full charge and with minimal effort from the operator.



It's cordless with brushed stainless-steel accents and a rubberized handset for easy gripping. It even trims off the foil found on the top of wine bottles for dripless pours. If you're not trying to down an entire bottle in a night, use the opener's vacuum seal feature to preserve the freshness and flavor for another day. Just pop in the two included AA batteries in the charging platform upon its arrival and you're good to go! Pick one up at mrscooks.com for \$39.99.

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See the Light
Brava Oven

The next phase in cooking technology is here. The convection oven came first, which heats air around the food to cook it, then came the microwave oven, which heats food by heating up the atoms in the food itself, and now we have the Brava oven, which cooks food with “pure” light. The pure light used by the toaster-oven sized Brava is a mixture of visible and invisible light, known as infrared light, to heat the food directly instead of heating the air around it. Six powerful heat lamp bulbs, three on top, and three on bottom, heat up instantly and eliminate the need for pre-heating. The heat lamps can work independently from one another, meaning you can cook a steak, potatoes, and vegetables at three different

temperatures at the same time. Instant heating and infrared energy mean that food cooks in a fraction of the time required by traditional ovens; shave 40 minutes off the time it takes to roast a chicken, and steak that takes 45 minutes in most ovens, takes 15 in the Brava.

A thermometer connected right to the oven monitors your meal’s internal temperature with accuracy down to a tenth of a degree, helping you determine when your food is just right. If you use the Brava app, you can

reference recipes and settings for full meals and even display images from an internal camera in the oven that lets you peek at your food.

Because the oven doesn’t need to preheat and uses efficient infrared emitters, the Brava is more energy efficient than convection ovens. If you’re the kind of person who likes to be on the cutting edge, check out the Brava oven on brava.com. Ovens start at \$1300.




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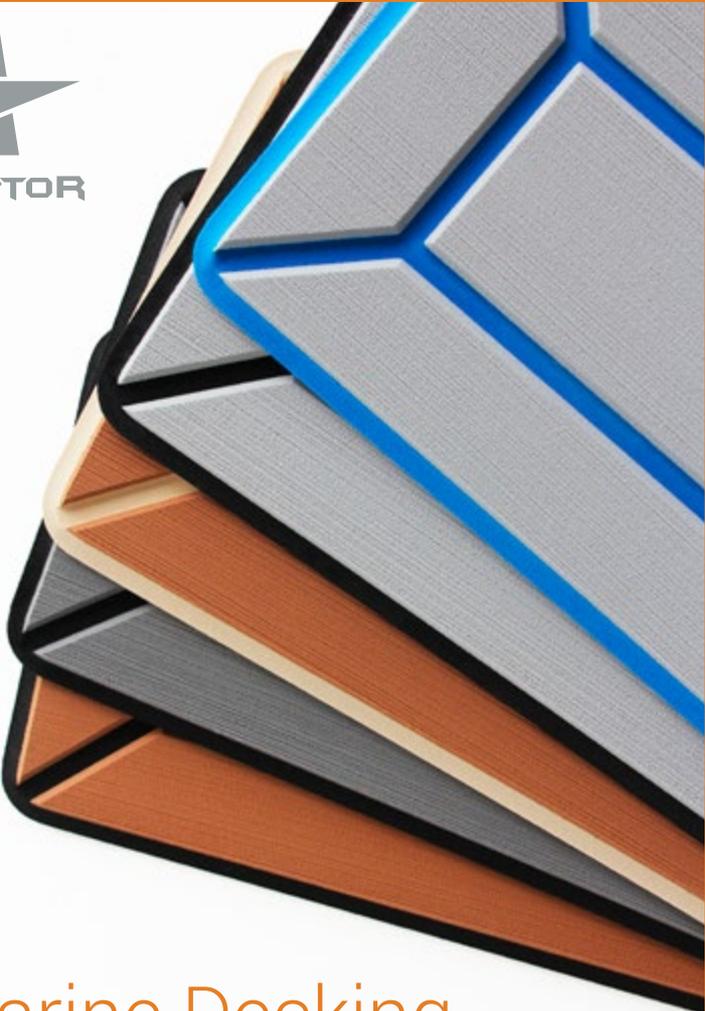
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Local Flavor

San Juan Sea Salt

Are you ready for the ultimate in local flavor? While many cruise and enjoy the waters of the San Juan Islands, few have tasted the natural sea salt from those waters on a delicious meal. San Juan Island Sea Salt is a local company that makes sea salt from water right out of the Salish Sea. Many sea salt manufacturers boil sea water to produce their product, but this takes energy; it can take 2 pounds of fuel to produce 1 pound of salt. The salt from San Juan Island Sea Salt is made using the most energy-efficient method possible, the power of the sun. Using green houses, beds of sea water are evaporated, leaving only salt crystals behind. The large crystals are hand harvested,

processed, and ground down to edible size.

Standard table salts are 99 percent pure sodium chloride, but the salts from San Juan Island Sea Salt are made from completely evaporated sea water, making the salt about 85 percent sodium chloride and preserving the naturally occurring mineral content of sea water. The trace minerals, like calcium, magnesium, and potassium, make the salt more flavorful than store-bought salt. Choose from a variety of flavors like natural salt, smoked salt, popcorn blend, lemon pepper, taco, and more. If you're dinners could use a little something, grab some local salt from sanjuanislandseasalt.com; jars start at \$5.

Feeling Fishy

Fisherman's 4-Pack BBQ Rubs

Spice up that freshly-caught filet you reeled in from the stern of your vessel with these seafood-inspired barbecue rubs.



Rub down your catch with the Grilled Fish, Fisherman's Blend, Hot Maple Cajun, or Bristol Bay spices included in the gift set and toss it on the barbie for a delicious homecooked meal.

Heck, why not spice up the veggies too, while you're at it? All seasoning blends are hand-mixed in High Plains Spice Company's certified kitchen.

More High Plains Spice Company options are available for all your spicy needs in addition to coffee, tea, gourmet popcorn, cocktail salts, sauces, pickles, jellies, honey, stuffed olives, and popcorn salt.

There's a spice for every occasion, so bland meals should be on short notice.

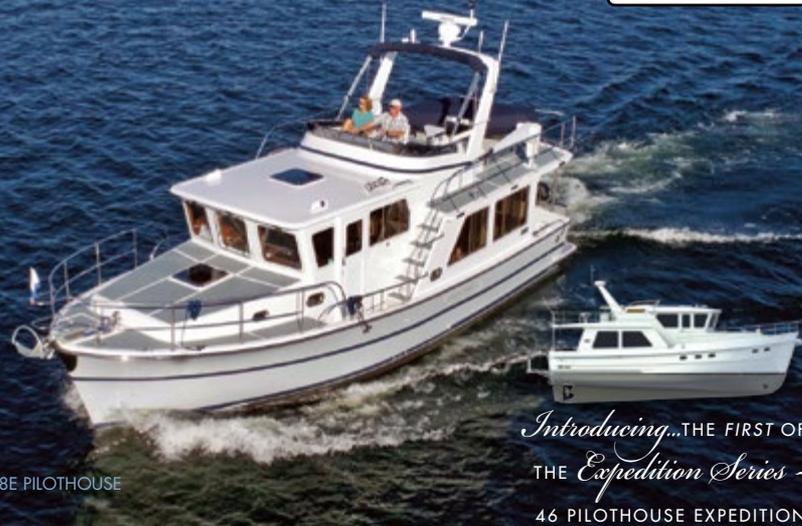
You can visit their website for more information at highplains-spicecompany.com. The Fisherman's 4-Pack is priced at \$28.95 online.

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First Rate Footwear

Skagen F1 Offshore Shoes

Every sport has its own special footwear; cleats for baseball, high-tops for basketball, and boat shoes for yacht racing. The need for sailing shoes may go over some peoples' heads, but not those interested in performance.

The Skagen F1 Offshore from Helly Hansen is a sneaker hybrid that features an open mesh design for breathability that keeps your feet cool while on deck.

Reinforced structural overlays protect your feet from hitting deck hardware and or rocks on shore. The mesh design means the shoe is lightweight and won't tire you out during a day on the water. A sneaker-inspired design means that the Skagens are comfortable on deck and after a day walking in town.

The Skagens feature a molded insole that can be removed for quick drying and is coated with an antibacterial treatment. The most important thing a boating shoe can offer is stability on deck; the Skagen's outsole offers multi-zone traction grip for boat deck and a non-marking rubber compound that leaves your boat deck scuff-free.

The insole is designed for even more stability with a density-grade EVA medial



- These breathable Skagen F1 Offshore
- Shoes feature plenty of scuff-free traction.

posting for added comfort and support. If you're in the market for a new pair of functional yachting shoes, check out the Skagen F1 Offshore shoe on hellyhansen.com for \$130.

Short Take

Shuck with Ease

Oyster Knives

Make the world your oyster with just one or a set of these oyster knives from Russell Harrington Cutlery. High-carbon steel and stain-free with sharp edges, the set of three knives is ready for as many oysters as your appetite will allow. They're hand-grounded and honed, and feature high-impact Grip-Tex polypropylene handles for a grip that doesn't slip, as well as added safety, to conquer those stubborn oysters. Purchase the 2-3/4" New Haven knife for \$14.48, the 3" Boston Pattern for \$15.52, and/or the 4" Boston Pattern for \$15.09 at fisheriessupply.com or at the Fisheries Supply store.



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Big Haul, Dry Pants

Taku Bib Pants

When you're braving the unknown on a fishing adventure, the last thing you need is to be soaked, cold, and pruned-skinned. Thirty-plus years of tried and true testing for dry military solutions led Mustang Survival to the Taku™ Bib Pants; the idea of being wet doesn't even compute. And when these pants are combined with the Taku™ Waterproof Jacket to achieve seamless integration, you can kiss wet clothes goodbye for good.

These pants are light, functional, and snag-free to keep you agile with knee pads to save the bruises a fisherman might endure when they're focused more on the catch and less on the hard deck they're kneeling on. They're easy to pull on, thanks to its large front zipper, and low-profile pockets offer easy access to your fishing essentials.

How waterproof is waterproof? The Taku™ Bib Pants features the exclusive three-layer Marine-Spec™ waterproof, breathable fabric designed to withstand even the toughest saltwater environments.

Whether you're in Puget Sound, the Gulf Islands, or the open ocean, you're set with a pair of these pants. Visit fisheriessupply.com or the Fisheries Supply store to purchase a pair of Taku™ Bib Pants for \$324.



Ready for the Rough Stuff

Aegir H2Flow Jacket

Life at sea is often rugged, wet, and uncertain. The Aegir H2Flow Jacket is built for those who dive head first into these waters; thanks to its insulated, waterproof, and windproof nature, the jacket is ideal for those who live and breathe the sea. It's also named after the mythological Norse god of the sea, so if that's not enough, I'm not sure what is!

The Aegir H2Flow Jacket is built using Helly Hansen H2Flow™ smart technology for ventilation and comfort, and it is lined



with Polartec® fleece for added warmth. It even has mechanical stretch zones! Fully seam-sealed and complete with a water-resistant center front zip, ventilation zips, and hand pocket zips, this high-tech jacket is designed to keep you dry regardless of what Mother Nature throws at you. It stretches down to hip length where you'll find an adjustable bottom hem.

Maybe this will give you the confidence to face the Seven Seas? Pick up one of these hard-core jackets at fisheriessupply.com or the Fisheries Supply store for \$300.



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Low-Profile Charge

Waterproof Wireless Phone Charger

There aren't many phone chargers that can withstand the conditions on deck; rain, waves, and spilled drinks are aplenty on the water. If any can, it's the Wireless Charging Range from ROKK Wireless. The charging ranges from ROKK are completely waterproof, making them safe from anything the weather can throw at them. The chargers can be installed inside or outdoors, and with an electromagnetic field generated by the charging

range, you can fill up your phones battery through touch and eliminate the need for wires and cords. There are three installation options. The lowest profile is the hidden installation, which completely hides your charger under the surface of a table, counter, or helm. The surface install keeps your charger flush with the surface of your choice, and the beveled install is the simplest, with the full charger resting in plain view.

The charging pad features a non-slip surface and a two-tone color design that complements modern interiors and exteriors. They are Qi certified, which means they fit the latest wireless charging standards, and feature the ability to turn off the charger if a non-compatible phone is detected. If you're looking to set up a seamless charging station on your boat or at home, check out the ROKK Wireless Charging Range at fisheriessupply.com for \$50.

Short Take

Dinner Tale

Whale Tail Napkin Rings

This is the type of whale tail everyone is bound to find classy. The handmade Brass Whale Tail Napkin Rings come in a set of six and ship gift-wrapped and fully packed! They would make for an elegant table accent for any on-water party, event, or as décor. CaptainAleph on Etsy makes a variety of handmade, sea-inspired products from laser-carved wooden boxes to keychains, wall hooks, notebooks, and more. Visit Olga's store by searching for Captain Aleph on etsy.com. A set of six Whale Tail Napkin Rings is available for \$35.



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Podcast Preview // On the Wind

Looking for a sailing podcast chock-full of interesting guests, great stories, and useful information? Then look no further. Hosted by Andy Schell of 59° North Sailing, the *On the Wind* podcast is a series of long-form conversations that cover every part of the sailing world. Every week Schell talks to a famous sailing figure, from tall ship captains to Volvo Ocean Race skippers to authors to yacht designers and adventurers. Start one episode listening to Bob Perry describe how he talked his way into the industry in his early 20s and became a legendary designer; then click to the next and hear Sir Robin Knox-Johnston reflect on his career, the Golden Globe race of 1968, and his other world record sailing feats.

There's something for everyone in *On the Wind's* extensive archives. Andy Schell and partner Mia Karlsson are the founders of 59° North Sailing, a company that offers people the chance to crew in off-shore adventures and ocean races. The experience they've gained and connections they've made help fuel the podcast and keep the interesting stories coming. If you'd like to take a listen, visit 59-north.com/podcast and get started. The podcast is free, but donations are always welcome.

App: RipCharts

Free for iOS & Android



Once upon a time, satellite fishing data updated multiple times a day was just a fantasy. Today, high-tech anglers have access to huge amounts of satellite information with apps like

RipCharts, right from their smart phones. The satellite images used by the app can give you an insight into raw and composite sea surface temperature (SST) data, sub-surface sea temperatures down to 100 meters deep, and a sea temperature five-day forecast.

Get access to True Color images of the ocean surface, updated several times a day. Chlorophyll levels, altimetry, currents, salinity, and bathymetry. The mapping feature on RipCharts allows the user to customize SST ranges to find subtle breaks. Overlay multiple pieces of data and set your own waypoints on the map, checking distance and headings between points. Receive latitude, longitude, SST, and depth information about a point with the touch of a finger and get the coordinates to pre-programmed popular fishing spots. The app is free to download, but access to all of the app's features costs \$169.99. Available on iPhone and Android.

App: DiveMate

\$0.99 for iOS & Google Play



There is much to see both above and below the surface out here in the Pacific Northwest, and it's all so spectacular that it'd be such a bummer if we were to forget a prime

location or an exciting experience because we neglected to write it down. Long story short, every dive trip needs to be documented and DiveMate has you covered. DiveMate is a log book for scuba divers who wish to easily record their memories and data. Rate each dive, add notes and data including surface interval, duration, depth, etc., plus weather conditions like temperature, current, water surface, and more.

You can add oxygen, partial pressure, and tank size data in addition to photos and videos. Manage the place and the number of divers on your adventure by assigning them to your dive. If you have a previously existing logbook, don't worry! You can import data from other apps like DivingLog, Dive Log Manager, MacDive, and Subsurface no problem. Read more about the app's extensive features or download it for iOS and Android for free.

App: Boatsetters

Free for iOS, Android, & Google Play



If you have a vessel that's laying around just waiting for someone to show her a good time, then consider checking out the Boatsetters app. Boatsetters is practically

the Airbnb of the water or an informal chartering service. This boat owner management tool allows the boat owner to list their vessels for rent to other interested users quickly and easily with all information, tools, and communication in one place.

The app also provides a network of licensed, professional captains you can hire to command your vessel if you're not comfortable with the renters chartering it themselves. If you're looking to rent out your boat, download this free app to manage your trip requests, communicate with renters and the captain securely with the private messaging tool, and view upcoming and active trips with stored itinerary information and documents. If you're a boat owner who wants to keep your vessel active year-round but don't have the time to take her out yourself, check out this free app for iOS, Android, and Google Play.



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By Jeff Cote

CHIRP-ing The Deep

Since the 1950s, the military and oceanographers have been using CHIRP (Compressed High Intensity Radar Pulse) sounding technology. In late 2009, major marine manufacturers started offering CHIRP, FM, and Spread-Spectrum fishfinders and broadband transducers for the recreational market. Let's take a look at why this technology is so great for boaters.

Sounders work by bouncing a pulse of sound off objects. Traditional fishfinders, or echosounders, transmit at a single fixed frequency, typically either 50 kHz or 200 kHz, and generally for a very short time period. There is a trade-off between target resolution and target depth. A shorter pulse provides clearer images, but will only show details in the shallows. A longer pulse will emit more energy, which is necessary to show results from deeper depth, but will result in a loss of detail. If the pulse is longer, the echoes from two objects can merge into one long echo.

With CHIRP, this trade-off is no longer an issue. Instead of pinging a single frequency, CHIRP fishfinders transmit a range of frequencies (for example 28 to 60 kHz or 130 to 210 kHz) and the pulses are ten times as long in duration. Referred to as pulse compression, this advanced signal processing allows for unprecedented resolution and target definition. It is like switching from analog to high definition. The picture on the screen looks like an ultrasound image and reveals life-like views of vegetation, rocks, sand, fish, and even outcroppings that do not appear on traditional charts. In the past, the actual black box was commonly installed separately from the multifunction display. Now many units come with a built-in sounder processor that takes up less space, wiring, and setup.

There are three basic CHIRP frequencies, depending on how you use your boat. High CHIRP (150 – 240 kHz, 455/800 kHz) is best for inland or freshwater fishing and depths less than 600 feet. Medium CHIRP (80 – 160 kHz) scans larger areas faster but provides less detail than high CHIRP and is also best for depths less than 600 feet. Low CHIRP (below 80 kHz) is recommended for depths over 600 feet and can, in best conditions, detect depths up to 10,000 feet with a very strong transducer (e.g. 1,000 watts). In reality those maximum numbers are rarely achieved, so when choosing a saltwater transducer for Pacific Northwest waters, choose a low CHIRP

transducer that is 300 to 600 watts in power. Newer fish finders allow you to operate two independent transducers or one transducer covering two CHIRP frequency ranges at the same time.

To take full advantage of your CHIRP fishfinder, you will need a CHIRP transducer. Companies like Airmar offer transducers engineered with ceramics to operate over a broad range of frequencies along with the ability to not only look down but to the side or all around. They have also created a wide beam sonar which increased the CHIRP beam from 10 degrees to 25 degrees.

There are different ways to install these transducers such as a thru-hull, tilted element, transom mount, or in-hull. Transducers can even be clamped to the outside of a trolling motor. Location is critical and different for sailboats and powerboats. The goal of selecting a transducer location is to minimize nearby obstructions and thru-hulls that will create turbulence and bubbles, and to ensure the transducer will always be in the water even while underway at speed or heeling. For example, one typical location on sailboats is in front of the keel, while for powerboats you want it two-thirds aft and center so it stays in the water when you're planing. A poor location will result in very poor performance, so do some research and make sure it's right for your boat.

If you are thinking of adding CHIRP to your boat, there are many options from every major manufacturer. Garmin refers to it as ClearVü, SideVü, or DownVü whereas Lowrance calls it SideScan or DownScan. Products like the Lowrance Elite and HDS Gen3 Touch models and Gen2 with SonarHub do not require a separate transducer as the technology is built into the Lowrance skimmer transducer. Lowrance Hook combos pair their 455/800 kHz scanning sonar with Low-, Med-, High-CHIRP, centered on 50/83/200 kHz frequencies. Raymarine's Dragonfly GPS/Chartplotters combine a conical 170-230kHz CHIRP sonar with a wide-beam 320-380kHz CHIRP scanning sonar element. One of the most economical options is the Garmin Striker™ series which includes a dual beam 77/200 kHz transducer with prices starting at \$150.

CHIRP sonar systems get the best quality images and detail that just aren't possible with conventional sonar systems. Serious anglers can see individual fish and features near the bottom and throughout the water column, as well as underwater bottom contours and features. Experienced anglers can determine the different species and size of fish that are picked up best at specific frequencies. Boaters no longer must choose between depth or detail. **NWY**



The Airmar Tournament Series CHIRP transducers are a popular choice for high tech anglers who want to ID their quarry.



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

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PERFECT LINES

Photo: Jan Anderson • Words: Norris Comer

Round the County Rumpus

The year 2018 ended with a relatively dry and sunny fall and winter here in the Pacific Northwest, and a capstone experience for active sailors was the iconic annual Round the County Race (November 10 and 11). The favorite race course leads crews around Washington's San Juan County, famous for its beautiful islands. To make things even more interesting, the course alternates between clockwise and counter-clockwise from year to year.

Here we see *Wild Rumpus*, a Santa Cruz 27 (Division 5), chasing *Kodiak*, a Davidson 29 (Division 4), with spinnakers flying during a fantastic sleigh ride. Sailors of all stripes can appreciate those days when everything is just too perfect. Not bad for November!



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Kevin's Catch

By Kevin Klein



January Fishing Boat Showdown

This month kicks off a new year of fishing with a lot happening in the Northwest angling scene. A couple big salmon tournaments, the opener of blackmouth season in various marine areas, and, of course, the big Seattle Boat Show. You'll be glad you didn't winterize that fishing boat! Your calendar may be packed during the show, but after is a great time to get out on the water; all you need is a stout and able vessel.

We'll cover what to look for if you're in the market as a new boater and fisherperson, or a hardcore angler looking to upgrade to that boat of your dreams. Fishing boats have come a long way from the little tubs with old outboards we used to ply the salt with. It's an exciting time to see what's new or revisit the tried and true. Whatever your budget is, there's a vessel out there for everyone.

For the new year, I'll be changing up the monthly column a little bit. Instead of a standard rundown on what to go fish for, where, and how; I'll try to cover an interesting topic to help make your boating and fishing

time more enjoyable. We'll hit on some of the where, when, and how, but switch it up a bit. No stale leftovers in 2019!

So, with the big show upon us, let's talk boats. Maybe this is the year you're seriously shopping for fishing and cruising boats at the show. Fishing and cruising encompasses the majority of boating activities for folks. The important question to ask when looking for a boat is—What am I, or my family, going to be using this boat for 90 percent of the time? If that's fishing, then you might be willing to give up some amenities to create a more fish friendly platform. Not friendly to the fish, of course.

As we know, all boats are something of a compromise. If you're going to be fishing and crabbing but still spending nights on the water, you might want to sacrifice some cockpit space for a larger sleeping berth and cabin area with galley. Conversely, if you're mainly focused on fishing for the day and maybe make a rare overnight trip after imbibing at a port pub, the sleeping arrangements and galley aren't that important. How many pubs have food and how many fishing boat sinks are mainly used for flasher storage? Answer: all of them.

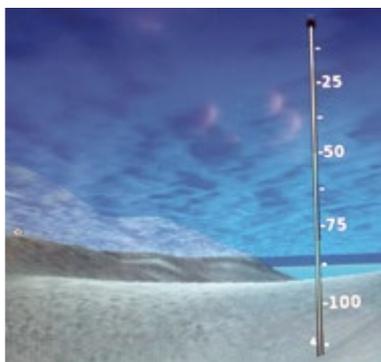
I get asked a lot whether I prefer inboard or outboard for the engine, and fiberglass or aluminum for the boat build. My answer usually depends on the boat and what's best for you. The modern stern drives have been shown to be more reliable lately. Diesel power is economical and really tractors up and down swells. Plus, you can get heat from the engines and lots of charging power for electrical use. However, the new generation of outboards are pretty amazing. They are big power in light packages, and many can run for high hours with no major issues.

As far as glass versus tin, again both have their benefits. Aluminum is tough and durable and doesn't take a lot of maintenance. Fiberglass is warmer and usually provides a softer ride. It's all about the complete package of the boat. When you find the right one, sometimes you just know it. Do your research and feel comfortable with the vessel and dealer before pulling the purchase trigger.

If you're fishing and exploring this time of year, having a nice head onboard is truly a bonus. Let's face it, female anglers might sometimes catch more fish than men, but

Continued on Page 102

Clockwise from top: John Sampson weighs in a winning derby fish in one of the season's tournaments; Garmin 3D: helpful for getting a feel for the underwater terrain you are fishing; Chuck Payne with a great winter blackmouth caught on a snowy day. Dress warm!



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

Boating Politics Lightning Round

S

So, you think you keep up on boating politics, eh? Well, buckle up as I run through a myriad of issues with twists and turns that will surely jolt your senses. If the Kentucky Derby bills itself as the quickest two minutes in sports, then this *On Watch* is the zippiest five minutes you'll find on the intersection of the marine and political realms. And we're off!

Recapping the recent elections, Washington's races went even bluer than what happened on the national front. On the national level, the Democrats picked up a whopping 40 seats in Congress, while Republicans picked up two seats in the Senate. You may recall that the federal government weighs in on ethanol policy, small-business tax issues, and recreational fishing legislation (like passing the Modern Fish Act, which is a top priority for boating groups).

Speaking of the federal government, I am headed to D.C. on December 17. Just as *Northwest Yachting* goes to print, I will have a face-to-face (rather shoulder-to-shoulder) meeting with NOAA's head Chris Oliver. My goal is to better understand why so many hurdles are in place for marinas looking to improve their facilities. I only go to our nation's capital for the most important issues, so look to more info in the February issue as to what has transpired.

One more federal issue that has boating implications is the No Discharge Zone regulation. There are two lawsuits filed that have a beef with the shoddy process followed to make Puget Sound the world's largest No Discharge Zone.

Keep in mind that this regulation applies to boaters who have Type 1 and Type 2 Marine Sanitation Devices. In my eight years at the helm of the Northwest Marine Trade Association (NMTA) government affairs program, I found the process followed by Department of Ecology and the EPA left much to be desired (I'm being kind here). These lawsuits will shine a light on what I have seen first-hand. Stay tuned.

Looking a little closer to home as a reminder that all politics is local, the November elections brought a big upswing from the Democrats. In particular, the House Democrats moved their majority from 51 seats to 59 seats and Senate Democrats now have a 27-22 majority in the state legislature.

Who cares about Olympia's law of the land? Well, if you are interested in how much your boating registration costs or how much boating access and fishing opportunity you have, it would behoove you to sit up straight and track what takes place during the legislative session, which commences on January 14 and will run 105 days if it ends on time. If you're looking to poke

around and better track pending legislation, familiarize yourself with leg.wa.gov and washingtonvotes.org.

As for boating priorities, I will be working the halls of the Capitol on a number of fronts. For one, Washington needs to better fund career and technical education. Second, there is simply not enough money in the derelict vessel program. Remember that boaters pay \$3 per registration for this cause, so you probably have skin in the game. The Department of Natural Resources is looking to augment this fund with a one-time, \$5 million ask to the legislature. We could use that \$5 million and more.

Are you looking to learn more and participate firsthand in our republic? Think about attending the NMTA and Recreational Boating Association of Washington day in Olympia on February 11. The day is capped off with a reception. Email me for details (Peter@Nmta.net).

But wait, there's more. One of the marquee can't-miss boating events is the Washington Boating Alliance Leadership Summit on January 31. Within a tidy two-hour spell, you will leave satiated on the doings of the heartwarming boating programs plus a summary of the latest in boating trends and highlights. Attending this capstone experience also gets you complementary admission to the Seattle Boat Show.

Along the lines of the Seattle Boat Show and career and technical education, do not miss the Career Fair at the Seattle Boat Show on January 28. Each year, about 30 companies look to fill approximately 150 openings in the marine world. No cost to attend, but bring your resume.

As Bob Hale, the former editor of the *Waggoner Cruising Guide*, told me after yesterday's Washington Boating Alliance meeting, "Whew, I had no idea just how much is happening in the boating world (until I attended this meeting)." While I can't get to every issue in a crisp *On Watch* column, I can hopefully pique your interest and encourage you to get involved.

At a minimum, boaters pay a lot of money to the government (at last count about \$80 million in taxes and fees just for Washington boaters). If we aren't paying attention to how this money is allocated, you can bet other interest groups are. It's the squeak in the wheel that gets the grease, and it's the assertive constituents that get their calls returned.

NWY



Peter Schrappen is the Northwest Marine Trade Association'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

Short Order Hash Slingers Salute

Roche Harbor's Lime Kiln Café, built in 1995, serves hearty country breakfasts and boardwalk style lunches, but the big star of the show is the freshly made cake donuts served every morning. From the moment you enter the doors, the comforting aroma of freshly cooked donuts with a hint of nutmeg fills the air. If you get there early, you can catch the little donut robot turning out crispy golden donuts at a rate of 140 per hour. Our hardworking little robot will make over 100,000 donuts in a year with only Thanksgiving and Christmas off. While the donut robot may be an amazing piece of equipment, the heart and soul of any breakfast house is the short-order hash slinger; The Breakfast Cook.

Breakfast cooks are a rare breed, as they are born and not made. They are the mercenaries of the kitchen who love a brand-new egg pan more than their dog, leave their work in the clothes hamper with their dirty apron, prefer to work alone, and get off work early enough to play eight holes of golf. The Lime Kiln Café has three of the best in the country.

The egg is the most amazing ingredient in your kitchen. It can be fried, poached, scrambled, soft boiled, hard-boiled, baked, or turned into an amazing French omelet. It can thicken your meatloaf or make your breading stick to your chicken fried steak. The dense proteins thicken custards, crème brulee, mousse, and hollandaise. Eggs are essential in creating a good aioli and even the mayonnaise in your refrigerator. All of this from a little oval package that a hen that will lay 250-300 times in her life.

In 1993, I was fortunate to learn about cooking eggs from a true egg cook guru. He taught me that eggs do not like to be rushed and prefer to be cooked low and slow. No matter how busy the restaurant gets, I never rush the eggs. Cooking eggs on heat that's too high makes them rubbery and browns the whites. No thanks!

Any chef will tell you that it takes someone very special to take a simple egg and create 100 dishes with it, let alone scramble, poach, fry, baste, flip it over easy, or leave the egg sunny-side up. I can fake it for a shift or two, but these guys sling eggs with perfection every day. I have the greatest respect for these culinary soldiers and for the work they do.

This month, I'm featuring a few sweet and savory breakfast recipes from the Lime Kiln Café so you can wake up to a taste of the San Juans wherever you set anchor.



Lime Kiln Café's robot-made donuts are delicious. What an age to be alive!



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.



Grand Marnier French Toast with Fresh Strawberries

Makes 6 servings

1 pint strawberries, sliced into quarters
¼ cup sugar
2 Tablespoons orange liqueur
(Grand Marnier recommended)
6 eggs
½ cup milk
½ cup heavy cream
¼ cup Grand Marnier
¼ cup sugar

1 teaspoon orange zest
2 Tablespoon orange juice
1 teaspoon vanilla
1 loaf of brioche, challah, or French baguette, cut into 1" thick slices
4 ounces butter
4 ounces maple syrup
4 ounces whipping cream

Directions: Slice strawberries into quarters from stem to tip and place in a non-reactive bowl. Add sugar and orange liqueur then stir to combine. Allow sugar and liqueur to infuse with berries for 30 minutes. In a medium sized bowl, add eggs, milk, sugar, orange zest, orange juice, and vanilla. Whisk until well combined.

Slice bread in 1" thick slices. If using baguette, slice on the bias. In a large sauce pan, melt butter over medium heat. Soak bread in egg mixture to absorb custard. Place soaked bread slices in pan until browned, then turn and repeat. Place completed toast in center of plate overlapping each other then drizzle with maple syrup followed by sweetened strawberries. Serve with whipped cream.



Braised Pork and Sweet Potato Hash

Serves 4

2 pounds yams or sweet potatoes (orange preferred), peeled and chopped into $\frac{3}{4}$ " pieces
 4 Tablespoons butter
 12 ounces braised pork, chopped or pulled apart (leftover Sunday pot roast was the inspiration behind American hash. So be creative with your leftovers)
 4 ounces bacon, sliced $\frac{1}{4}$ "
 $\frac{1}{2}$ cup red onion, chopped $\frac{1}{2}$ "
 $\frac{1}{2}$ cup red pepper, chopped $\frac{1}{2}$ "
 2 teaspoons garlic minced
 $\frac{1}{2}$ teaspoon kosher salt
 $\frac{1}{2}$ teaspoon black pepper ground
 $\frac{1}{2}$ cup apple juice
 $\frac{1}{2}$ cup chicken stock
 $\frac{1}{2}$ cup Hollandaise sauce (see recipe)
 $\frac{1}{4}$ cup queso fresco
 1 each egg poached (or any style you prefer)
 1 Tablespoon parsley, finely chopped

Hot Tips:

Chef's Note: When poaching eggs, the water temperature of the poaching liquid is critical. Eggs are best when cooked at around 180° degrees. Cooking eggs at higher temperatures gives them a rubbery mouth feel. Adding the vinegar to the water helps the egg form a tight ball when poaching, and while this is hotly contested in the breakfast cook community, I chose to add it to this recipe. A good egg person is patient with the eggs and maintains his or her pans at a medium temperature to avoid browning. Never rush the eggs and let them cook themselves.

Chef's Note: Sadly, many breakfast houses do not use clarified butter to cook with, and to save money have replaced the golden nectar from the cow with an artificially flavored margarine product called Whirl®. At the Lime Kiln Café, we use the good stuff to cook our eggs and especially, our crispy hash browns.

Directions: In a 2-quart sauce pan, fill with 1 quart of salted water and bring to a boil. Add sweet potatoes and cook until they are cooked through but firm to the bite (cooking them too long will make them turn mush). Drain and rinse with cold water, then place in refrigerator until next step.

I prefer to use braised pork shoulder in this recipe but if you have leftover pork chops or a pork roast, they will work as well. To create the pulled pork, cut the meat into 1" thick slices then using your hands tear the meat into $\frac{3}{4}$ " chunks.

In a large non-stick skillet over medium-high heat, add sliced bacon and cook until the bacon is browned but not crisp. Add the butter to the cooked bacon and bacon fat, then add the sweet potatoes and pulled pork. Continue to sauté for 4 to 5 minutes until the sweet potatoes begin to brown. Add onion, peppers, garlic, salt, and pepper to potatoes and pork. Continue stirring until the peppers and onions are soft.

Add apple juice and chicken stock to hash and continue to stir until all the liquid is absorbed. At this point, our breakfast hero would be flipping the hash in the pan to brown and crisp up the outside edges. If you are not comfortable with the flip, simply continue stirring the hash and crisping up the edges.

While the hash is resting, prepare the eggs. Traditional hash is served with poached eggs but if you prefer your eggs cooked another way, go for it! I like to serve my hash with sunny-side up eggs.

To poach eggs, fill a sauce pan with 2" of water and bring to a simmer. Wait for small bubbles of air to start accumulating on the bottom of the pan and begin rushing to the top. Add about a tablespoon of white vinegar to the simmering water. Carefully crack the eggs into the water and allow them to cook for 10 to 12 minutes.

Place the hash in the center of a heated plate. Using a soup spoon, drizzle the hollandaise over the hash in a striping pattern, then top with poached egg and garnish with chopped parsley, serve immediately.

Hollandaise Sauce

4 each egg yolks
 1 Tablespoon lemon juice fresh squeezed
 $\frac{1}{2}$ cup clarified butter
 $\frac{1}{8}$ teaspoon white pepper, ground
 2 drops Tabasco® sauce
 Sea salt to taste

Kitchen tools: 3-quart sauce pan, 3-quart stainless steel bowl, and wire whip

Directions: Clarified butter is needed for this recipe and is really easy to make for those who have mastered it. The method I use at home starts by putting 2 to 4 ounces of butter cubes in my trusted Pyrex measuring cup. Place the butter in the microwave and heat until the butter is just melted and liquid.

Let the warm butter stand for a few minutes until you see three distinct layers. The bottom layer is a milky substance, the center layer is a clear yellow color, and the top layer is clear with white salty foam. The center yellow layer is what we are after, the top layer must be poured off and discarded. Don't worry if you discard some of the yellow oil, it is important the top layer is completely removed.

The next step is to slowly pour off the yellow oil into a dish without any of the bottom milky layer contaminating it. Once this is done, discard the bottom layer and your dish containing the yellow oil can now be called clarified butter. Once clarified, the butter has a higher burn point and is an excellent oil for cooking your eggs and hash browns.

Once the clarified butter is made, hold it in a warm place. Fill a 3-quart sauce pan with a 1" of water over medium heat. Add the egg yolks and lemon juice to a stainless-steel bowl and whisk vigorously until the eggs have doubled. Place the bowl over the barely boiling water and continue whisking, do not allow the water to touch the bowl to avoid making scrambled eggs while slowly drizzling the clarified butter into the egg and lemon mixture until all the butter is added, the sauce has doubled in size, and is thick and creamy. Remove from heat and season with Tabasco, salt and white pepper. Cover and place in a warm spot until ready to serve.

SALISH SUPERYACHTS

By Norris Comer

The Northwest is a prime destination and birthplace for some of the world's most impressive and exotic yachts.

Like the massive whales that live in and migrate through our waters, super-sized yachts are a part of the nautical tapestry of the area. We dive into why, from the Ice Ages of yore to the local technology investments of the future.

F Find a good vantage point and you can spy just about every kind of vessel imaginable on the Salish Sea. It's not inconceivable that you could spot a U.S. Coast Guard cutter escorting a nuclear submarine to the Bangor Navy Base and, in the same casual glance, see the wooden tall ship *Adventur-ess* under full sail. In this same tableau,

Below: The 133-foot *Alliance* was built by Delta Marine in 1989. It remains a locally-based superyacht (Photo: Alex Kwanten).



massive container ships from exotic lands plow under the snow-capped Olympic Mountains as Foss or Crowley tugboats heroically shoulder the burden of industrial barges. On the horizon, a mélange of colorful spinnaker kites in a weekend regatta mingle with fishing boats chasing that salmon derby win. Uncle Joe's 40-foot Bayliner *Tax Sea-*

vation may even be in the mix, but odds are that a jaw-dropping, head-turning, insert-anatomy-inducing superyacht will upstage them all, elegantly parting the seas on her way to high-class horizons.

If you do see a superyacht passing by, it could be passing through on its journey up from Mexico or down from Alaska, or it could be a true local that calls these waters homeport. It's also equally plausible that the superyacht operates as a chartered business or that it sails under the sole discretion of a wealthy owner. Technically defined as any recreational yacht over 24 meters (about 78 feet) with a professional crew aboard, active superyachts (also known as megayachts) are attracted to hotspot areas like the Pacific Northwest.

Several variables, ranging from the geographic gifts of the region to our thriving maritime scene, have conspired to make our waterways friendly for superyachts. Deep waters, excellent infrastructure, skilled technical support, and, most importantly, adventures to be had are all important ingredients for a superyacht paradise. Here in the Pacific Northwest, we check all those boxes.

GLACIERS, SEA SALTS, & INVESTMENT

Chronologically, an early major development of our superyacht scene was the last Ice Age, specifically the final advance and retreat of the Cordilleran Ice Sheet about 17,000 years ago. This epic mass of ice stood about 3,000 feet high upon the point that Seattle currently sits, approximately five Space Needles tall. The

advance and retreat of the ice carved the spellbinding twists and turns of our coastline that ensure a lifetime of boating adventures throughout Puget Sound, British Columbia, and Alaska. The glaciers are also responsible for the sharp relief between our coastal mountain peaks and the deep waters along our shore. Bottom line: where coastal glaciers have dominated, fjords and fjord-like environments tend to form. There is a reason why the coastal Pacific Northwest looks a lot like Norway or parts of New Zealand, also beautiful glacially formed areas ripe for large vessels to explore.

Flash forward several thousand years to the modern era, and the diverse people of the Cascadian coast from the many Native American nations to European and Asiatic immigrants all made entire livelihoods and cultures based around maritime societies and economies. The original local superyachts were the great canoes of Native Americans which, according to the 1920 New York Museum publication of *Indian Notes and Monographs: Types of Canoes of Puget Sound*, manifested in variously designed vessels that reached lengths of 80 feet.

Later, European settlers also made their livelihoods on the sea, notably the Nordic people in industries like the commercial fishing business. Yacht design became an artform of the area during the last century, notably Ed Monk and today, his son Ed Monk Jr. (original designer of the still-popular Ocean Alexander motoryacht line).

Below: Anacortes, Washington-based Westport Yachts is a prime example of a local superyacht builder. This 130-footer was last seen plying the waters of her inception - in this case, Fremont. (Photo: Jonathan Cooper)





The *Albatross* is a massive feat of shipbuilding by the Delta Marine shipyard. Owned by the Dubai-based Al Futtaim family, she clocks in at 236 feet in length and is sailing the world's oceans.

The modern culture of the area is every bit as sea salty as those days of yore, despite what the tech corporation-dominated headlines may tell you. The city of Seattle alone has invested many resources into the marine industry, recently with the innovative Seattle Maritime Academy that opened in 2016. A branch of Seattle Central College, the school is located prominently in Ballard on the water and has a small fleet of vessels that act as classrooms. Inside the facilities, there's even a virtual reality wheelhouse simulator. Another education investment includes Core Plus, an initiative to provide manufacturing trade skills and

maritime exposure to high school students, a development we've covered often in this magazine. The hope is that the success of this program translates to a clear pipeline of skilled maritime workers that are vital for a healthy industry.

Most recently, Washington Gov. Jay Inslee and a network of industry organizations including The Maritime Alliance have advocated for the addition of a Maritime Innovation Center right in the heart of Seattle at Fisherman's Terminal. The proposed center is part of a multi-layered approach to make the state an international Blue Economy powerhouse. According to the Port

of Seattle, the combined annual direct and indirect revenue of the maritime industry in the state is a sizeable \$37.8 billion. Combining the area's traditional maritime strengths with its innovative tech-entrepreneurial spirit makes for a unique scene ripe for the needs of superyachts.

SUPERYACHT SCENE

We don't just host large yachts in these parts; we build them too. Burien, Washington-based shipbuilder Delta Marine has a long portfolio of super-sized vessels. Notable in the superyacht realm is the 236-foot *Albatross* that underwent sea trials in Everett in 2016 before its delivery to Europe and the Dubai-based Al Futtaim family clients. The 151-foot *Daedalus* is another Delta Marine darling, commissioned in 1999 and refitted in 2006. She's owned by The Boeing Company, the aerospace giant synonymous with Washington state. *Daedalus* made a splash in *The Island Packet*, a newspaper in Bluffton, South Carolina, for being too big to visit the PGA Golf Tour via the Harbour Town Yacht Basin. Clearly, *Daedalus* missed the deep waters of her native cruising grounds.

There is a certain mystique and mystery about these superyachts in part because clients generally want projects to be private. This year alone, both 53-meter (174-foot) and 64-meter (210-foot) superyacht projects have been sighted in various phases of production at the Delta Marine shipyard, both designed by Jonathan Quinn Barnett of JQB Design. Who are these superyachts for? That's a question for the nosiest and boatiest of paparazzi.

Not only are the details of a superyacht project generally hush-hush, but even

DELTA MARINE

Delta Marine is a stand-out superyacht builder based in Burien, Washington, along the Duwamish Waterway. With roots going back about 50 years in the commercial sector, Delta's custom, luxury superyacht portfolio is truly world class. They are quick to tout that being based in the Northwest is a part of the Delta advantage in their online company statement:

"Inspiration often begins at home, and for Delta, there have been considerable advantages to growing an organization in a part of the world that's both a technology capital and an international center for large composite projects."



Daedalus, commissioned from Delta in 1999.

PAUL ALLEN'S SUPERYACHTS

more intrigue is triggered by the bespoke nature of each project. The clientele in this tier generally want their dream yacht their way, and a production line yacht usually isn't feasible. An example of a superyacht pushing the limits of the production model is the Ocean Alexander 100, the largest in-water boat displayed at last year's Seattle Boat Show. This makes most superyachts one-of-a-kind, a boat nerd's dream come true.

Another interesting feature of the superyacht parade is its multinational flavor. An example of a superyacht owned by a wealthy recluse that is not for charter is *Vibrant Curiosity*, an occasional sight in Seattle. Owned by German machine parts billionaire Reinhold Würth, *Vibrant Curiosity* stretches a commanding 280 feet length overall. She was designed by Nuvolari & Lenard and built by Oceanco in 2009 for a cool \$100 million. The superyacht accommodates 14 guests in seven luxury cabins and 26 crew. When *Vibrant Curiosity* is in town, it docks at Lake Union's Nautical Landing.

ENDLESS HORIZON

Remove the social and political context, and a superyacht is a pure technological marvel, as close as a mere mortal can have to owning his or her own luxury spaceship and exploring the cosmos. One handy online tool, if you're curious about the location of your superyacht crush, is vesselfinder.com. This website posts live GPS data via vessel AIS signals from around the world and maps them. The website is also a good way to identify a passing superyacht and sate your curiosity.

Add in the social and political context, and another dimension to the superyacht experience comes into play. Our October 2018 centerfold was of the 439-foot *Serene* superyacht spotted near Wrangell-St. Elias National Park Preserve of Alaska. Originally built for Russian vodka tycoon Yuri

If we want to go all in with Pacific Northwest pride, we can take a magnifying glass to the boating life of the late uber-Seattleite Paul Allen who died on October 15, 2018 (age 65). The Lakeside School grad turned Microsoft co-founder, mega investor, philanthropist, and owner of both the Seattle Seahawks and Portland Trail Blazers, Allen was also an avid boater. His most famous superyacht, the 414-foot *Octopus* (below), has turned heads the world over for years since it was launched in 2003 by the German shipbuilder Lurssen Yachts. Allen also owned the 303-foot *Tatoosh* superyacht, named after Tatoosh Island off Cape Flattery, Washington, and the northwesternmost point of the contiguous United States.

With a permanent crew of around 60, two manned submarines, a 63-foot luxury tender, two helicopter landing pads, and a huge glass-bottom pool, the *Octopus* sits toward the top of the global superyacht hierarchy. Mick Jagger was reportedly lent *Octopus*' onboard recording studio while he was recording an album with rock group SuperHeavy in 2011. Although *Octopus* and *Tatoosh* were usually Allen's escape abroad away from the area, the idea of the Pacific Northwest was synonymous with every trip.



Shefler for \$330 million and previously leased by our own Bill Gates, she truly is a wonder, an awe-inspiring blend of art and science that is one of the top ten largest of her kind. However, *Serene* is owned by Prince Mohamed bin Salman of Saudi Arabia, currently embroiled in the international controversy for his involvement in the gruesome murder of *Washington Post* journalist Jamal Khashoggi. Mary, an Anacortes-based reader and boater who wrote to us, had this to say:

...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.

On an emotional level, what are we to make of that glorious superyacht gliding past? Surely, everyone will feel something different. Those in the marine industry likely see the dozens of maritime professionals with good jobs aboard, in addition to the untold dozens if not hundreds of factory workers, naval designers, marina personnel, and more also earning their living. Those enamored with the lifestyles of the rich and the famous will see celebrity names in lights. Others who simply love the big and bold of the world will admire. Some, like the aforementioned reader, will see excess and even evil.

What will you see? Perhaps, if you look very closely, you'll see all the above. **NWY**



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

Superyachts to scale: The 280-foot *Vibrant Curiosity* at Nautical Landing with the 151-foot Delta Marine-built *Deadalus* at the dock nextdoor. (Photo: C. Paul Fell)



WASHINGTON

MARINA & FUEL DOCK GUIDE 2019

Complied by **Northwest Yachting** Editorial Staff



We at *Northwest Yachting* are proud to be a primary source of boating information for our community, especially now as we near our 33rd birthday. As per tradition, we offer our annual Washington Marina & Fuel Dock Guide to help you and crew get oriented for your next boating adventure.

Whether you're out for a day trip or taking on the wilder corners of the state, having a solid resource for the local marinas and fuel docks is key. Get out there and make some memories!

Before plunging in, a few passing notes. As always, we recommend using this information as a supplement, not a replacement, to your primary navigational resources. You can also download this guide as its own PDF file for offline reference at nwyachting.com. Keep a copy on that smartphone or tablet if you so desire! Finally, remember that this guide is a living document, meaning we constantly update it with the latest developments. It's only as good as our collective knowledge, so if you have information that could improve the guide, please reach out via email at editorial@nwyachting.com.

SERVICES GUIDE

Restrooms	WiFi	Diesel	Clean Marina
Showers	Pumpout	Gas	Garbage Removal
Liveaboards	Haulout	Food	
No Liveaboards	Power	Potable Water	

SHELTON

9

1 BOSTON HARBOR MARINA



N 47°8'23.858 | W 122°54'18.973
312 73rd Ave NE, Olympia, WA 98506
P: (360) 357-5670; F: (360) 352-2816
office@bostonharbormarina.com

149 open slips, 18' to 34' in length. Parking, marine parts and supplies, boat ramp, gift shop, and limited grocery store are on location as well as a snack shack. Stop by for some draft beers! Visitor moorage located on the north and west sides of the marina. Lube oils available. VHF: 16

2 MARTIN MARINA



N 47°2'52.11 | W 122°54'13.831
411 Columbia St NW, Olympia, WA 98502
P: (360) 357-5433

83 uncovered slips 24' to 60' in length. Shopping within walking distance of marina.

3 WEST BAY MARINA



N 47°3'52.106 | W 122°54'59.57
2100 West Bay Dr, Olympia, WA 98502
P: (360) 943-2080
420 open and covered slips, 20' to 75' long. Laundry, locked docks, cable.

4 NARROWS MARINA



N 47°14'34.611 | W 122°33'28.465
9007 S 19th Street, Ste. 100, Tacoma, WA 98466
www.narrowsmarina.com
P: (253) 564-3032; F: (253) 564-3475
nmbt@narrowsmarina.com

Covered slips from 26' to 32' long and uncovered from 26' to 50'. Boathouses, boat lockers, dry warehouse boat storage, winter storage, boat ramp and transient guest moorage available. Brewery with waterfront tasting room open seven days a week. Free guest dock for brewery and restaurant patrons up to three hours. Boat launches available and self-service slings for tenants only. On-site Boathouse 19 Bar and Grill.

5 FIDDLEHEAD MARINA



N 47°2'57.94 | W 122°54'14.364
611 Columbia St NW, Olympia, WA 98501
www.fiddleheadmarina.com
P: (360) 352-0528
fiddleheadmarina@gmail.com

78 open slips 24' to 45' long. Small waiting list, but some moorage is available depending on length of boat. No transient moorage. Parking next door.

6 PERCIVAL LANDING



N 47°2'48.59 | W 122°54'13.859
217 Thurston Ave NW, Olympia, WA 98501
www.olympiawa.gov/percival
P: (360) 753-8380

Two docks, E with 25 slips and D with eight slips, for vessels up to 50' in length. Power is available year-round on E docks. E docks also provide water outside of the winter months when freezing may occur. One water spigot is available to share and no power is available on D docks. Moorage is on a first-come, first-served basis.

7 SWANTOWN MARINA



N 47°3'21.44 | W 122°53'54.703
1022 Marine Dr NE, Olympia, WA 98501
www.portolympia.com
P: (360) 528-8049; F: (360) 528-8049
marina@portolympia.com

656 uncovered slips 20' to 92' in length. Vessel overhang is not permissible. Laundry, engine oil dump, double-lane concrete launch ramp, security gates, and dry storage. Guest moorage of 70+ slips. Additional guest moorage available at the Port Plaza on the west side of the Port Peninsula. VHF: 65A

8 ZITTEL'S MARINA



N 47°2'48.59 | W 122°54'13.859

9144 Gallea St NE, Olympia, WA 98516
www.zittelsmarina.com
P: (360) 459-1950; F: (360) 459-8984
kzittel@comcast.net

200 uncovered and covered slips 20' to 40' long with some larger. Parking, full-service yard, ramp and sling launch, marine supplies, convenience store with snacks, and boat rentals offered. Fuel dock is located on the east side of Johnson Point, a mile south of the Johnson Point light marker. Closed Sundays and Wednesdays in winter.

9 OAKLAND BAY MARINA/ PORT OF SHELTON



N 47°12'51.326 | W 123°5'4.502

701 E Pine St, Shelton, WA 98584
www.portofshelton.com
P: (360) 426-1151 or (360) 426-1425
info@portofshelton.com

109 moorage slips, public access, boat launch, and guest moorage available. Portable toilet only. Approximately 100' of dock.

10 FAIR HARBOR MARINA



N 47°20'15.572 | W 122°49'57.201

5050 Grapeview Loop Rd,
Grapeview, WA 98546
P: (360) 426-4028
info@fairharbormarina.com

Open moorage. Permanent annual moorage and month-to-month moorage from April to October. Covered moorage with 68' slips with six-month requirement. Picnic area, play area, country store, bait, and marine hardware. Golf course nearby.

11 LONGBRANCH MARINA



N 47°12'32.251 | W 122°45'23.814

PO Box 111, Lakebay, WA 98349
www.licweb.org
P: (253) 884-5137
dockmaster@licweb.org

Gated 42 permanent slips, Longbranch residents given priority. Overnight/transient moorage available on a first-come, first-served basis. Portable toilets in the summer, ice, BBQ, and covered area for group gatherings available.

12 LAKEBAY MARINA-RESORT



N 47°15'28.42 | W 122°45'21.59

15 Lorenz Road, Lakebay, WA 98349
P: (253) 884-3350

Monthly and guest moorage. RV camp, cabin rentals, boat launch, kayak and paddleboard rentals, store and café, and ethanol-free gas with Soltron available. A 5,000 square-foot building at the marina is perfect for boater rendezvous, weddings, or meetings. Ten-minute bike ride to beautiful freshwater Bay Lake and Penrose Park. Live music Thursday through Saturday nights. Open all winter.

13 ARABELLA'S LANDING



N 47°20'0.261 | W 122°34'59.782

3323 Harborview Drive, Gig Harbor, WA 98332
www.arabellaslanding.com
P: (253) 851-1793
info@arabellaslanding.com

Accommodates vessels up to 160' in slips. Wheelchair accessible.

14 GIG HARBOR MARINA & BOAT YARD



N 47°19'48.554 | W 122°34'49.36

3117 Harborview Dr, Gig Harbor, WA 98335
www.gigharbormarina.com
P: (253) 858-3535
service@gigharbormarina.com

82 uncovered and 24 covered slips from 18' to 45' in length. VHF: 69.

15 PENINSULA YACHT BASIN



N 47°19'48.554 | W 122°34'49.36

8913 N Harborview Dr,
Gig Harbor, WA 98332
www.peninsulayachtbasin.com
P: (253) 858-2250
peninsulayachtbasin.com

75 open and 25 covered slips, 30' to 80' in length. Permanent moorage only. VHF: 16 during the summer/busy times only.

ALLYN

PURDY

GIG HARBOR

FOX ISLAND

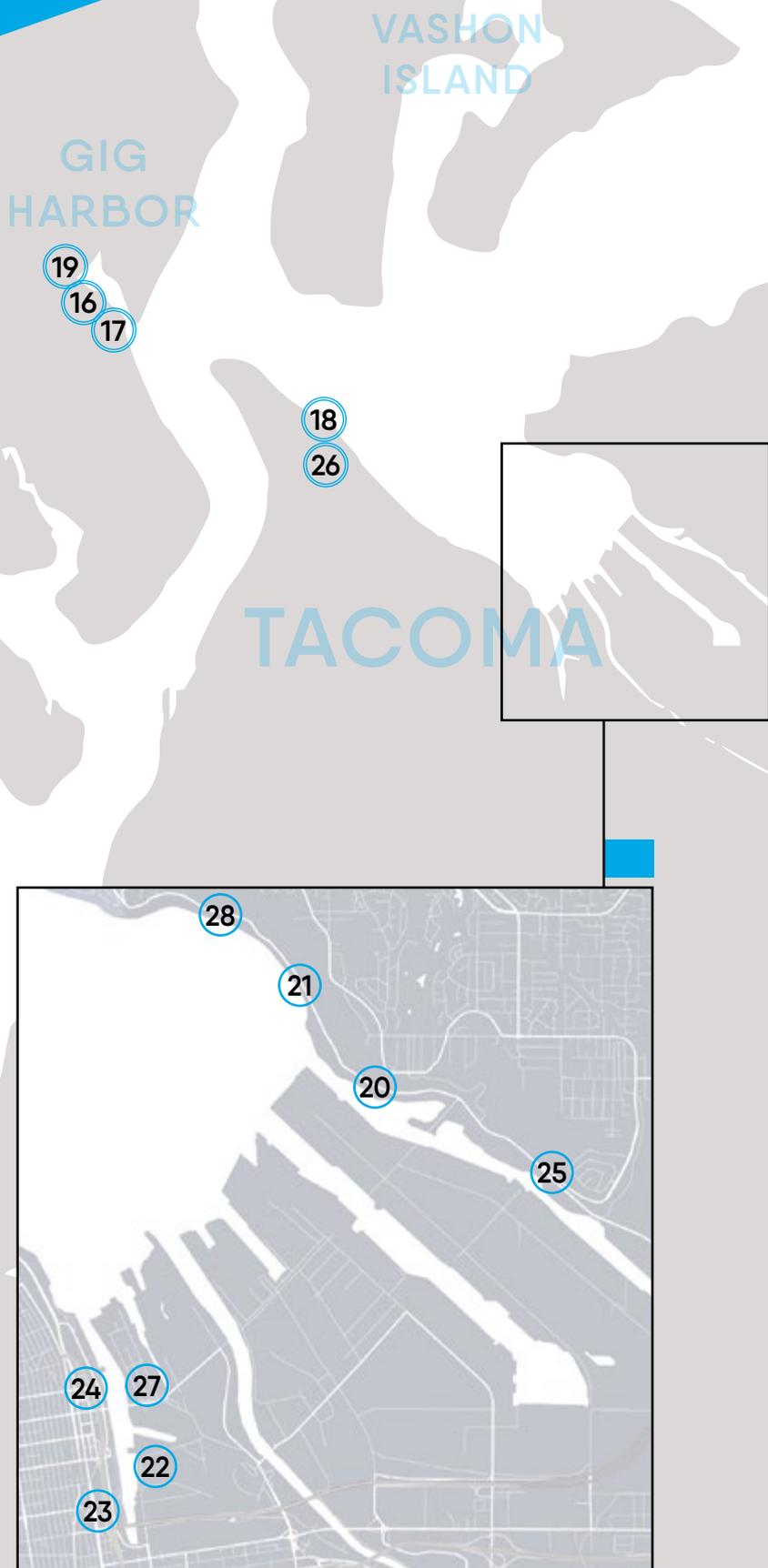
TACOMA

OLYMPIA



WASHINGTON

MARINA & FUEL DOCK GUIDE 2019



18 BREAKWATER MARINA



N 47°18'14.886 | W 122°30'43.444

5603 N Waterfront Dr, Tacoma, WA 98407
www.breakwatermarina.com
 P: (253) 752-6663
info@breakwatermarina.com
service@breakwatermarina.com

165 open slips 20' to 55' long, one side tie-up space for boats up to 100'. Guest moorage available. Full service boat repair, yacht brokerage, and marine parts and supplies available.

29

19 WEST SHORE MARINA



N 47°20'7.796 | W 122°35'22.14

3815 N Harborview Dr, Gig Harbor, WA 98332
 P: (253) 851-1793

Slips up to 66' in length. No transient moorage.

20 CHINOOK LANDING MARINA



N 47°18'14.886 | W 122°30'43.444

3702 Marine View Dr # 200, Tacoma, WA 98422
 P: (253) 627-7676

213 open and covered slips, 30' to 50' plus some end-tie moorage for larger boats. Slips pre-wired for cable. VHF: 79

21 MARINA AT BROWN'S POINT



N 47°17'44.43 | W 122°25'0.663

5410 Marine View Dr #2, Tacoma, WA 98422
www.marinaatbrownspoint.com
 P: (253) 272-2827
manager@MarinaAtBrownsPoint.com

140 slips 28' to 70' in length. Cable TV and phone connections to all slips operational.

22 DELIN DOCK'S MARINA



N 47°14'55.488 | W 122°25'51.543

1616 East D St, Tacoma, WA 98421
www.delindocksmarina.com
 P: (253) 572-2524
info@delindocksmarina.com

147 uncovered slips, call for rates.

23 DOCK STREET MARINA



N 47°14'43.034 | W 122°25'59.13

1817 Dock St, Tacoma, WA 98402
www.dockstreetmarina.com
 P: (253) 250-1906
info@dockstreetmarina.com

57 permanent slips and 20 guest slips, 50' to 60' long. Can accommodate private pleasure yachts up to 120'. Slip-side cable TV. Within walking distance to restaurants, clubs, museums, and free Tacoma Light Rail.

24 FOSS HARBOR MARINA



N 47°15'24.79" | W 122°26'6.33"

821 Dock St, Tacoma, WA 98402
www.fossharbor.com
 P: (253) 272-4404
info@fossharbor.com

416 slips, open and end-tie moorings from 26' to 95' long. Covered moorings up to 36'. Valv-Tect diesel and ethanol-free unleaded. Tenant lounge with cable TV. Walking distance to downtown Tacoma. VHF: 71

25 HYLEBOS MARINA



N 47°16'15.913 | W 122°22'26.095

1940 Marine View Dr, Tacoma, WA 98422
www.hylebosmarina.com
 P: (253) 272-6623

170 uncovered slips, 30' to 80' in length. 35-ton and 75-ton travel lift. Repair services, bottom painting, and mast stepping in the boatyard.

26 POINT DEFIANCE BOATHOUSE



N 47°18'26.614 | W 122°31'2.611

5912 N Waterfront Dr, Tacoma, WA 98407
 P: (253) 591-5325
scottk@tacomaparks.org

Dry storage available for boats up to 17'. Guest moorage, three-day maximum stay. Lube oils available.

27 TACOMA FUEL DOCK



N 47°15'20.197 | W 122°25'55.797

820 East D St, Tacoma, WA 98421
www.cbmsi.com
 P: (253) 383-0851

Fuel dock open year round, except Thanksgiving, Christmas Day, and New Year's Day. Delo lubricants available.

28 TYEE MARINA



N 47°17'46.384 | W 122°25'1.21

5618 Marine View Dr, Tacoma, WA 98422
www.tyee marina.com
 P: (253) 383-5321
tyee marina@gmail.com

Pleasure craft marina with over 500 uncovered slips from 22' to 60' in length, and over 50 covered slips from 26' to 52' long.

29 DES MOINES CITY MARINA



N 47°24'5.153 | W 122°19'45.351

22307 Dock Avenue, Des Moines, WA 98198
www.desmoinesmarina.com
 P: (206) 824-5700
marinainfo@desmoineswa.gov

Uncovered and covered slips, 20' to 56' in length. Monthly and guest moorage available. Outdoor BBQ and indoor pavilion to accommodate yacht clubs. Propane and oil products available.

16 MURPHY'S LANDING



N 47°20'11.778 | W 122°35'26.519

3901 Harborview Dr, Gig Harbor, WA 98332
 P: (253) 851-3093

85 open condo slips, 32' to 60' in length. Walking distance to retail shops and services.

17 PLEASURECRAFT MARINA



N 47°19'52.385 | W 122°34'55.265

3215 Harborview Dr, Gig Harbor, WA 98335
 P: (253) 858-2350

54 covered slips 30' to 45' long. Seven uncovered slips 45' to 60'. Seven houseboats for rent.

The Targa is the result of an original idea that has become a complete boat range. Many have copied the concept but none have come close—comfortable as well as practical, suitable among icebergs or in burning sun, unparalleled quality and handling.

Targa®

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Superior confidence and comfort as you make your way around the seas of the Pacific Northwest.



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LUXURIOUS IN DETAIL.



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WASHINGTON

MARINA & FUEL DOCK GUIDE 2019

SERVICES GUIDE

- | | |
|----------------|-----------------|
| Restrooms | Diesel |
| Showers | Gas |
| Liveaboards | Food |
| No Liveaboards | Potable Water |
| WiFi | Clean Marina |
| Pumpout | Garbage Removal |
| Haulout | Power |

30 HARBOR ISLAND MARINA



N 47°34'10.919 | W 122°20'53.86

1001 SW Klickitat Way #101, Seattle, WA 98134
www.portseattle.org
 P: (206) 787-3006
him@portseattle.org

77 open slips from 24' to 50' in length, can be reserved monthly. Call for availability. Free parking offered for customers.

31 SOUTH PARK MARINA



N 47°31'36.732 | W 122°18'44.307

8604 Dallas Ave S, Seattle, WA 98108
www.southparkmarina.com
 P: (206) 762-3880
southparkmarina@hotmail.com

110 open slips, 20' to 50' in length. Waiting list for boats over 40', limited vacancies. Laundry and parking available.

32 AFFINITY MARINA



N 47°38'52.232 | W 122°20'30.005

1327 N Northlake Way, Seattle, WA 98103
www.affinitymarina.com
 P: (206) 304-1477
info@affinitymarina.com

14 covered slips to 42', 16 uncovered from 20' to 80' in length. Family-owned and operated.

33 LAKE UNION WATERWORKS MARINA



N 47°38'53.708 | W 122°20'38.504

1101 NE Northlake Way, Seattle, WA 98105
www.lakeunionwaterworksmarina.com
 P: (206) 324-1477
info@lakeunionwaterworksmarina.com

22 covered slips up to 30' long, 39 uncovered slips from 18' to 36' in length.

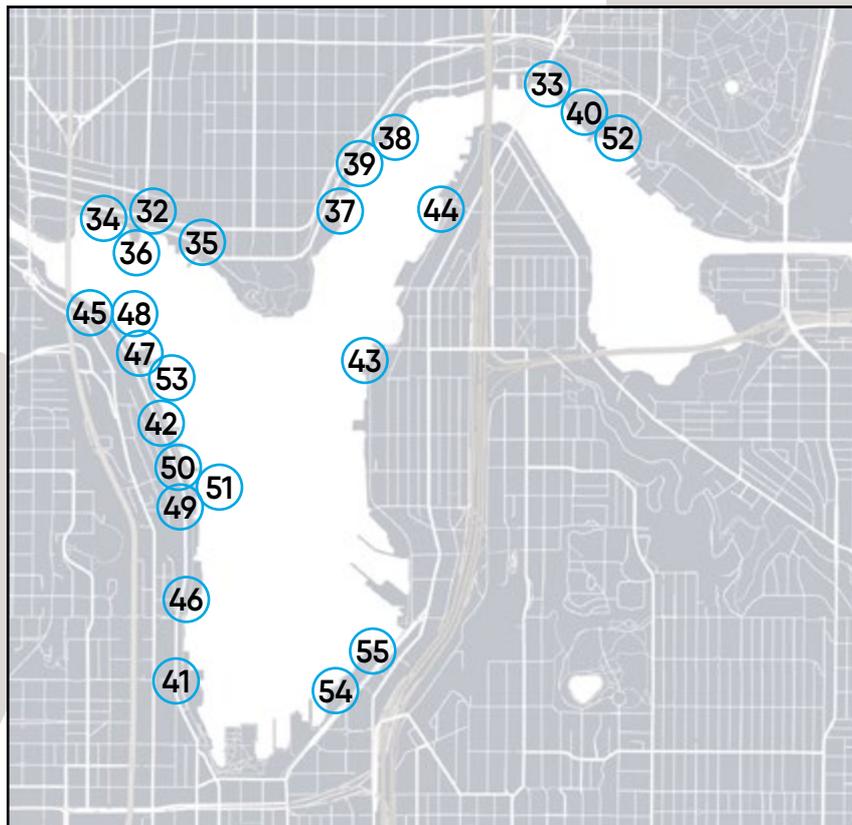
35 TILlicum MARINA



N 47°38'52.039 | W 122°20'29.54

1331 N Northlake Way, Seattle, WA 98103
www.tillicummarina.com
 P: (206) 633-5454
info@tillicummarina.com

28 open and covered slips, 30' to 40' in length. Convenience store within walking distance.



34 NORTHLAKE MARINA



N 47°38'54.383 | W 122°20'45.823

929 N Northlake Way, Seattle, WA 98103
www.northlakemarineworks.com
 P: (206) 633-2114

60 uncovered slips, 28' to 40' long. One 85' slip and one 65' slip available. Repairs, outfitting, rigging, and maintenance services available. No short-term moorage.

37 GASWORKS PARK MARINA



N 47°38'44.271 | W 122°20'3.671

2143 N Northlake Way, Seattle, WA 98103
www.parks.state.wa.us/1008/Gas-Works-Park-Marina
 P: (206) 684-4075 (for Gasworks Park)

Private marina with stationary pumpout open to the public. Open 24 hours a day, seven days a week, year-round. Rental vacancies posted on bulletin board at marina office. Rates at slip owners' discretion.

36 FREMONT BOAT CO.



N 47°38'54.071 | W 122°20'41.704

1059 N Northlake Way, Seattle, WA 98103
 P: (206) 632-0152
margie@fremontboat.us

100 open slips from 15' to 75' in length. Tugboat service available; boatyard, laundry, stores and restaurants nearby.

38 THE SEATTLE MARINA



N 47°39'1.197 | W 122°19'49.86

2401 N Northlake Way, Seattle, WA 98103
www.theseattlemarina.com
P: (206) 632-9427
frank@theseattlemarina.com

145 uncovered and covered slips. Marine store and service and repairs nearby. Limited parking.

39 DUNATO'S MARINE SERVICES



N 47°39'0.049 | W 122°19'51.683

2309 N Northlake Way, Seattle, WA 98103
www.dunato.com
P: (206) 547-7852

Storage onsite, accommodates vessels from 40' to 120' long.

40 BOAT STREET MARINA



N 47°39'10.944 | W 122°19'3.194

1101 NE Boat Street, Seattle, WA 98105
P: (206) 634-2050
boatstreetmarina@hotmail.com

Boat Street Marina is located midway between the Montlake Bridge and the University Bridge on the north shore of Portage Bay. The 90-slip marina is available for long-term moorage and has no transient moorage. Kayak and SUP rentals available on-site as well as kayak storage lockers (\$65 per month).

41 AGC MARINA



N 47°37'47.973 | W 122°20'23.021

1200 Westlake Avenue N #301, Seattle, WA, 98109
www.agcwa.com
P: (206) 284-0061
pjackson@agcwa.com

94 uncovered and covered slips.

42 BOATWORLD MARINA



N 47°38'27.227 | W 122°20'30.967

2450 Westlake Ave North, Seattle, WA 98109
www.boatworldmarinas.com
P: (206) 284-4420

Uncovered and covered slips from 20' to 90' in length. Rates specific to size, location, and view. Grocery store, laundry, kayak storage, and storage lockers available.

43 CHINOOK LAKE UNION BOAT MOORAGE



N 47°38'33.619 | W 122°19'45.882

2525 Fairview Ave E, Seattle, WA 98102
www.chinook-boat-moorage.com
P: (206) 323-2344

Eight uncovered and 57 covered slips, from 30' to 34' in length. Wine store nearby, as well as easy access to freeways and Lake Washington. Offers long-term moorage only, no transient or guest moorage.

44 THUNDERBIRD MARINA



N 47°38'55.32 | W 122°19'30.439

2925 Fairview Ave. E., Seattle, WA 98102
www.thunderbirdmarina.com
P: (206) 849-1909
info@thunderbirdmarina.com

No guest, daily, or transient moorage. 25 covered slips for vessels up to 36' LOA, one 50' Boathouse/slip, and 34 uncovered slips for vessels 30' to 60' LOA. Paddleboard rentals are offered on the premises.

45 MORRISON'S NORTH STAR MARINE



N 47°38'41.95 | W 122°20'42.899

2732 Westlake Ave N, Seattle, WA 98109
www.morrisonfueldock.com
P: (206) 284-6600
info@morrisonfueldock.com

Chevron oil products, groceries, and oil changes available.

46 MARINA MART MOORINGS



N 47°37'59.798 | W 122°20'23.33

1232-1530 Westlake Ave N, Seattle, WA 98109
www.marinamart.com
P: (206) 447-5575
bhartley@rpapm.com

200 uncovered and covered slips, 15' to 94' in length. Sprinklered docks, locked gates, lighted walkways, and storage lockers available. Wi-Fi available early 2019.

47 COMMERCIAL MARINE



N 47°38'36.65 | W 122°20'36.002

2540 Westlake Ave N # D, Seattle, WA 98109
P: (206) 352-2241
commercialmarine@outlook.com

80 open slips from 20' to 50' long.

48 DIAMOND MARINA



N 47°38'40.552 | W 122°20'43.43

2710-2732 Westlake Ave North, Seattle, WA 98109
www.boatworldmarinas.com
P: (206) 284-4420

113 covered and uncovered slips, from 20' to 65' in length. Kayak and trailer storage. Fuel dock for pumpouts and oil changes.

49 JULIE'S LANDING



N 47°38'17.778 | W 122°20'24.165

1900-2000 Westlake Ave North, Seattle, WA 98109
www.boatworldmarinas.com
P: (206) 284-4420
info@boatworldmarinas.com

30 covered and uncovered slips from 20' to 100'. Call for rates. Laundry available onsite. Two minutes to downtown.

50 SWIFTSURE MARINA



N 47°38'18.582 | W 122°20'25.401

2130 Westlake Ave N, Seattle, WA 98109
www.boatworldmarinas.com
P: (206) 284-4420
info@boatworldmarinas.com

14 uncovered slips, 24' to 50' long. Specialty stores nearby.

51 WESTLAKE MARINA

N 47°38'13.571 | W 122°20'19.53

1900 Westlake Ave N, Seattle, WA 98109
www.boatworldmarinas.com
P: (206) 284-4420

70 covered and uncovered slips, 20' to 65' long.

52 UNIVERSITY MARINA



N 47°39'11.733 | W 122°19'4.374

1005 NE Boat Street, Seattle, WA 98109
www.boatworldmarinas.com
P: (206) 284-4420

26 covered and uncovered slips, 20' to 60' in length. Restrooms and parking available. Repairs, and specialty stores nearby. On a bus line, two minutes to downtown Seattle.

53 NAUTICAL LANDING



N 47°38'34.818 | W 122°20'34.018

2500 Westlake Ave N, Seattle, WA 98109
www.nautical-landing.com
P: (206) 464-4614

4,900 linear feet of moorage, accommodates vessels 55' to 320' in length. Guest moorage for vessels 70' and up. Limited pumpout facilities.

54 1001 FAIRVIEW MARINA



N 47°37'43.573 | W 122°19'54.259

1001 Fairview Ave. N, Seattle, WA 98109
P: (206) 304-1477
info@affinityventuresnw.com

72 open slips from 25' to 200' long. Wired for cable, power from 20A-200A, restaurants and brokerages on-site with full-service boatyard nearby and shops adjacent.

55 FAIRVIEW MARINA



N 47°37'50.967 | W 122°19'47.476

1109 & 1151 Fairview Ave N, Seattle, WA 98109
P: (888) 673-1118
seattleboatslips@hotmail.com

160 open slips from 20' to 100' long. Full-service boatyard next door and parking available. Long-term moorage only, no transient moorage.

56 ELLIOTT BAY MARINA



N 47°37'49.168 | W 122°23'29.284

2601 W Marina Pl, Seattle, WA 98199
www.elliottbaymarina.com
P: (206) 285-4817
info@elliottbaymarina.net

1,200 uncovered slips, pre-wired for cable. Guest moorage available for boats up to 300'. Free kayaks, paddleboards, and bicycles available for use. VHF: 78A

57 BELL HARBOR MARINA



N 47°36'37.984 | W 122°20'54.919

2203 Alaskan Way, Seattle, WA 98121
www.portseattle.org
P: (206) 787-3952
bhm@portseattle.org

Seattle's only downtown recreational marina. Walking distance to iconic Seattle restaurants and hotels, Pike Place Market, the Space Needle, Seattle Aquarium and more. Guest moorage available year-round for up to 70 boats of all sizes up to 150'. VHF: 66A

58 LESCHI NORTH MOORAGE

N 47°36'14.234 | W 122°17'2.616

324 Lake Washington Blvd, Seattle, WA 98112
leschiandlakewood.com
P: (206) 787-3952

Leschi.Moorage@seattle.gov
140 slips from 20' to 60' long. Parking, locked docks. In a period of transition and hopes to rebuild summer 2019.

59 LESCHI YACHT BASIN



N 47°36'10.354 | W 122°17'5.431

202 Lake Washington Blvd S, Seattle, WA 98122
www.leschi-lakecenter.com
P: (206) 328-6777

108 open and covered slips 26' long, uncovered 20' to 40' long. Secured docks with grocery store nearby.

60 KIRKLAND HOMEPORT MARINA



N 47°40'27.162 | W 122°12'24.187

135 Lake St. S, Kirkland, WA 98033
www.kirklandhomeportmarina.com
P: (425) 827-4849
info@pmfinvestments.com

Located in the heart of downtown Kirkland with 91 uncovered slips, 28' to 65' long, with some larger available. Power for boats 50' and over. Secured access, lockers, and parking available.

61 YARROW BAY MARINA



N 47°39'14.969 | W 122°12'21.139

5207 Lake Washington Blvd. NE, Kirkland, WA 98033
www.yarrowbaymarina.com
P: (425) 822-6066; F: (425) 822-7405

On the east shore of Yarrow Bay (north-east of SR 520 bridge) with 110 uncovered and covered slips up to 50' long. Parking, marine accessories store, and runabout/ski boat rentals available.

WASHINGTON

MARINA & FUEL DOCK GUIDE 2019



64 NORTH LAKE MARINA



N 47°38'54.383 | W 122°20'45.823

6201 NE 175th St., Kenmore, WA 98028
www.northlakemarina.com
 P: (425) 482-9465
susan@northlakemarina.com

Uncovered and covered slips from 23' to 40' long. Call for rates. Full service boatyard. Gas dock with 87- and 92-octane non-ethanol fuel.

65 NEWPORT YACHT BASIN



N 47°34'45.357 | W 122°11'49.441

3911 Lake Washington Blvd. SE, Bellevue, WA 98006
www.newportyachtbasin.com
 P: (425) 746-7225
newportyba@hotmail.com

400 condo slips, rentals available.

66 SEATTLE BOAT COMPANY



N 47°34'32.451 | W 122°11'25.57

3911 Lake Washington Blvd. SE, Bellevue, WA 98006
www.seattleboat.com
 P: (425) 641-2090; F: (425) 641-8579
info@seattleboat.com

80' long fuel dock at the shoreline just south of the I-90 East Channel Bridge at Newport Yacht Basin in Bellevue. Oil, fuel conditioner, gear lube, and more. Tie-up assistance, snacks, ice, beverages, and ice cream available. Diesel Happy Hour discounts available from 0800 hours to 1400 hours Monday through Thursday.

67 SALMON BAY MARINA



N 47°39'35.808 | W 122°23'4.674

2100 W Commodore Way, Seattle, WA 98199
www.salmonbaymarina.com
 P: (206) 282-5555

Recently purchased by the Port of Seattle, details developing. 168 open and covered slips from 18' to 150' long. Sixty-foot dock for guest moorage.

68 SALMON BAY MARINE CENTER



N 47.39.67 N | W 122.23.06 W

2284 W Commodore Way, Seattle, WA 98199
www.salmonbaymarina.com
 P: (206) 450-9100
www.sbmcenter.com

The largest contiguous super yacht marina on the U.S. west coast. 18 fresh water slips with moorage for vessels 100' to 240' in length. Features private parking, drive-on docks for electric carts, security camera and locked gates, helicopter load and unload, gym and indoor rock climbing, and an on-site ship's agent is available for provisioning needs. 1Gb fiber internet is also available.

65

66

62 CARILLON POINT MARINA



N 47°39'21.497 | W 122°12'20.506

7000 Carillon Point, Kirkland, WA 98033
www.carillon-point.com
 P: (425) 822-1700; F: (425) 828-3094
mary@carillonprop.com

200 slips from 34' to 60'-plus with some 30' side-tie space available. Fuel nearby, as well as hotels, stores, and post office. After-hours security and locked gate. Parking and guest moorage available.

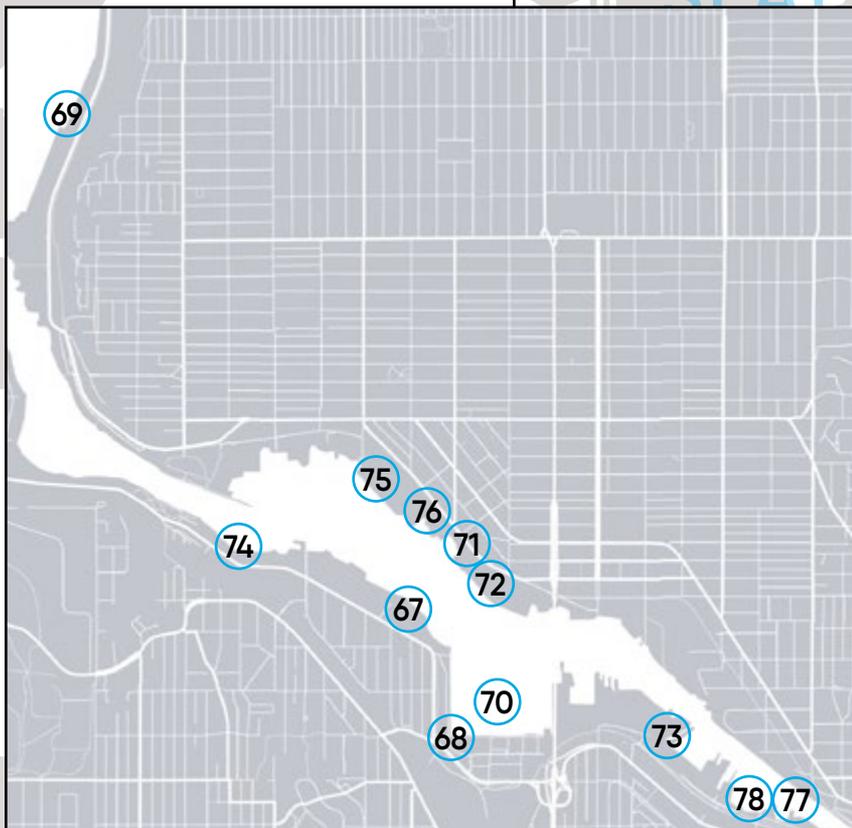
63 HARBOUR VILLAGE MARINA



N 47°45'24.465 | W 122°15'38.744

6155 NE 175th St, Kenmore, WA 98028
 P: (425) 485-7557
harbormaster@harbourvillage.com

135 open and covered slips, dockminiums available. Rental slips available and a few for sale. Guest moorage as available, 33' to 51' long. On-site laundry, full-time harbormaster. Fuel dock next door: gas only. Pumpout is being repaired and will be available early 2019.



79

EDMONDS

KENMORE

63 64

NORTH SEATTLE

JUA

BALLARD

UW

KIRKLAND

62

SEATTLE

MERCER ISLAND

RENTON

69 SHILSHOLE BAY MARINA



N 47°40'57.351 | W 122°24'25.467
7001 Seaview Ave NW #100, Seattle, WA 98117
www.portseattle.org
P: (206) 787-3006
sbm@portseattle.org

Year-round wet and dry moorage offered. Guest moorage available. All-new docks, new hoists, and public access dock. Waste oil dump, fishing pier, and public park/beach/dog park nearby. VHF: 17.

70 FISHERMEN'S TERMINAL



N 47°39'19.637 | W 122°22'48.761
3919 18th Ave W, Seattle, WA 98119
www.portseattle.org
P: (206) 787-3395
ft@portseattle.com

Freshwater recreational guest and monthly moorage offered. Call for availability and see website for current rates. Slips for vessels 20' to 60' in length. Linear dock-age for vessels up to 200'. VHF: 17.

71 COVICH-WILLIAMS CO., INC.



N 47°39'52.877 | W 122°22'54.31
4800 20th Ave NW, Seattle, WA 98107
www.covichwilliams.com
P: (206) 784-0171
mason@covichwilliams.com

Quantity discounts offered for gas and diesel purchases. Kerosene available.

72 BALLARD MILL MARINA



N 47°39'46.288 | W 122°22'52.581
4733 Shilshole Ave NW, Seattle, WA 98107
www.ballardmillmarina.com
P: (206) 789-4777
ballardmillmarina@gmail.com

Slips from 28' to 50'. Pre-wired for phone and cable. Private haul-out services available next door.

73 NICKERSON MARINA



N 47°39'20.466 | W 122°22'11.395
1080 W Ewing Pl, Seattle, WA 98119
www.thenickersonmarina.com
P: (206) 285-0477
jason@thenickersonmarina.com

21 uncovered slips, and 54 covered 20' to 62'. Laundry, marine stores, and services nearby. Redden Marina Supply and Pat's Marine Engines is on the property.

74 LOCKHAVEN MARINA



N 47°39'48.113 | W 122°23'44.91
3030 W Commodore Way, Seattle, WA 98199
www.lockhavenmarina.com
P: (206) 283-6260
brian@lockhavenmarina.com

85 uncovered slips from 20' to 60' long, and 50 covered slips from 25' to 50' long. Off-street parking and walk-in storage available.

75 STIMSON MARINA



N 47°39'58.961 | W 122°23'15.534
5265 Shilshole Ave NW,
Seattle, WA 98107
www.stimsonmarina.com
P: (206) 784-1000
inquiry@stimsonmarina.com

250 uncovered and covered slips from 25' to 50', with sprinklered, covered docks. Laundry available. Parking and storage lockers also available. Secured access to docks and night-time security.

76 SAGSTAD MARINA



N 47°39'51.654 | W 122°22'57.255
5109 Shilshole Ave NW,
Seattle, WA 98107
P: (206) 784-6500

56 covered and 14 uncovered slips offered. Parking and full service boatyard is adjacent. Walking distance to stores.

77 CANAL MARINA



N 47°39'9.203 | W 122°21'47.123
360 W Ewing St,
Seattle, WA 98119
P: (206) 282-6767
inquiry@stimsonmarina.com

86 open and covered slips offered. Currently full, waiting list available. Call for information.

78 EWING STREET MOORINGS



N 47°39'10.841 | W 122°21'54.618
624 W Ewing St # A, Seattle, WA 98119
www.ewingstreet.com
P: (206) 283-1075

60 uncovered slips from 25' to 60' in length.

79 PORT OF EDMONDS



N 47°48'30.664 | W 122°23'22.442
336 Admiral Way, Edmonds, WA 98020
www.portofedmonds.org
P: (425) 775-4588; F: (425) 670-0583

662 slips. Parking, locked gates, 50-ton Travelift, public sling launches, large do-it-yourself boatyard, dry storage, repair facilities, and stores nearby. Guest moorage. Fuel dock is inside the breakwater to the south; 100' of fueling space. VHF: 69.

80 PORT OF KINGSTON



N 47°47'45.959 | W 122°29'47.36
25864 Washington Blvd., Kingston, WA 98346
www.portofkingston.org
P: (360) 297-3545; F: (360) 297-2945

260 uncovered and covered slips, 24' to 60' long. Guest moorage with 30', 40', and 50' slips. One 86' linear tie with 50-amp hookup available. Laundry and store nearby. Fuel dock is in the marina west of the Kingston ferry landing. Passenger ferry access, clear gas, non-ethanol, and diesel. VHF: 65A.

MONKEY FIST MARINE

KEEPING YOU ON THE WATER.

STEM TO STERN, WE'VE GOT YOU COVERED:

BOW & STERN THRUSTERS | ELECTRONICS | GENERATORS | HEADS | HEATING | PLUMBING | PROPULSION



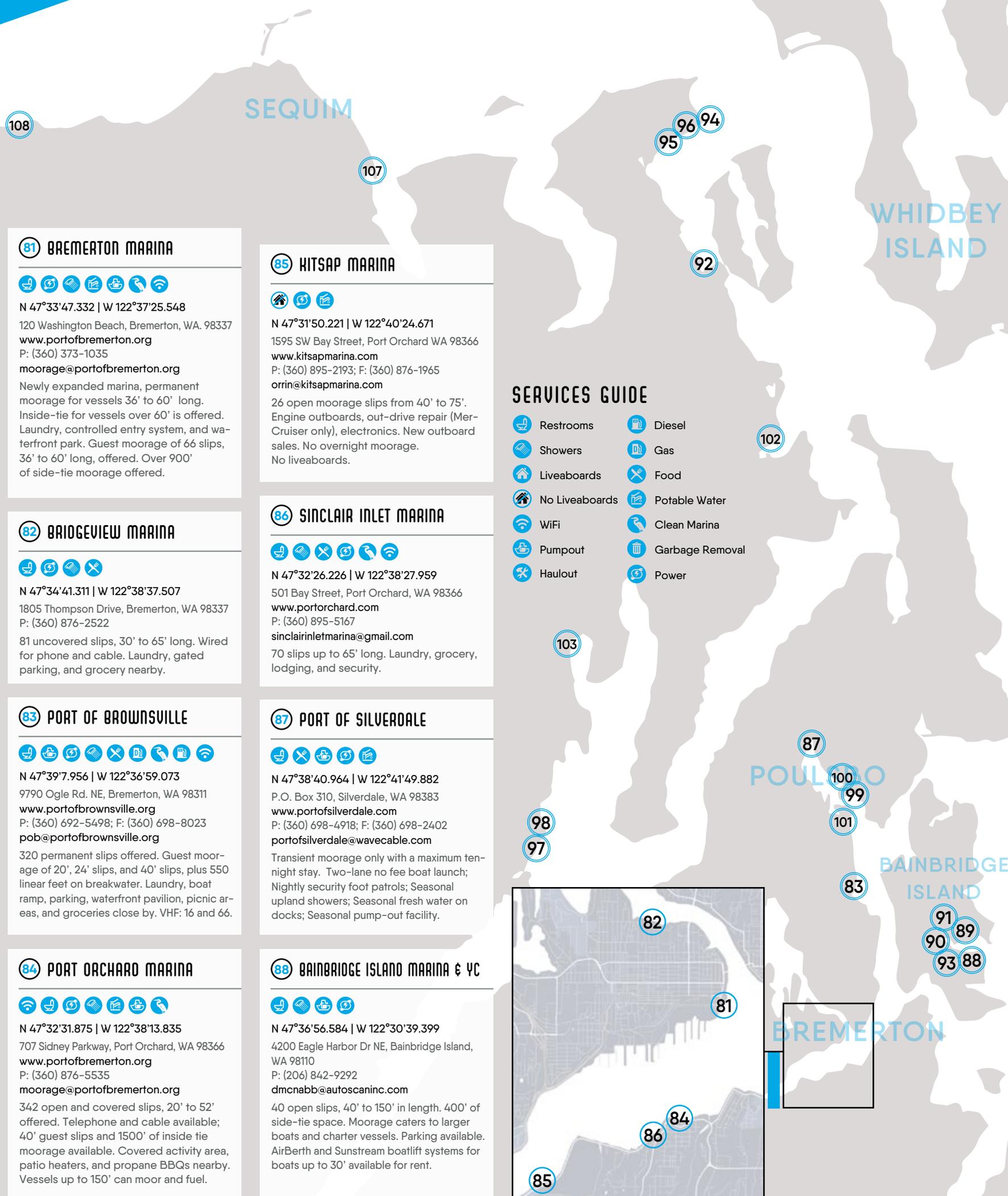
MONKEYFISTMARINE.COM

206.285.2600 | 2601 W MARINA PL SEATTLE, WA 98199



WASHINGTON

MARINA & FUEL DOCK GUIDE 2019



81 BREMERTON MARINA



N 47°33'47.332 | W 122°37'25.548
 120 Washington Beach, Bremerton, WA. 98337
www.portofbremerton.org
 P: (360) 373-1035
moorage@portofbremerton.org
 Newly expanded marina, permanent moorage for vessels 36' to 60' long. Inside-tie for vessels over 60' is offered. Laundry, controlled entry system, and waterfront park. Guest moorage of 66 slips, 36' to 60' long, offered. Over 900' of side-tie moorage offered.

85 KITSAP MARINA



N 47°31'50.221 | W 122°40'24.671
 1595 SW Bay Street, Port Orchard WA 98366
www.kitsapmarina.com
 P: (360) 895-2193; F: (360) 876-1965
orin@kitsapmarina.com
 26 open moorage slips from 40' to 75'. Engine outboards, out-drive repair (Mer-Cruiser only), electronics. New outboard sales. No overnight moorage. No liveaboards.

82 BRIDGEVIEW MARINA



N 47°34'41.311 | W 122°38'37.507
 1805 Thompson Drive, Bremerton, WA 98337
 P: (360) 876-2522
 81 uncovered slips, 30' to 65' long. Wired for phone and cable. Laundry, gated parking, and grocery nearby.

86 SINCLAIR INLET MARINA



N 47°32'26.226 | W 122°38'27.959
 501 Bay Street, Port Orchard, WA 98366
www.portorchard.com
 P: (360) 895-5167
sinclairinletmarina@gmail.com
 70 slips up to 65' long. Laundry, grocery, lodging, and security.

83 PORT OF BROWNSVILLE



N 47°39'7.956 | W 122°36'59.073
 9790 Ogle Rd. NE, Bremerton, WA 98311
www.portofbrownsville.org
 P: (360) 692-5498; F: (360) 698-8023
pob@portofbrownsville.org
 320 permanent slips offered. Guest moorage of 20', 24' slips, and 40' slips, plus 550 linear feet on breakwater. Laundry, boat ramp, parking, waterfront pavilion, picnic areas, and groceries close by. VHF: 16 and 66.

87 PORT OF SILVERDALE



N 47°38'40.964 | W 122°41'49.882
 P.O. Box 310, Silverdale, WA 98383
www.portofsilverdale.com
 P: (360) 698-4918; F: (360) 698-2402
portofsilverdale@wavecable.com
 Transient moorage only with a maximum ten-night stay. Two-lane no fee boat launch; Nightly security foot patrols; Seasonal upland showers; Seasonal fresh water on docks; Seasonal pump-out facility.

84 PORT ORCHARD MARINA



N 47°32'31.875 | W 122°38'13.835
 707 Sidney Parkway, Port Orchard, WA 98366
www.portofbremerton.org
 P: (360) 876-5535
moorage@portofbremerton.org
 342 open and covered slips, 20' to 52' offered. Telephone and cable available; 40' guest slips and 1500' of inside tie moorage available. Covered activity area, patio heaters, and propane BBQs nearby. Vessels up to 150' can moor and fuel.

88 BAINBRIDGE ISLAND MARINA & YC



N 47°36'56.584 | W 122°30'39.399
 4200 Eagle Harbor Dr NE, Bainbridge Island, WA 98110
 P: (206) 842-9292
dmcnabb@autoscaninc.com
 40 open slips, 40' to 150' in length. 400' of side-tie space. Moorage caters to larger boats and charter vessels. Parking available. AirBerth and Sunstream boatlift systems for boats up to 30' available for rent.

SERVICES GUIDE

- | | |
|----------------|-----------------|
| Restrooms | Diesel |
| Showers | Gas |
| Liveaboards | Food |
| No Liveaboards | Potable Water |
| WiFi | Clean Marina |
| Pumpout | Garbage Removal |
| Haulout | Power |

89 EAGLE HARBOR MARINA



N 47°36'56.916 | W 122°30'48.956
5834 Ward Ave, Bainbridge Island, WA 98110
www.eagleharbormarina.com
P: (206) 842-4003
harbormaster@eagleharbormarina.com

95 slips from 30' to 66' long. Limited transient moorage, call for availability. Laundry, parking, open docks, clubhouse, and on-site storage.

90 HARBOUR MARINA



N 47°37'15.326 | W 122°31'21.936
233 Parfitt Way, Bainbridge Island, WA 98110
www.harbour-marina.com
P: (206) 842-6502

48 open slips, 32' to 48' in length with some longer side ties. Laundry and parking for liveaboards provided.

93 EAGLEDALE MOORINGS

N 47°36'56.48 | W 122°30'46.929
5842 Main Street NE,
Bainbridge Island, WA 98110
www.eagledalemoorings.com
P: (206) 842-7751
eagledalemoorings@gmail.com

No transient moorage. Located on the south shore of Eagle Harbor. Thirteen boathouses at 35' to 37', and 23 open slips from 36' to 45' offered. One 50' boathouse as well as a 100-foot end tie available.

94 POINT HUDSON MARINA & RV PARK



N 48°7'6.801 | W 122°45'3.969
103 Hudson Street, Port Townsend, WA 98368
www.portoftpt.com
P: (800) 228-2803, (360) 385-2828;
F: (360) 385-7331
pointhudson@portoftpt.com

Seasonal monthly moorage available. Laundry and public phones available. Customs clearance by appointment only. Adjacent to sail loft, rigger, canvas works, full-service boatyard with travel lift, chandlery, and propane. Walk to gourmet grocery, shops, galleries, and theaters in the beautiful, Victorian downtown district. VHF: 09

95 PORT OF PORT TOWNSEND BOAT HAVEN



N 48°6'28.257 | W 122°46'29.795
2790 Washington Street
PO Box 1180
Port Townsend, WA 98368
www.portoftpt.com
P: (800) 228-2803, (360) 385-6211
info@portoftpt.com

375 open slips, 25' to 50' long. Laundry, dry storage, parking, full-service boatyard, and lifts for vessels up to 300 tons. Custom clearance per appointment. Hotels nearby. Guest moorage. VHF: 66

96 THE FISHIN' HOLE



N 48°6'28.479 | W 122°46'27.583
199 Benedict St, Port Townsend, WA 98368
P: (360) 385-7031

On-water fuel point, with marine diesel, non-ethanol gas, bait, tackle, ice, and ice cream. Volume fuel discounts available. VHF: 66.

97 PLEASANT HARBOR MARINA



N 47°39'51.958 | W 122°54'52.248
308913 US Hwy 101, Brinnon, WA 98320
www.pleasantharbormarina.com
P: (800) 547-3479; F: (360) 796-4611
reservations@pleasantharbormarina.com

285 uncovered and covered slips. Laundry, BBQ, heated swimming pool and hot tub, pub, espresso, groceries. Kayak/sup rental. Guest moorage available. Marine supplies, grocery, and gifts. Discount for over 100 gallons and for cash payments at fuel dock. VHF: 09 and 16.

98 HOME PORT MARINA OF PLEASANT HARBOR



N 47°39'52.142 | W 122°54'49.313
308717 Hwy 101, Brinnon, WA 98320
P: (360) 385-6368

95 slips, up to 70' long. No transients allowed. Laundry, paved parking, and security gates featured. 16 and 66.

99 LIBERTY BAY MARINA



N 47°43'28.618 | W 122°38'21.706
17791 Fjord Dr NE # A, Poulsbo, WA 98370
parks.state.wa.us/801/Liberty-Bay-Marina
P: (360) 779-7762
kathy@lighthouseproperties.us
160 uncovered slips from 30' to 75'. Live-aboards not currently available. Laundry, parking, and locked docks.

100 PORT OF POULSBO



N 47°44'0.861 | W 122°38'49.153
PO Box 732, Poulsbo, WA 98370
www.portofpoulsbo.com
P: (360) 779-3505; F: (360) 779-8090
reservations@portofpoulsbo.com

253 permanent moorage slips, 20' to 64'. Guest moorage of 130 slips. Laundry, porta-potty dump, parking, seaplane float, marine, retail and grocery stores nearby. VHF: 66A.

101 PORT OF KEYPORT



N 47°42'6.788 | W 122°37'16.254
PO Box 195, Keyport, WA 98345
www.portofkeyport.com
P: (541) 760-0176

14 private slips, 250' of guest moorage in five 50' slips, and a boat launch ramp offered. Naval Undersea Museum is within walking distance.

102 PORT LUDLOW MARINA



N 47°55'24.229 | W 122°41'9.009
1 Gull Drive, Port Ludlow, WA 98365
www.portludlowresort.com
P: (360) 437-0513; F: (360) 437-2428
marina@portludlowresort.com

300 slips accommodating vessels up to 200' offered. Waitlist in effect. Shuttle to the resort's 18-hole championship golf course available. Covered pavilion and BBQ pit with gazebo is nearby. Guest moorage available. Lube oils, propane, porta-potty dump, and onshore convenience store in the area. VHF: 68.

103 QUILCENE BOAT HAVEN



N 47°48'5.33 | W 122°52'3.588
1731 Linger Longer Road, Quilcene, WA 98376
Public dock with a stationary pump on the fuel dock, open year-round. No office. Gasoline and diesel, boat launch, and overnight moorage available. 50 guest moorage slips accommodate vessels up to 40'. Electrical power is available, 30-amp service.

104 PORT OF EVERETT MARINA



N 48°0'2.58 | W 122°13'2.287
1205 Craftsman Way Suite 105,
Everett, WA 98201
www.portofeverett.com
P: (425) 259-6001
marina@portofeverett.com

2,300 slips with 5,000' of guest moorage available. Disabled accessible guest moorage, and loading dock is operational. Laundry and non-ethanol unleaded fuel available. VHF: 16

105 COUPEVILLE WHARF & MARINA



N 48°13'16.957 | W 122°41'16.854
24 Front St NE, Coupeville, WA 98239
www.portofcoupeville.org
P: (360) 222-3151
events@portofcoupeville.org

Fuel dock with ethanol-free unleaded gas. Guest moorage only with three-hour courtesy moorage. VHF: 16.

106 OAK HARBOR MARINA



N 48°17'10.07 | W 122°37'54.587
1401 SE Catalina Dr, Oak Harbor, WA 98277
www.ohmarina.org
P: (360) 279-4575
csublet@oakharbor.org

Full service marina with ample permanent and guest moorage, laundry facilities, and launch ramp. 5¢ off per gallon on purchases over 100 gallons or 20¢ off per gallon up to the cost of the first night of guest moorage. Only one discount may be applied.

107 JOHN WAYNE MARINA



N 48°3'45.086 | W 123°2'29.18
2577 W Sequim Bay Rd, Sequim, WA 98382
P: (360) 417-3440
rona@portofpa.com

300 slip marina, no covered slips. Ample guest moorage slips, call for information. Marine services, restaurant, banquet facilities, laundry, and boat launch ramp available. Public beach access and picnic areas nearby.

108 PORT ANGELES BOAT HAVEN



N 48°7'33.678 | W 123°27'6.577
832 W Boathaven Dr,
Port Angeles, WA 98362
www.portofpa.com
P: (360) 457-4505

Closer to the Pacific Ocean than any other port on Puget Sound. 410 slip marina with permanent and guest moorage for vessels up to 200'. Haul-out facilities. Marine supplies, snacks, beverages and ice. Fishing licenses. On-site U.S. Customs services. Restroom with showers. Laundry. USCG approved for regulated fuel transfers up to 20,000 gallons. Fuel dock offers gasoline, diesel and lubes. Complimentary Wi-Fi.

91 WINSLOW WHARF MARINA



N 47°37'20.854 | W 122°31'18.146
141 Parfitt Way SW, Bainbridge Island, WA 98110
www.winslowwharfmarina.com
P: (206) 842-4202; F: (206) 842-7785

Guest moorage for vessels up to 50' offered.

92 PORT HADLOCK MARINA



N 48°1'50.201 | W 122°44'42.204
310 Hadlock Bay Rd, Port Hadlock, WA 98339
www.porthadlockmarina.com
P: (360) 385-6368
harbormaster@porthadlockmarina.com

Centrally located between Seattle and the San Juan Islands. 160 slips from 30' to 64' available. Ten minutes away from four golf courses and historic Port Townsend. Laundry, BBQ, and fire pit located shoreside. Float plane dock available. VHF: 16 and 66

EVERETT

104

109 LA CONNER LANDING MARINE FUEL SERVICES



N 48°23'48.785 | W 122°29'47.113
541 N 3rd St, La Conner, WA 98257
P: (360) 466-4478

Friendly and convenient. Ice, bait, and more. Discounts for larger pumpouts..

110 LA CONNER MARINA



N 48°23'53.315 | W 122°29'39.807
539 N 3rd St, La Conner, WA 98257
www.portofskagit.com
P: (360) 466-3118

366 covered moorage slips, 131 open moorage slips and 2,400' of dock space for overnight moorage available. Laundry VHF: 66A

111 SHELTER BAY MARINA



N 48°22'48.05 | W 122°30'55.043
1000 Shoshone Drive, La Conner, WA 98257
www.shelterbaymarina.com
P: (360) 466-3805; F: (360) 466-4733

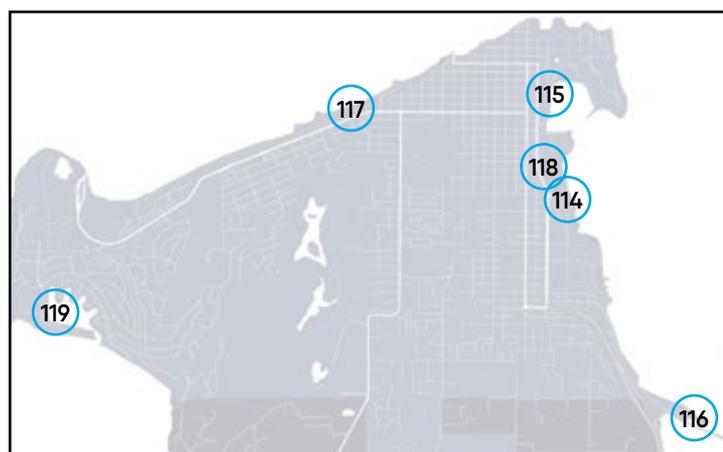
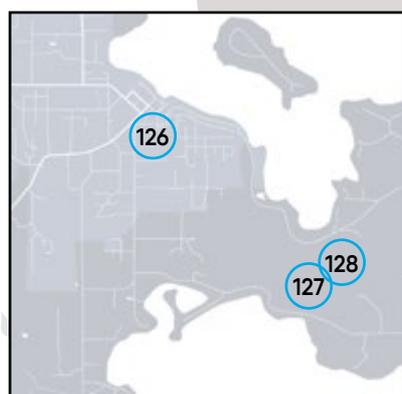
313 slips are available. Permanent and guest moorage is offered. Marine supply and repair services are nearby.

112 TWIN BRIDGES MARINA



N 48°27'18.266 | W 122°30'30.226
11071 Josh Green Ln, Mt Vernon, WA 98273
www.twinbridgesmarina.com
P: (360) 466-1443
info@TwinBridgesMarina.com

800' of dock is provided. Storage for boats up to 35' or 22,000 pounds are offered. Unlimited launches included free with storage. Full-service fueling prior to launching available. Maintenance and repair at nearby Tom-N-Jerry's Boat Center.



SERVICES GUIDE

- | | |
|----------------|-----------------|
| Restrooms | Diesel |
| Showers | Gas |
| Liveaboards | Food |
| No Liveaboards | Potable Water |
| WiFi | Clean Marina |
| Pumpout | Garbage Removal |
| Haulout | Power |

NOT CHARTED (NEAR BAY):

MAKAH TRIBAL MARINA

N 48°21'59.301 | W 124°36'36.47
www.makah.com

P: (360) 645-3012

200 slips with permanent or temporary moorage, 30' to 70' long provided. VHF: 16 and 66

113 DECEPTION PASS MARINA



N 48°23'51.954 | W 122°37'32.602
200 Cornet Bay Rd, Oak Harbor, WA 98277
85 open and covered slips from 20' to 40' long. Permanent moorage only. Five-lane boat launch, picnic areas, and hiking trails nearby. Whale watching and Deception Pass tours nearby. VHF: 16 to 78

114 ANACORTES MARINA



N 48°30'12.319 | W 122°36'18.714
2415 T Ave, Anacortes, WA 98221
www.anacortesmarina.com
P: (360) 293-4543
466 slips, 32' to 60', covered and uncovered. Laundry and grocery nearby. 55-ton travel lift, fuel dock, and full-service repair yard onsite.

115 CAP SANTE MARINA



N 48°30'51.108 | W 122°36'36.437
1019 Q Ave, Anacortes, WA 98221
www.portofanacortes.com
P: (360) 293-0694
marina@portofanacortes.com
Guest moorage, up to 130', open year-round. Marine repairs nearby. VHF: 66.

116 FIDALGO MARINA



N 48°29'47.741 | W 122°36'3.679
Fidalgo Bay, Anacortes, WA 98221
www.fidalgomarina.com
P: (360) 293-0694
manager@fidalgomarina.com
55 slips, 50' to 120' available. Owners have the use of a spacious clubhouse suitable for hosting small private parties, a private indoor storage unit, gated parking, and laundry facilities.

117 LOURIC SEA CRAFT



N 48°30'40.262 | W 122°38'43.234
3022 Oaks Ave, Anacortes, WA 98221
P: (360) 293-2042; F: (360) 293-2042
Private docks for vessels 40' to 300' and full-service boatyard.

118 MARINE SERVICE CENTER OF ANACORTES



N 48°30'8.062 | W 122°36'21.732
2417 T Ave, Anacortes, WA 98221
www.marinesc.com
P: (360) 293-8200
Fuel dock, repairs, and oil change by appointment. Discounts provided for purchases over 100 gallons.

119 SKYLINE MARINA



N 48°29'35.403 | W 122°41'2.221
2011 Skyline Way, Anacortes, WA 98821
www.skylinemarinecenter.com
P: (360) 293-5134
info@skylinemarinecenter.com
Permanent and transient moorage, accommodates vessels up to 90'. Ethanol-free gasoline. DIY Yard and full-service facility onsite. Laundry, coffee bar, 50-ton Travelift, plus seven-ton Bi-Rail Lift is available.

120 HARBOR MARINE FUEL



N 48°45'25.616 | W 122°30'28.594
21 Squalicum Way, Bellingham, WA 98225
www.skylinemarinecenter.com
P: (360) 734-1710
harbormarinefuel@gmail.com
200' of fueling space is provided. Discounts for purchases of over 50 gallons and for cash purchases.

121 SQUALICUM HARBOR



N 48°45'21.305 | W 122°30'12.704
722 Coho Way, Bellingham, WA 98225
www.portofbellinham.com
P: (360) 676-2542
kylar@portofbellinham.com
1417 open slips and 1,500' of open moorage. VHF: 16.

122 POINT ROBERTS MARINA



N 48°58'38.237 | W 123°3'47.36
713 Simundson Dr, Point Roberts, WA 98281
www.pointrobertsmarina.com
P: (360) 945-2255
prmarina@pointrobertsmarina.com
Available slips from 30' to 97'. VHF: 66A.

123 SEMIAHMOO MARINA



N 48°59'14.91 | W 122°46'12.5
9540 Semiahmoo Pkwy, Blaine, WA 98230
www.semiahmoomarina.com
P: (360) 371-0440
Info@SemiahmooMarina.com
300-slip marina with full-service fuel dock and ethanol-free fuel. VHF: 68.

124 BLAINE HARBOR



N 48°59'40.081 | W 122°45'32.414
235 Marine Dr, Blaine, WA 98230
www.portofbellinham.com
P: (360) 647-6176
blaineharbor@portofbellinham.com
629 slips, 26' to 114', ample guest moorage. Customs clearance by appointment. Laundry. New playground and interpretive trail. Easy access to town, dining and supplies. Event room for parties. Boatyards and marine repair. VHF: 16.

125 BLAKELY ISLAND GENERAL STORE



N 48°35'2.035 | W 122°48'55.884
Blakely Island, WA 98222
P: (360) 375-6121
info@blakelyislandmarina.com
100' of fueling space. Laundry, grocery, and marine supply. VHF: 66A.

126 PORT OF FRIDAY HARBOR



N 48°32'11.068 | W 123°10'0.704
204 Front St, Friday Harbor, WA 98250
www.portfridayharbor.org
P: (360) 378-2688
contactus@portfridayharbor.org
500 slips and 1600' of space for vessels up to 250' in length. Laundry facility. VHF: 66A

127 ALBERT JENSEN & SONS, INC.



N 48°31'31.807 | W 122°59'57.318
1293 Turn Point Rd, Friday Harbor, WA 98250
www.jensenshipyard.com
P: (360) 378-4343
Open and covered slips 25' to 65' in length offered.

128 SHIPYARD COVE



N 48°31'37.679 | W 122°59'46.651
1063 Turn Point Rd, Friday Harbor, WA 98250
P: (360) 378-5101
30' and 40' slips offered. Currently full. Telephone, cable, and laundry available.

129 SNUG HARBOR MARINA RESORT



N 48°34'11.78 | W 123°10'8.688
1997 Mitchell Bay Rd, Friday Harbor, WA 98250
www.snugresort.com
P: (360) 378-4762
sneakaway@snugresort.com
Uncovered slips 20' to 90' available. VHF: 66A.

130 ROCHE HARBOR RESORT



N 48°36'30.501 | W 123°9'10.758
248 Reuben Memorial Dr, Friday Harbor, WA 98250
P: (360) 371-0440
377 permanent moorage slips for vessels up to 200'. Gasoline is now ethanol-free. VHF: 78A.

131 ISLANDS MARINE CENTER



N 48°30'50.476 | W 122°54'47.685
2793 Fisherman Bay Rd, Lopez Island, WA 98261
www.islandsmarinecenter.com
P: (360) 468-3377
imc@rockisland.com
Permanent and guest moorage offered. VHF: 69.

132 LOPEZ ISLANDER RESORT & MARINA



N 48°30'48.157 | W 122°54'47.149
2864 Fisherman Bay Rd, Lopez Island, WA 98261
www.lopezfun.com
P: (360) 468-2233
desk@lopezfun.com
60-slip marina. Boaters have access to swimming pool and jacuzzi. VHF: 78A.

133 CAYOU QUAY MARINA



N 48°37'23.448 | W 123°0'17.704
449 Channel Rd, Deer Harbor, WA 98243
P: (360) 376-4560
Dock store with espresso, ice cream, groceries, and ice for sale. Open all year.

134 DEER HARBOR MARINA



N 48°37'12.175 | W 123°0'9.936
5164 Deer Harbor Rd, Deer Harbor, WA 98243
www.deerharbormarina.com
P: (360) 376-3037
Permanent and guest moorage available with 125 open slips. Now pumps non-ethanol unleaded fuel. VHF: 78A.

135 ROSARIO RESORT OARCAS ISLAND



N 48°38'40.807 | W 122°52'23.883
1400 Rosario Rd, Eastsound, WA 98245
www.rosarioresort.com
P: (360) 376-2152 ext. 700
Open slips up to 120' offered. Advanced reservations are recommended. VHF: 78A

136 WEST BEACH RESORT



N 48°41'16.844 | W 122°57'27.993
190 Waterfront Way, Eastsound, WA 98245
www.westbeachresort.com
P: (360) 376-2240
Marina consists of roughly 750 feet of dock space. Laundromat and groceries are available in the store. Espresso, ice cream, tackle, bait, beer/wine, ice, and souvenirs available for purchase.

137 WEST SOUND MARINA



N 48°37'48.476 | W 122°57'6.937
525 Deer Harbor Rd, Eastsound, WA 98245
www.westsoundmarina.net
P: (360) 376-2314
Year-round moorage for up to 180 boats available. 400' of guest moorage offered. VHF: 16.

BOAT APPÉTIT!

FOODIES ON THE WATER

The Seattle area has one of the most robust and lively restaurant scenes in the country. A night out can be a fantastic experience, especially if you can leave the car home and hit the water instead.

By Captain **Herb Hunt**



An evening sail or boat ride along the shores of Lake Washington and into Lake Union can make for a magical experience. As a licensed captain who transits these waters for a living, I would know!

The difficult part is wrangling the logistics of dock space, walking distance, and type of cuisine for a memorable evening. To help, I'll take you on a tour by dividing Lake Union up into sections by the compass, starting in the south and rotating counter clockwise. I'll cover additional locations of Lake Washington and then west towards the Ballard Locks later in this article.

SOUTH LAKE UNION

South Lake Union has several docks and spaces to tie up for your temporary stay. Check your calendar as during the various boat shows, you will be hard pressed to find room in this area. Starting along the far southwestern shore, the Museum of History and Industry (MOHAI) docks are handled by The Center for Wooden Boats. There are two areas referred to as the North Wall and the West Wall. The West Wall is a four-foot-high, concrete wall about 300 feet long that is available on a first-come basis, unless the space is reserved for an event. This dock is high, therefore, depending on your freeboard or lake height, this step-up needs to be considered.

The North Wall (250-foot-long wooden section, three feet tall) requires you to call ahead. Call The Center for Wooden Boats (206-382-2628) during their normal business hours to make arrangements to drop line to cleat. Via the walking bridge towards the southwest, you'll find the restaurants ArtMarble 21, Buca di Beppo (Italian), and the Cask & Trotter. Art Marble 21 is a contemporary New American kind of place with a huge game room (think pool tables and arcade machines). Cask & Trotter is known for its awesome barbeque, upscale bourbons, and intimate atmosphere. The MOHAI Café is centrally located on the south shore, in the northeast corner of the MOHAI building and across from the historic steamship *Virginia V*'s berth. Several other restaurants are further south in a high-tech complex and within walking distance.

Just east of The Center for Wooden Boats is Daniel's Broiler—known for its steaks—with a little known, approximately 30-foot dock, hidden around the shore side (southeast), available on a first-come basis. This dock is hard to find, but the small slip is a secret gem.

Continuing eastward, a great docking area in Chandler's Cove, which runs north/south, happens to be next door to Duke's Seafood and Chowder and other restaurants. This whole area is going through a transition that has many of the restaurants and business moving in the near future, so it is a good idea to check websites before you go. Duke's is an example of this exodus, and is moving two blocks away to Fairview Ave. North.

The north end of that dock is angled to the east and offers more open area to maneuver, but because it is a lower floating dock, there is exposure to traffic wake and north winds. The deeper you venture into the south portion of this dock, you'll find more protection and a higher dock area for your fenders. Just be careful to make sure you can turn your boat around, for on a warm day many eyes will be watching your landing.

MID-EAST AND NORTHEAST

Along the mid-eastern shore, Pete's Market at the base of East Lynn Street is perfect for take-out or restocking a smaller boat, paddleboard, dinghy, or even a willing swimmer. The access is shallow and limited as it is a small park with wooden steps and a picturesque bench setting where the street end meets the lake's end. Please be respectful of the local houseboats and surrounding community to keep this location clean and accessible. Pete's Market has cold beer and a large selection of great wines. They also have a deli, so you can opt for a spontaneous picnic aboard your vessel. The trick is the size of boat you have; stay offshore if over 20 feet in length. Send in your trusted mate to the small beach.

Near the northeastern end of Lake Union is a private dock, The Landing at Tyee. Although it's private, it's a great venue for a big event. We even slipped the *Virginia V* into that spot four years ago. The dock can handle four to six vessels, depending on size (dock height is about three feet high with good cleats). See their website for reservations and event planning: thelandingattee.com.

NORTH LAKE UNION

At the north end of Lake Union, there are two restaurants with their own docks. Ivar's Salmon House has a well-maintained floating dock running east and west (12 inches high and about 225 feet long). Smaller boats can dock at either side on the western end. Usually this dock has a fast turnover, as people are often

Facing Page, clockwise from top: The Chinook Room at Ivar's Salmon House; Ivar's salmon, Westward's fried potatoes Sprouts and beer; Westward's chefs, inside the Salmon House; Westward's Bar.





Left: Meet the Moon is a trendy eatery in Leschi. Try their legendary cinnamon rolls in the morning and a Leschi Til' You Die cocktail at night. Right: Cactus is a stroll away from the Madison Park public dock.

picking up from the take-out bar that is on the street side. This high-traffic area can get some light chop from a southerly wind combined with passing boat traffic passing under the University Bridge. It's a lively scene, so keep your lookout sharp while maneuvering.

Westward, a popular watering hole and restaurant, is a short distance to the west from Ivar's along the northern shore. The restaurant sports a dock 125 feet long with a gate for restaurant boat patrons that the hostess will open for you. A fire pit and outdoor seating with south lake vistas are yours to enjoy while watching your vessel and perhaps sipping a beverage. Note the eastern side of this dock is private.

On the northwestern side of the lake, if you need fuel along with food and beverages, Morrison's has been serving the boating community for decades with a long dock of various heights. Boaters of all stripes can replenish as needed and continue their tour.

PORTAGE BAY & LAKE WASHINGTON

Moving east under the University Bridge and into Portage Bay, there are two iconic yacht clubs, both private, where you can enjoy their facilities with reciprocal rights: the Seattle Yacht Club and Queen City Yacht Club. I would suggest calling ahead to arrange your docking location.

Lake Washington has several docking locations, and most are free to use for the short term. Starting along the western shore, south of the 520 bridge, Madison Park has a public dock at E Madison Street and supports room for several boats on either side of pier. Caution here, as there is boat wake that can affect your tie up and good fender positioning should be considered. The dock is a four-foot-high fixed pier with pilings. After securing, you'll have several great options just a short walk up the street such as Bing's (chic American-style), Cactus (southwestern), The Red Onion (cocktail bar), McGilvra's Bar and Restaurant (Irish tavern drinks

and food), Park Place at Madison Park (comfort food with great outdoor seating), and the Attic Ale House.

Further south, on the western shore and north of the I-90 bridge, you'll find the Leschi Dock. This dock supports bigger boats and always seems to have room. The north, east, and south sides are three-foot-high fixed piers. Additionally, there is a smaller floating docking on the south side and closer to shore. All have worked well for me in the past, apart from spikes securing old tires to the dock on the northern side. Carefully note these few tires, because when compressed the spikes can leave unwanted scars on your boat. In addition to a great little market for supplies, there are a few restaurants, including the Blue Water Bistro, Meet the Moon (hip New American), Daniel's Broiler Leschi, Ruby Asian Dining, and of course, Starbucks.

LAKE WASHINGTON

On the south end of Lake Washington, the city of Renton has two docking locations. The first is a high, fixed, wooden breakwater that is in front of the Hyatt Regency Hotel. It can accommodate several large yachts with new large dock cleats. With a north wind or boat chop, you'll be abeam to the wave action. The hotel restaurant is called Walter's Table, where you can have a great view of the lake and your boat. There is also Peyrassol Café, which serves locally sourced food for weekend brunch, lunch, and dinner.

The second docking location, Gene Coulon Beach Park, is in the southeast corner of Lake Washington where you'll find Kidd Valley (hamburgers and shakes) and Ivar's Seafood Bar just steps away from your boat. The slip area immediately on your port side hosts smaller boats and the eastern breakwater can accommodate longer vessels. This location also shares a busy boat launch located in the southern section of this basin. Pay attention to the shallow areas in these dock areas (as you always should).

Moving north of the 520 bridge, the first dock location is Carillon Point, just east of Yarrow Point. This marina's entrance is from the south on the western side with no docking along the immediate port side as you enter. Inside, there is limited space and maximum length permitted is 30 feet along this finger pier breakwater. If your vessel is longer, you may tie up outside the breakwater's northern edge.

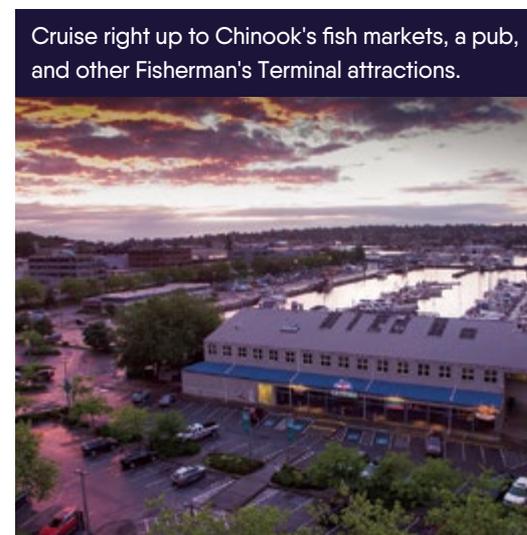
Northern winds and boat wakes will have an effect, so use your lines and fenders wisely. Overnight moorage can be arranged with Carillon Point Marina, but not along the temporary moorage areas. Several options exist here for food and drinks, starting with the Beach Café at the dock head and Bin On the Lake directly above. Across the courtyard, LeGrand Bistro American, Carillon Kitchen, and on the corner a Starbucks (you are in the Seattle area, after all). The Kirkland Summer Series is held here on Friday evenings, so bring your sailboat or watch the race in the summer – I can attest to the fun times.

North of Carillon Point and south of Kirkland, the Beach House Bar & Grill has a 175-foot dock, and you can dine in or simply call ahead for their dockside take-out service (425-968-5587). Word from the restaurant is that it has five to six in-demand spots available, so calling ahead is wise. The dock runs east to west and is fixed on pilings and two-feet high.

Kirkland has several docks—public and private—that are within steps or a short walk to restaurants. Anthony's HomePort is the original sponsor and home to the Kirkland Summer Sailing series—oh, the memories. Limited dock space along Anthony's southernmost side of the dock, but this long dock is available to use while visiting.

Further north, the City of Kirkland has a public marina available on a pay-to-use basis, including some with shore power

Continued on Page 88



Cruise right up to Chinook's fish markets, a pub, and other Fisherman's Terminal attractions.



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Continued from Page 86

connections (on the southernmost side). The main temporary marina area is entered from the northwest and will be busy anytime with warm weather. Use your skills to prepare your lines and fenders for both sides as slip spaces are angled. Other vessels will be coming and going, maybe changing your assessment of slips. Pay your moorage fees upon arrival and enjoy the carnival of boats and boaters.

BALLARD & FREMONT

East of the Ballard Bridge on the northern shore at 14th Ave NW there is a boat ramp with short docks on either side. This popular location provides easy walking to numerous culinary choices. Be sure to stay close by and leave room for other boaters to launch. Don't leave your vessel unattended, but this is a good location to pick up crew fully laden with supplies, potentially from the nearby Maritime Pacific Brewing Company or Trader Joe's, along with a host of other replenishing spots.

Continuing west immediately after the Ballard Bridge and before the Hiram Chittenden Locks, you will find a well-maintained

dock available at Fisherman's Terminal on the south side of the Ship Canal. This space is available for recreational boaters and located between Docks 8 and 9. Head your vessel between the wide fairway and south towards the head of the piers and side tie to breakwater.

The stay is free up to three hours while dining, options include Chinook's at Salmon Bay and their Little Chinook's along with Wild Salmon Seafood Market, the Bay Café, and Fishermen's Green Market & Deli, with the Highliner Public House rounding off this super list of choices. You can't beat this area as far as seafood is concerned.

Further west and on the north shore you'll find a street end pier located at 24th Ave NW in Ballard. This long dock, steps away from the heart of Ballard, is temporarily closed but is being rebuilt in concrete form for 2022. The concrete pier will be used to load spoils from a tunnel project that will help with storm/sewer water retention. In the meantime, Ballard is a relatively short walk from the 14th Ave. boat ramp and several local marinas.

I could go on endlessly, but this is a good start for any aspiring, cuisine-minded crew. Together with family and friends, go



With two public docks by MOHAI and another at Chandler's Cove, it's a breeze to sail by South Lake Union establishments like Art Marble 21. Grab a drink, order happy hour food, pick a free game, and have a blast!

forth onto our lakes and interconnecting waterways of the Seattle area! Your activity supports the waterfront too, ensuring a water-friendly city for generations to come. Boat appetite! **NWY**



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

THE PATH BETWEEN THE LAKES

This chart maps many of the eateries, drinkeries, and boat-friendly locations of the Lake Union area mentioned by Captain Hunt. Can you boat to all of them?



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COMPILED BY THE NWY TEAM

THE INAUGURAL NORTHWEST MARINE CHAMPION AWARDS WINNERS ARE DECIDED. TIME TO CELEBRATE THESE OUTSTANDING INDIVIDUALS (AND BOAT NAMES) THAT MAKE LIFE ON THE WATER SPECIAL.



The new year is upon us, nominations have been collected, and the *Northwest Yachting* council has spoken. Here are the winners of the first ever Northwest Marine Champion Awards! These 12 categories represent a broad swath of boating culture from our furry first mates to outstanding new yacht brokerages in our attempt to celebrate the work hard, play hard element of this colorful world we call home. All too often, the good work of those who've devoted their lives to making boating in these parts a delight go about their days without well-earned public applause. Likewise, as with the categories of Supreme Boat Name and Beloved Chief Cook/Mixologist, being playful on the water is just as important.

These decisions were not easy as there were many fine nominations, which encourages us to keep this award series chugging into the foreseeable future. This first round was highly experimental in nature (as first rounds tend to be), and we're eager for suggestions of additional categories to add, methodology to tweak, and more. In the meanwhile, enjoy the read and send out those appreciative vibes as you embrace our watery playground.

EXCELLENCE IN
INDUSTRY EDUCATION:

Tory Gering

The maritime industry is a central part of the Pacific Northwest's identity and is made possible thanks to the unflagging work of education organizations dedicated to providing promising opportunity to our region's youth and workforce. This award recognizes the outstanding work of an educational organization or individual who is our champion when it counts the most.

Tory Gering has emerged as a dynamic face of the Core Plus initiative to bring trade skills and career tracks back to our high schools. As the program manager of the Manufacturing Industrial Council of Seattle, she's been tireless in her successful mission. It's in part to her hard work that many of the children she first helped years ago have successfully navigated the program and now have great local jobs in the marine industry.

Gering is on the front lines working with kids, Olympia-based policy-makers, and the public, including recently at the National Marine Trade Association Annual Meet. For all this and more, we acknowledge Tory Gering's vital contribution to the industry and education.



Tory Gering (right) with Seattle mayor Jenny Durkan and Core Plus grad Malcolm Dunston.



EXEMPLARY MARINA MANAGER:

Kathy Garcia

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

Kathy Garcia earns this award for her management success at not one, but two separate marinas; Port Orchard and Bremerton public marinas. Her diligent dedication to the boaters, yacht clubs, liveaboards, Bremerton Port Authority, and the entire community cannot be celebrated enough. According to others, she seems to know everyone and gives a small-town welcome with a smile to all. Her nomination letter had this to say:

"Kathy accomplishes magic on a regular basis. She has accomplished more than most, from juggling multiple yacht club rendezvous at both marinas on opposite sides of the bay to ensuring that the visiting cruise ship passenger is notified of the last foot ferry between Bremerton and Port Orchard. No detail is too small for her attention, including that fresh coffee is hot every morning and keeping a stash of dog treats for the canine boaters.

"Often, the crazy day-to-day madness that encompasses a marina manager responsibility is never quite written in the job description. Kathy brings that special touch and a calm, capable approach to a difficult position. She has been a strong leader in good times and in bad."

Honorable Mention: Brandon Baker

Brandon Baker's excellent management of Elliott Bay Marina has earned accolades from all corners of the boating world. Additionally, the popular Leukemia Cup charity regatta and Thursday Evening Downtown Sailing Series wouldn't be possible without his passionate and competent work at the helm. Sorry ladies, he's recently married.



Brandon Baker



ENERGIZED YACHT CLUB

Des Moines YACHT CLUB

Some yacht clubs just never sit still. Year-round, these boat fanatics host cruising rallies, regattas, and club-based seminars, get involved with the community, and more. Regardless of membership size, these folks strive to be the best boaters they can be and are always scheming the next grand day out on the water. This club leads from the front, and we love it!

The Des Moines Yacht Club (DMYC) takes the prize for a consistently high level of activities and community involvement. While not the largest (at 325 members) or the flashiest yacht club, any club would be pressed to match their jam-packed event calendar and event attendance. DMYC started as the Vagabond Outboard Motor Boat Club in 1957 and still sits on the same property on the south end of Des Moines Marina.

From year-round cruising rallies and clubhouse events celebrating everything from Martin Luther King Jr. Day to Opening Day, legendary swap meets, involvement with the Des Moines Marina Association, participation and support for other yacht club events, graciously hosting events like a monthly Coast Guard Auxiliary meeting, and even spearheading charities like their Dollars for Scholars scholarship fundraiser for Mount Rainier High School seniors, DMYC embodies many of the best attributes of a standout yacht club. Well done!



Family time on the docks at the Des Moines Yacht Club.

Honorable Mention: Corinthian Yacht Club of Seattle

Corinthian Yacht Club (CYC) of Seattle earns a well-deserved honorable mention this year. With their affordable entry fee, intimate clubhouse in Shilshole Bay Marina, fascinating speaker schedule, and organizing countless major regattas, CYC is a prominent member of the community that we're all thankful for.



TERRIFIC BOATYARD EMPLOYEE:

Nigel Barron

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

Nigel Barron, service manager of Seattle's CSR Marine, is synonymous with boating knowledge and excellence in the Pacific Northwest boating community. With about 15 years under his belt at CSR, much of it as the unofficial Yard Boss, Barron is the guru those in and out of the industry turn to with their questions. It's also in large part thanks to his hard work that CSR has continued to grow into a regional boatyard powerhouse. Throw in the decades of experience on the sailboat racing circuit, these days on the winning Reichel-Pugh 55 *Crossfire*, and we've got a nautical titan in our midst.

He also stands as the only expert drawn into a *Northwest Yachting* magazine *Ask the Experts* interview by the original expert—a surprise to our editor—and asked to chime in (November 2018 issue, *Thrusters*). He is the expert the experts turn to. What better endorsement is that?

OUTSTANDING ENVIRONMENTAL LEADERSHIP:

Aaron Barnett



Dr. Seuss' Lorax speaks for the trees, and so too does the recipient of this award. Boaters in the Northwest care about the local waterways, in fact, we're obsessed with them. That's why we boat! This award recognizes a local champion of our waterways, and it's thanks to their good work that our beautiful Pacific Northwest will be enjoyed for generations to come.

Aaron Barnett, the Boating Program Specialist of the Washington Sea Grant, has done an unprecedented amount of good for the waters and boaters of the state. Working with boat owners, marina operators, and port managers to keep Washington's waters safe for people and wildlife is just part of the daily grind for this often-behind-the-scenes marine champion and former United States Coast Guardsman.

Notably, Barnett manages Pumpout Washington, a collaboration with Washington State Parks' Clean Vessel Program to keep onboard sewage out of our waters. Since the program's launch in 2012, Barnett and his squad of volunteers distributed over 8,000 kits to boat owners and helped usher the state's total marine pump-out stations to over 150 locations. Literally, millions of gallons of onboard sewage have been diverted from our boats to treatment facilities on land as a result. It's this kind of work that helps make boaters part of the solution vs. the problem when it comes to our beloved environment. Well done!



Aaron Barnett demonstrates proper pump-out processes (left) and shows off a spill prevention kit.



WEEKEND WARRIOR:

Kevin Klein

Some boaters just don't stay at the dock. They don't know the meaning of the word winterize and don't let a little rain (or sleet) scare them off from their time on the water. It is for these weekend warriors that we pay tribute to with this award. Nothing motivates us to get out there than talking to a weekend warrior who is all smiles. Great work!

Kevin Klein wears many hats in our community. To many boat owners, he is the Inside Passage Yacht Sales broker who united them with their beloved Lindell or Sargo fishing machine. To others, he's the consummate Pacific Northwest angler, a true pro who is hitting the fish of the day hard. "Getting groceries" he calls it. To readers of *Northwest Yachting*, he is the seasoned voice of *Kevin's Catch*, our fishing column.

Klein gets our weekend warrior award because he's never winterized his boat and is proud of it. He's out on the water every chance he gets; always the gracious sportsman and skipper. If you're active on the local fishing scene, the odds are you've at least seen Klein ply past with a friendly wave. "Go get some!" he likely yelled over the water, just the kind of catchphrase the winner of this award is supposed to have.



Klein getting groceries. Nice flattie!



OUTSTANDING NEW YACHT BROKERAGE:

Port Townsend BOAT CO.

This category recognizes a yacht brokerage that opened within the last two years for outstanding customer service and business practices. The "new guys" often need recognition the most, let's give it to them.

The Port Townsend Boat Company burst onto the local brokerage scene thanks to the hard work of Captain Rob Sanderson and his wonderful family. A successful brokerage is the product of its people, and the Sandersons exemplify the lifestyle aquatic. These quotes from a nomination letter say it best:

"I've known Rob for the 15+ years that he's been in Port Townsend and I know he's a straight-shooter when it comes to people and boats. He is a boat captain himself and used to be a program director and maritime educator for the NW Maritime Center. From watching him over the years I can tell you he has an enormous passion for getting people of all ages on the water and helping them to be comfortable in that environment..."

"Rob has shared stories with me from his time sailing historic tall ships, driving skiff for a commercial fishing boat, captaining whale watching boats, driving America's Cup support boats, and cruising on his own boat, an Ingrid 38, which he and his wife sailed from PT to Mexico. When you're looking for a boat of your own, you want a guy like Rob who is genuinely passionate about all aspects of the mariner's life. Not only does he love to help people find their dream boat, he also enjoys connecting them with all the resources they might seek, like the local marine trades and classes and courses to feel educated and confident on the water."

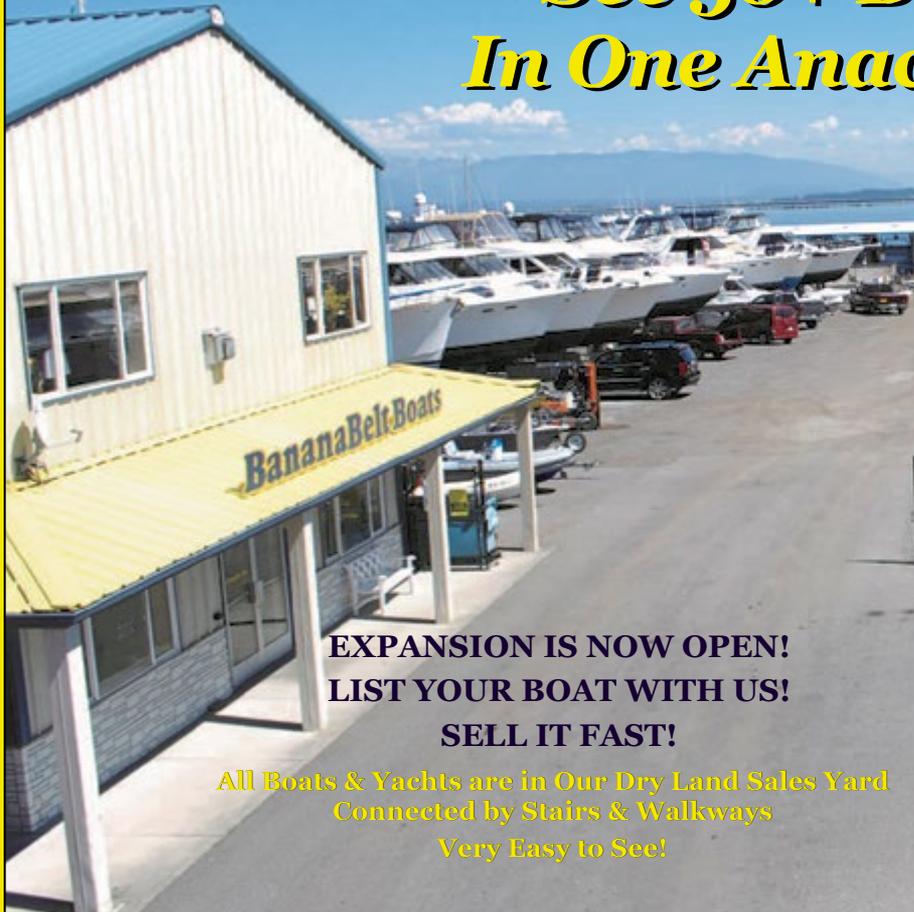


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ADVENTUROUS SOUL:

Jim Edmark

We all know that guy/gal who pulled off that epic boat trip of a lifetime. Rounding the globe or going to Alaska and back five times in one summer can be an all-too quiet victory. Well, we seek to change that with this recognition for the adventurous souls among us. We need them in our lives, if only to set the bar of what is possible with a sound boat and horizon-chasing mentality.

What defines an adventurous soul? More than one who racks up trophies or basks in the Hollywood spotlight from mountaintops, the adventurer is above all a gallant wanderer; one who inspires not necessarily by what they've accomplished but how. Think Don Quixote charging the windmill or a young, *Dharma Bums*-era Jack Kerouac striking out West. Enter Jim Edmark, known by most as "Team Dock Rat" in the Race to Alaska 2018. This team of one took on that most infamous of local races in his hyper-Pacific Northwest Haida 26 sailboat complete with towed hardbottom dinghy and no peddle drive.

His heroic charge north earned several notable firsts, including the only racer ever to show negative distance on the GPS tracker and the only racer to be disqualified by the Grim Sweeper times-up boat. Did any of this discourage Edmark? No! He made it to Shearwater, British Columbia where he left his boat to get his outboard in Ketchikan, Alaska. He missed a return ferry from Prince Rupert and simply wandered around town for the night, engine in-hand. Once reunited with his repowered boat, he set sail once again and crossed that finish line to Ketchikan where he got a line cook job at The Asylum (a bar) and then went to work at the cannery across the street after tourism season ended.



The cavalier adventurer on the move.

Where is he now? Why? Who knows! It is for that indomitable go-where-the winds-take-me spirit that we're honored to present Jim Edmark with the Adventurous Soul award.



CONSUMMATE MENTOR:

CAPTAINS Skip and Jan ANDERSON

Every boater starts with a mentor of some kind, whether that be our families or the old salt in the slip next to our first boat. This important award gives credit to the boater among us who has embraced the role of mentor, making the world a better place by making those around him/her better boaters.

That Captains Skip and Jan Anderson would win this award should be a surprise to no one. Director and registrar of Flagship Maritime—a Tacoma, Washington-based accredited maritime school—the Andersons have had a hand in educating just about every other recreational boater and professional mariner in the area.

A Navy veteran, Captain Skip Anderson is also commonly spotted helming their boat for his wife at the major sailboat regattas as she takes her excellent photos (many of which grace this very magazine). Quick to offer words of advice, reflective on the ways of the sea, and all-around mentors to those who know them, the Andersons are beloved teachers; it helps that their trusty accomplice, Mocha the sea dog, is darn cute. Congrats, Captains!



Class in session with Captain Skip.

BELOVED CHIEF COOK/MIXOLOGIST:

Bridget Charters

What makes a day on the water great? Having someone aboard who steps up to the role of Chief Cook! This award salutes the good work of that friend aboard who dominates the galley and elevates a simple boat trip into a culinary highlight. This person knows exactly what to do with whatever comes in on the line or pot and can do wonders with a two-burner stovetop.

For many, this award was made for Bridget Charters. The head chef of the Hot Stove Society, a cooking school operated by Tom Douglas Restaurants, Charters has taken readers of magazine on countless culinary adventures with her pen. This locally grown talent doesn't just loom large in the culinary scene, but she is an avid lifelong boater who's both sailed and powered all over the West Coast.

She's a regarded treasure aboard, one who effortlessly can summon appetizers, cocktails, dinner, dessert, and more out of thin air, no matter how quaint the galley. Charters knows exactly what to do with that random rockfish you pulled up and has an intuitive knowledge of the farmer's market nearest to the port of call. She is just as comfortable at the helm or on-deck, too. Well earned!



Bridget Charters at the Hot Stove Society with fellow chef and Seattle restaurateur Tom Douglas.



NOTABLE BOAT NAME:

Squigglebutt

Have you seen a clever boat name recently? Part art, part science, a great boat name is worthy of celebration, and that's just what this award is for.

We received countless nominations for this category this year, but the pure silliness and cute backstory of *Squigglebutt*, the 43-foot Bayliner owned by locals and new boat owners Serin Ngai and Richard Sloniker, took top prize. In their words:

"My husband and I are new to boating and purchased our first boat this summer. After several other name considerations, we settled on naming our 43-foot Bayliner, *Squigglebutt*. The name comes from a nickname we had for our old (and now deceased) dog, Jackson. Whenever he had to sit, but was excited and happy, he would wag his tail so quickly that his butt would squiggle back and forth. During our first cruise to the San Juan Islands this past August, when we had to hail marinas on our arrival and introduce our boat name as *Squigglebutt*, there were definitely some double-takes and chuckles."



Squigglebutt

Honorable Mention: Flirt'n with Disaster

What's to say? The name of this 29' center console from Bremerton, Washington-based Inventech Marine Solutions was just too cool not to mention. *Flirt'n with Disaster* has a new pair of twin 350-horsepower Suzuki dual props, so if you see a blur fly past on the water, you may have just seen a bona fide marine champion.



Flirt'n with Disaster



FURRY FIRST MATE: *Rudy!*

Do you know pet who loves boating even more than his or her people? Now's the time to give Fido the boat obsessed dog formal recognition.

Again, we had many entrants to this prestigious category, including all of our previous *Pets on Boats* winners. Ultimately, Rudy the shih tzu's appearance on the fish scale at the Goose Bay Cannery site near Duncan by Land, British Columbia takes the cake. **NWY**

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RACING SHEET



Light Air Concludes 2018

Words: Doug Hansen // Photos: Jan Anderson

After wrapping up a fall season that had everything from white knuckle boat busting to dainty light air gybing duels, the foolhardy Northwest racing fleet was ready for another challenge. Winter sailing never fails to deliver.

Rolling right into the season,

the South Sound Series kicked off December 1 with Winter Vashon, a clockwise lap of Vashon Island hosted by the Tacoma Yacht Club. Traditionally, this annual event has everything from T-shirts and shorts to full-on blizzard conditions. This year's forecast had a light southerly changing to a light northerly late in the day, but

even the weatherman admitted to being ambitious by calling the swirling air "wind." Things got off to a slow start with sails being raised at the dock before heading out, which is never an inspiring sight when hoping for a day of racing rather than drifting.

Once out of the harbor, the bay was full of boats testing their light

air sail setups as the race committee worked to get a square start line. As the fog cleared and the cruising and commodore fleets got underway, a strange easterly wind began to work through the starting area. The race uses a reverse start system, where the slower boats start first to get a head start and the fleets of faster boats are held back for a time to allow the traffic to move away.

This led to a challenging downwind start as boats ghosted from puff to puff, overtaking and defending against larger faster boats, mostly working towards the north side of the channel along the Vashon Island shore. Ben and Jen Glass's Fox 44 *Ocelot* got off to a commanding lead by breaking from the fleet and heading along the south shore towards Point Defiance. The bold move paid off and they were shot out of a cannon well ahead of the com-



Top: *Nefarious*, with *Absolutely* and a ferry in the background. **Bottom, left to right:** *Korina Korina*, *Madrone*, and *Anarchy* struggling with the lack of wind; *OxoMoxo* leading *Redline*, *ZigZag*, and *Intrepid*.

Results: Winter Vashon 2018

Listed are selected results from the 2018 Winter Vashon Race, held on Dec. 1, 2018.

petition as the bulk of the racing fleet entered Colvos Passage.

As the fleet turned the corner, the wind followed suit, shifting to more of a southerly direction and making for more gybing duels. Staying in the best pressure and not getting sucked too deep towards either shore paid big dividends.

With the wind somewhat steady, the powerhouse RP55 *Crossfire* stretched its legs and broke away from the rest of the racing fleet as *Ocelot* maintained its commanding lead. In PHRF 3, it was a close battle between Clark McPherson's *McSwoosh* and Bob King's *String Theory* putting a solid lead on the competition. The current gave everyone a solid push, but had the affect of artificially lowering the wind speed, making it crucial to time gybes and look two or three steps ahead to make sure you weren't caught on the wrong side of another boat's starboard tack.

At the north end of the island, the race committee took pity on the fleet and chose to shorten the race at the halfway point off the ferry docks on Vashon Island. The wind shutting down for the afternoon was a tough pill to swallow as the lead boats were able to punch through the finish, leaving those just 100 yards behind struggling for progress. In an impressive display of light air dominance, Reese Cassal's *Redline* and Mark Brink's *Tonic* came in second and third under corrected time for the day behind *Crossfire*, beating out several light weight powerhouses.

Next for the South Sound Series is Duwamish Head hosted by the Three Tree Point Yacht Club of Des Moines on January 5, which is slated to set the tone for the coming year as being officially the first race of 2019. Further down the road, the fleet will head south February 16 to Olympia for the Toliva Shoal Race that takes racers on a tour of the often-overlooked waters south of the Tacoma Narrows.

Wrapping up the South Sound Series, the Gig Harbor Islands Race brings everyone back to Colvos Passage on March 16. Keep looking here for updates on these races and more as we get into another year of racing.

NWY

Cruising NFS

	Sail No.	Boat	Rating	Skipper	Yacht Club	Corrected	Pos
1	39110	KOOSAH	177	Dave Knowlton	SSSS	05:44:44	1
2	69259	Sheet Music	123	Brad Slayton	none	05:50:52	2
3	172	Klatawa	144	Bruce Campbell	None	05:55:06	3
4	50105	Jolly Rumbalow	135	Richard Bigley	SSSS	06:34:32	4
5	5421	Emma Lee	225	Robert Butts	SSSS	06:50:35	5
6	52934	Xocomil	121	Robert Nettleton	Tacoma Yacht Club	NO TIME	6
6	0	Nasty Jack	0	Dieter Waiblinger	Island Sailing Club	NO TIME	6
7	30	Fast Eddy	0	Adam Beveridge	None	NO TIME	7

Commodore FS

	Sail No.	Boat	Rating	Skipper	Yacht Club	Corrected	Pos
1	52953	Felicita	45	Ralph Vendeland	Gig Harbor Yacht Club	04:47:49	1
2	18715	Blue Max	141	Charles Hendrick	TTPYC	05:41:55	2
3	7240	Madrugador	129	Mike Irish	CYC Seattle	05:47:17	3
4	9678	White Squall	132	Roger Deitz	Tacoma YC	05:55:51	4
5	V001	OptiMystic	117	Mark Bertolin	DPYC	06:03:21	5
6	V002	Steamy Windows	141	Laura Sullivan	SSSS	06:08:23	6
7	69804	Reiff	106	Thomas Nelson	SSSS	06:11:59	7
8	3	Nordic Sun II	111	Greg Larasen	TYC	NO TIME	8

PHRF-2

	Sail No.	Boat	Rating	Skipper	Yacht Club	Corrected	Pos
1	55155	Crossfire	-102	Lou Bianco	STYC	03:48:46	1
2	28909	Ocelot	-39	Benjamin Glass]	SYC	04:06:28	2
3	79067	Madrona	18	Carl Buchan	Seattle YC/CYC Seattle	04:12:27	3
4	13696	Hamachi	-3	Shawn Dougherty	CYC/STYC	04:13:46	4
5	3909	Absolutely	18	Charlie Macaulay	CYC - Seattle	04:17:11	5
6	18	JAM	0	Bill Fox	GHYC	04:18:26	6
7	USA27	Kahuna	48	Jenny Leitzinger	STYC	04:23:22	7
8	8929	Chasch Mer	0	Scott Newman	Lahaina	NO TIME	8
8	52529	Constellation	24	Ron Holbrook	CYC Tacoma	NO TIME	8

PHRF-3

	Sail No.	Boat	Rating	Skipper	Yacht Club	Corrected	Pos
1	69087	String Theory	57	Robert King	CYC Seattle	04:12:46	1
2	82	McSwoosh	66	Clark McPherson	ssss	04:13:28	2
3	53	Nefarious	54	Dan Randolph	CYC/STYC	05:04:30	3
4	USA 11	Anarchy	57	Tom Ward	CYC	05:32:50	4
5	25064	Korina-Korina	66	jon knudson	SouthSoundSailing	05:32:57	5
6	60919	EQUUS	63	Dean Conti	TTPYC	05:34:01	6
7	22	Tigger	57	Cody Pinion	WSCYC	05:41:10	7

PHRF-4

	Sail No.	Boat	Rating	Skipper	Yacht Club	Corrected	Pos
1	171	Lodos	69	Tolga Cezik	CYC Seattle	04:25:53	1
2	40622	Grace E	72	Brian White	CYC Tacoma	04:27:50	2
3	69112	the Boss	72	Chad Stenwick	WSCYC	04:52:25	3
4	40248	Shearwater	72	Karl Haflinger	CYC Tacoma	05:46:01	4
5	161	Jeopardy	69	Edward Pinkham	CYC Tacoma	05:50:48	5
6	97848	Intrepid	72	Patrick Robinson	SSSS	05:56:43	6
7	18320	Great White	72	Dan Wierman	WSCYC	06:02:22	7

PHRF-5

	Sail No.	Boat	Rating	Skipper	Yacht Club	Corrected	Pos
1	50921	Redline	90	Reese Cassal	SSSS	04:00:36	1
2	26000	Dos	87	Brad Butler	Port Madison	04:20:49	2
3	10115	Zig Zag	75	Rafe Beswick	SSSS	04:31:33	3
4	88088	BlueFlash	83	Sean Grealish	Willamette Sailing Club	04:47:01	4
5	34	Dash	93	Stephanie Arnold	CYC Tacoma	05:52:35	5
6	18944	Sir Isaac	93	John Bailey	PTSA	05:57:48	6
7	69708	Passion	78	Michael Johnston	GHYC	NO TIME	7

PHRF-6

	Sail No.	Boat	Rating	Skipper	Yacht Club	Corrected	Pos
1	59718	Sidewinder	99	Brad Jones	Tacoma Yacht Club	04:40:58	1
2	39118	OxoMoxo	99	Doug Frazer	CYC Seattle	05:35:16	2
3	69302	Strategery	114	Mike Visser	SSSS	05:57:12	3
4	60733	Gratitude	96	DAVID BARNES	CYC Seattle	NO TIME	4
4	18140	Flim Flam	96	Fred Creitz	CYC Seattle	NO TIME	4
5	243	Millennial Falcon	99	Evan Walker	PMYC	NO TIME	5



Victoria, British Columbia

By Norris Comer

S Standing proud at the gateway to the wild waters north is the singular Victoria, British Columbia. The capital of the province, Victoria stands in contrast to the more typical working, small town coastal B.C. experience and lures boaters of all stripes. Upon entrance to Victoria Harbour, visiting boaters must dutifully adhere to the traffic signage and rules of the road to avoid the parade of departing and arriving seaplanes, passenger ferries, commercial barges, fleets of recreational craft, historic wooden tallships, water taxis, and more. The urban skyline backdrops the waterfront, often swarming with international tourists and street artists peddling their wares or playing music. The classic scene is that of the historic Fairmont Empress Hotel—a patrician Victorian English icon that open in 1908—overlooking the collection of yachts in the Victoria Causeway Marina and the multi-lingual humanity doing everything from gazing longingly at the water to falling in love.

If entering the country from American waters, customs must be dealt with. The most common way to do this is to check in at the Raymur Point Canadian Border Services Agency (CBSA) Boat Dock located on the south side of the harbor between the floating homes of Fisherman’s Wharf and the Coast Harbourside Hotel Marina. There is a single long dock with yellow capped pilings marked “Customs.” Once you dock, there is a phone on the float that connects you to the CBSA. Reference “Raymur Point CBSA Boat Dock” as your reporting site and be ready to relay your information, passport and vessel information at hand. Hail the Harbour Authority when completed on VHF channel 66A for moorage options. It’s worth noting that if your vessel is over 160’, the float dock is too small to accommodate you, and you should call 1-888-226-7277 to proceed.

Adherence to the navigation markers and signage is necessary to avoid vessel-to-vessel conflict or ticketing from the watchful Mounties. For example, sailboats will have to stow the sails and rely on the motor while entering according to a large posted notice or

risk a ticket. This local regulation adds a level of cartoonish comedy to the Race to Alaska, which bans the use of engines and forces racers to furiously peddle and/or paddle their racing machines the nautical mile or so to downtown as boaters leisurely motor past. **NWY**

Waterfront Wonder

If you moor your vessel in one of the Greater Victoria Harbour Authority facilities on the far east shore, then you are part of the charming scenery of Victoria’s downtown waterfront. An afternoon stroll along the Inner Harbour Causeway under the watchful eye of the Captain James Cook statue is a must. All manner of artistic expression colors the walkway from painters to mimes, who are eager to delight and earn a living. You’ll also find the Fairmont Empress Hotel and the stately Legislative Assembly of British Columbia building. Afternoon tea at the Empress is a classic experience, reservations can be made by searching fairmont.com. Another attraction of note is the Robert Bateman Centre, a top-quality art gallery.



Tally-Ho!

There’s plenty to see beyond the immediate waterfront, and there’s many ways to explore. For a jolly good experience, Tally-Ho Carriage Tours will take you and yours on a horse-drawn carriage for a narrated tour. The company has many offerings, ranging from the 15-minute Short & Sweet tour of downtown (\$60 CAD) to the 90-minute Premier Tour (\$295 CAD). Bobs your uncle, Tally-Ho is a smashing tonk! Info at tallyhotours.com. Another way to get out there is via bike. Cycle BC Rentals and Tours near the Victoria Conference Center has just about everything with two wheels available. To learn more, check out their website at victoria.cyclebc.ca.

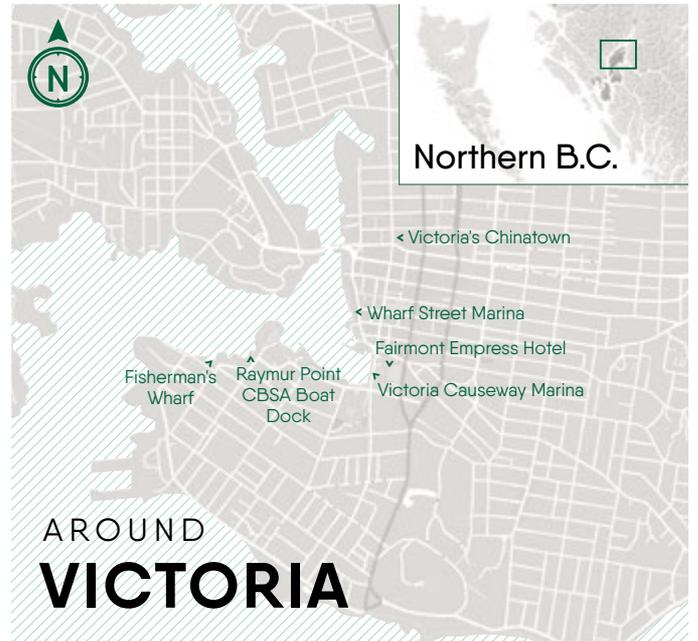
Culture Galore for All Ages

There is a staggering array of cultural landmarks that range from refined to playful. On the light side of things are attractions like Miniature World (miniatureworld.com) that features tiny, very detailed displays of fantasy and history, and the Victoria Bug Zoo (victoriabugzoo.com). The National Toy Museum of Canada at Broad and Johnson streets also may appeal to the little ones. For those interested in historic topics, the Maritime Museum of British Columbia (mmbc.bc.ca) and Royal BC Museum (royalmuseum.bc.ca) are excellent. The Royal BC Museum is right next to Thunderbird Park, a uniquely Victoria greenspace with replica totem poles and historic pioneer buildings that include a convent and carving studio.



Wharfside

The Inner Harbour Causeway isn't the only way to enjoy the harbor. While the Fisherman's Wharf marina caters to longer term moorage and commercial vessels, one can venture westward away from downtown and beyond Laurel Point to find the Fisherman's Wharf nexus. This area is a bit less urbane and home to the area's commercial fishing fleet. Not only are there plenty of fish and chips to be had (like at Barb's Fish and Chips), but the fresh catch of the day is mongered at Finest at Sea, the local seafood market. Fisherman's Wharf Park is a charming greenspace perfect for leg stretching or picnic blanket lounging. For boaters, it's worth noting the area's fuel dock and Canadian Coast Guard station.



Hull Hop

Even if you just cruised into Victoria on your own hull, there are lots of intriguing on-water experiences that may tempt you. If you're sick of seeing whales in passing and want an intimate, professionally lead experience, the Prince of Whales Whale Watching tour company is one of the most established in the Pacific Northwest and offers both small zodiac and larger power catamaran platforms. One of their tour packages includes a visit to Butchart Gardens from May to September. You can see all their offerings at princeofwhales.com. Other companies include SpringTide

Whale Watching & Eco Tours (victoriawhalewatching.com) and BC Whale Tours Victoria (bcwhalewatchingtours.com).

Besides the many fishing and three-hour tour style businesses, Harbour Air Seaplanes also operates heavily out of the Victoria Harbour. Not only is this a potential asset for an extended cruising scheme, but they offer aerial tours for a perspective you don't get on the water. You can learn more about them at harbourair.com.

Shop 'Til You Drop

Barring a detour to Vancouver, B.C., Victoria is by far the biggest city northbound cruisers will encounter until Alaska. If you've got that urban itch, the downtown between the Fairmont Empress to the south and Chinatown to the north is jam packed with shops, boutiques, and mini-malls. Need reading material? Russell Books has you covered. The fashionable ladies aboard want some comfortable cruising attire? Lululemon in Market Square may be a stop. Maybe the wardrobe needs some rugged hiking additions? Robinson's Outdoor Store or Patagonia Victoria is there for you. More fun shopping opportunities include the Silk Road Tea shop, Kaboodles Toy Store, and Goodfellas Cigar Shop. Practically speaking, pharmacies, liquor stores, grocery stores, and just about anything you need can be found.



GASTRONOMY

Victoria is a full-blown city and is well equipped to sate just about any culinary itch you may have: Mexican, vegan, Vietnamese, Italian, Thai, bubble tea, Japanese, Tibetan, French, Lebanese, and more. I can personally vouch for Koto Sushi Izakaya across the street from the Great Victoria Harbour Authority office. Their giant menu of affordable and traditionally prepared local seafood entrees is top notch and affordable (typically between \$15 and \$30 CAD). Check it out at kotosushivictoria.ca. If you want something more North American and upscale in nature, Nautical Nellies Steak and Seafood House is a stone's throw away for that fancy splurge night (nauticalnelligesrestaurant.com). For hearty and delicious breakfast or brunch, head a few blocks east on Fort Street to the Blue Fox Cafe (thebluefoxcafe.com) - be warned, there's often a line by 1000 hours.



One stellar aspect of Victoria is all the great drinkeries ripe for anything from an afternoon pint outside to a rowdy bar crawl. For a complement to a sunny afternoon, the outdoor seating at both The Local and Darcy's Pub—across the road from each other along Wharf Street—have the perfect airy vibe. When the weather turns, the English bar scene is as strong as it gets with places like Irish Times Pub, Garrick's Head Pub, The Churchill, and the Bar & Banker, all cozied up to each other on Government Street.

Marinas

VICTORIA CAUSEWAY MARINA:

N 48°25'18" W 123°22'09"
CJCJ+P8 Victoria, British Columbia, Canada

Amenities & Moorage: Year-round transient moorage for vessels up to 60'. Amenities include 30-amp power and free basic Wi-Fi.

Contact/Comms: Greater Victoria Harbour Authority's marina office can be called at (250) 383-8326 or emailed at reservations@gvha.ca. VHF channel 66A is monitored.

WHARF STREET MARINA:

N 48°25'18" W 123°22'09"
CJFJ+X4 Victoria, British Columbia, Canada

Amenities & Moorage: Located north of the seaplane terminal, year-round transient moorage. Accommodates vessels 20' to 375' with 30-amp and 50-amp power service.

Contact/Comms: Greater Victoria Harbour Authority's marina office can be called at (250) 383-8326 or emailed at reservations@gvha.ca. VHF channel 66A is monitored.

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Fiberglass & Composite Jobs

FEATURING **LES MARGETTS** OF PHILBROOK'S BOATYARD

“The whole difference between construction and creation is exactly this: that a thing constructed can only be loved after it is constructed; but a thing created is loved before it exists.”

– G.K. Chesterton, *Pickwick Papers* (1910)



Les Margetts

Les Margetts has lived on the West Coast and been exposed to the boating lifestyle and industry for most of his life. He has worked with Philbrook's Boatyard for the 17 out of 30 years that he's worked in the composite business. His first composite job was building ridged hull Zodiacs and grew into making mold fabrications for Oceanus Reinforced Plastics. Margetts grew bored with the production line and fell in with the more creative and dynamic custom work Philbrook's Boatyard, where he's been working ever since. "Every job is different," says Margetts, just the way he likes it.



The definition of composites is a broad one: materials made from two or more different components that produce a unique compound. That's the fancy way to say that you add one and two to get three. Given that fiberglass composites are the dominate recreational boat materials of the day, the topic is worth taking a closer look.

While the dynamic science of fiberglass composites constantly evolves in labs across the world, the application of the product is a skilled trade and an entire career path. Full service boatyards all have composite teams who can take care of those unsightly gelcoat cracks and make critical structural repairs to a bulkhead or keel. Beyond just the practical, these gurus are also the ones who can make that swim step addition a reality through a custom modification job. Honestly, the work of an ace fiberglass composite expert is magical to behold as they transform buckets of resin and mats of woven fiberglass into the boat of our dreams. These boatyard craftspeople turn the science of composite materials into works of nautical art.

To learn more about this wizardry, we turn to Les Margetts, a lead fiberglass composites expert who has worked at Philbrook's

Boatyard in Sidney, British Columbia, for the last 17 years. Margetts sees it all from the cosmetic to the luxury modifications to the structural overhauls.

NWY: *When a boatyard says they do composite work, what exactly does that mean? What is the fundamental science going on with all composite work?*

For Philbrook's Boatyard, composite work means anything dealing with fiberglass from repairs and custom fabricated parts to hull extensions. The fundamental concept behind composite work is mixing different materials to get a stronger product. The science—composite work is very much a science—is knowing which different materials and chemicals to use, how to mix them properly, and the best products to use on different jobs. You would also need to know about the different resin types such as polyester, vinyl ester, and epoxy.

NWY: *When it comes to major structural repairs, how does one go about it? Walk us through a hypothetical bulkhead repair.*

We did a bulkhead repair recently. The first step was to determine what caused the problem. In this case it was a water leak. The second item we looked at was what was the best and most cost-efficient way to repair it. Then the third step was getting together a game plan

and discussing it with the owner. After all that, we began the work.

The next stage was the setup of the work site and preparing the ventilation for the crew. The location of this repair was a bulkhead between the engine and lazarette. The first major decision was to do the repair work from the lazarette side, as to not disturb the engine room equipment. We installed a temporary support wall on the engine room side. From the lazarette side, we removed the outer laminate which exposed the wet core that was then removed.

With the inner laminate intact, we reinforced it with two layers of glass reinforcement (2408 Biax). Once cured, we made a template and then cut and installed a new foam bulkhead that was bonded in place. Next four layers of 2408 was glassed over the core. The area was then prepped and gelcoated. It looked good as new.

NWY: *Do you have any insight for boat owners about when collision or impact damage should be considered? Is there a rule of thumb between a minor bump that is cosmetic and a structural incident?*

In my opinion, there isn't really a rule of thumb when it comes to whether a minor bump is cosmetic or structural. I look at how much damage is done, which means going over this entire area inside and out. Some major impacts can cause lots of unseen damage that can be missed if not thoroughly examined. Quite often the extent of the damage is not found until the area is opened up. If it was a minor item, I call it a 'love tap.' Minor items are strictly cosmetic,

which means they are gelcoat repairs with no structural damage that can wait to be repaired. Any structural damage should be repaired as soon as possible to prevent other damages occurring. This would depend on water intrusion, bulkhead damage, or stringer damages which would lead to other issues.

NWY: *What are the most common types of composite repairs you make at Philbrook's? Why do you think that is?*

It's very common for us to see many different types of repairs; however, we tend to do more gelcoat cosmetic repairs. With boats, there is lots of movement overtime. I think people see any cracks and begin to panic, fearing there is deeper damage. Cracked gelcoat just doesn't look good. Other years, we can see lots of what we like to call 'rock hoppers,' these would have more keel damage on them. Most people think these never happen because of the technology we have on boats but the rough waters on the West Coast can still be a challenge for people.

NWY: *Can you talk a bit about the importance of matching gelcoats and non-skid colors and patterns?*

Matching gelcoat is a science which takes a very special talent and an eye for color. It takes a very talented person to know the right products to use as boats fade over the years. We want the gelcoat to remain blended for years to come. I've seen many cases of repairs turning yellow from improper use of thinners and promoters. It's the same with non-skid patterns, they are difficult to repair due to varieties of pattern shapes, whether molded gelcoat or hand-applied, rolled-on gelcoat. In most cases for non-skid repairs, it's best to repair a full panel depending on the size.

NWY: *Can you walk us through the process of matching gelcoats and non-skid patterns?*

Philbrook's Boatyard

Philbrook's Boatyard is a full-service boatyard located in Sidney, B.C., that has operated continuously since 1950. Their facilities and staff support the maintenance, repair, and building of large and small vessels and include docking and storage services. They can accommodate vessels up to 150 tons or 130 feet in length.

Website: philbrooks.com

Address: 2324 Harbour Rd, Sidney, B.C., V8L 2P6, Canada

Phone: (250) 656-1157



First, we clean and polish an area of the boat's gelcoat that is consistent with the area being repaired. Then a small dab of gelcoat is placed onto the surface. Polyester gelcoat pigments are added a little at a time until the desired color is achieved.

The process is a bit like a recipe. Regarding the repair area, broken and cracked gelcoat needs to be removed until a stable material is reached (ex. non-hydrolyzed glass). For the repair, mask the area with tape tightly and fill high (slightly over the tape level) with thickened gelcoat. When the gelcoat cures (minimum 24 hours), rough down to the tape with power tools and block sand after removing the tape until surface is fair (or slightly lower if an application of sprayed gel will be used next). Mask off the area to be sprayed, then apply thin gel, and spray area. Allow to cure for 24 hours, block sand until fair, and polish with a fiberglass rubbing compound.

Matching gelcoat in a non-skid pattern is most difficult, as very few types of non-skid can be recreated. Regular diamond patterns in small areas can be filled, ground flat, and carved by hand. Grip Tex type non-skids can be retouched by spray blending. Rolled gelcoat stippling can be recreated by mixing 3 to 1 gel coat to Cabosil. Saturate a roller and test on a dry surface until desired stipple height is reached.

NWY: *Extensions and modifications can include anything from a swim step addition to a cabinet. What are some differences in approach between a repair and a modification job?*

With a repair job, most clients come because of damage. The damage is then repaired back to original factory specs. With modifications, owners would like to make changes to the original specs. They want to remove or make additions to something. An example of some modifications we've done are to bench seats, lockers, or even BBQ areas. With modifications, we are looking at cost and overall structural changes to the boat. Is it cost effective for the customer? How does it affect the boat? Repairs by contrast are done out of necessity and tend to be less creative in nature.

NWY: *What are some of the most memorable modification jobs you've been a part of?*

The best part of working at Philbrook's is that there are so many different custom jobs. One was *Cristina Mia*, a Meridian that we extended five feet to add a retractable swim step and custom seating. All finished in gelcoat. Ten years later, you cannot see the difference from the old/new gelcoat blends. Unfortunately, the owner has now painted his boat, ha!

We are also very proud of our latest job, which was a 130-foot full refit called *Northern Dream*. We were able to build a custom hardtop, full cockpit extension, customs lockers, and a new BBQ area.

NWY: *Do you have tips for boaters who want a major modification to go well in the yard?*

Before coming in, do your research and get organized. Come with a plan and budget. If it's a very large job, prep the boat beforehand. Remove as many belongings as possible from the

boat. Empty out the fridges and personal belongings, especially if the work is inside the boat.

NWY: *What's the ceiling on the typical DIYer out there who is interested in doing composite work aboard? Are there jobs you recommend trying vs. jobs best left to the pros?*

Good question and a tough one to answer. It all comes down to what is their experience and how tough a job it is. If it's minor, I don't mind talking people through the job. However, anything structure-related or any really large jobs should be left to the pros to deal with. I have seen jobs where the owner has started on some minor repairs and then it's grown into something bigger. Then the owner shows up with the boat torn apart. Don't get in over your head.

NWY: *Do you see any new technological game changers coming to the composite world anytime soon (new materials, processes, etc.)?*

Due to the typical repairs and custom work we do here, we don't get to use the high-tech stuff as they would in a production shop. We don't have molds. We build custom parts using one-off molds, which get destroyed after use. We don't get to infuse or vacuum bag as much as production shops do.

One thing I see a lot of in our shop is new lightweight cores which are much stronger. Composite technology is always changing. It's all around us, not just the boat industry. Automotive, aircraft, and much, much more.

NWY: *What can boaters do to extend the life of a composite job?*

For any boater, they should watch for cracks, checks for leaks, and make sure that the hardware is sealed properly. Keep it clean, dry water in bilges, and wax your boat. Regular maintenance does wonders, it really is that simple!

NWY

The Philbrook's Boatyard facility can handle yachts of all sizes both in and out of the water. They also have a marine supply location in Roche Harbor on San Juan Island, Washington.



Kevin's Catch

By Kevin Klein



Continued from Page 63

they're not equipped to deal with a day's "eventualities" as conveniently as us guys are.

A sit-down head in cold weather will be much appreciated. Everyone being as comfortable on the boat as possible just makes the days, and nights, go better. I always remind myself to make things fun. We're out on the water on a boat! How cool is that!?

Storing extra warm weather clothes on your vessel is a good idea as well. An additional jacket and pair of rain pants doesn't add much weight and can really save the day if the weather turns inclement. A pack of hand and feet warmers such as Hot Hands can help on a chilly day. They're air activated, so just take them out of the pack, insert in your boots or gloves, and feel the warmth.

Sometimes it's the little things that make all the difference. Remember, a comfy crew is a happy crew!

We've got some very cool salmon derbies to fish this month. The Resurrection Derby out of Anacortes kicks things off January 5 to 6; and the Roche Harbor Salmon Classic takes place on January 18 and 19, the weekend before the Seattle Boat Show. Whether you're fishing in a big-time tournament or just out to have fun, this is a forgotten time of year in boating and fishing that can be magical. So, let's get out there and go get some! **NWY**

Kevin's Pick:

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—Paul and Judy Hansen

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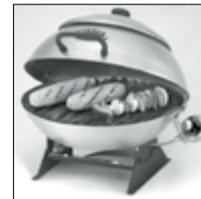
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42' Grand Banks Classic	1988	179500	NW Explor.	119	58 Bertram Sportfisherman	1980	179000	Stan Miller	15
42' Grand Banks Classic	1999	329000	NW Explor.	119	58 Hampton YS 580	2008	995000	Hampton YS	6
42' Grand Banks Classic Tri	1970	75000	Waterline	51	58 Ocean Alexander 580	2009	995000	Hampton YS	6
42' Mikelson Sedan Sportfish	1988	74500	Stan Miller	15	60' DeFever 60 Pilothouse	2015	1345000	Irwin YS	13
42' Monk 42 Bridgedeck MY	1960	17000	Waterline	51	60' Grand Alaskan 60 PH	2000	849950	Irwin YS	13
42' Sabre 42 Salon Express	2016	729000	Emerald Pac.	10	60' Ocean Alaskan Mk1	2002	849950	Irwin YS	13
43' Blanchard Boat TriCabin	1947	169000	BellinghamYS11		60' Riviera 6000 Sport Yacht	2016	1725000	Emerald Pac.	10
43' Viking Open	1995	219000	Stan Miller	15	61' Viking Convertible	2004	799000	Stan Miller	15
44' Atlantic Sundeck MY	1977	99500	La Conner	105					
44' Tollycraft 44 MY - SOLD	1988	114900	Waterline	51					
45' CHB Grand Mariner	1981	115000	Waterline	51					
45' Chris-Craft Corsair	1955	65000	Waterline	51					
45' Viking Convertible	2007	649000	Stan Miller	15					
46' Grand Banks	1988	245000	Emerald Pac.	10					
46 Grand Banks Alaskan 46	1968	72000	PT Boat Co.	104					
46' Grand Banks Classic	1994	279000	Hampton YS	6					
46' Grand Banks Classic	1990	259000	Stan Miller	15					
46' Nielson Trawler	1981	249000	West Yachts	47					
46' Ocean Yachts Super Sport	1983	99500	Stan Miller	15					
46' Sea Ray 460 Sundancer	2003	189777	Stan Miller	15					
47' Bayliner	1994	189000	Hampton YS	6					
48' Monk	1964	179000	Hampton YS	6					
48 Musser Senour 48	1990	196000	PT Boat Co.	104					
48' Ocean Alexander	1987	199000	Hampton YS	6					
48' Offshore Pilothouse	2001	550000	Stan Miller	15					
48' Offshore Yachtfisher	1986	149000	Waterline	51					
48 Riviera 4800 Sport Yacht	2018	1175000	Emerald Pac.	10					
49' Grand Banks Motoryacht	1993	499000	NW Explor.	119					
49' Grand Banks MY	1995	449500	Stan Miller	15					
49' Hyundai Elegant MY	1988	134900	La Conner	105					
49' Meridian 490 PH	2006	297500	EBYS	25					
50' Bertram Convertible	1994	189000	Stan Miller	15					
50' Delta Pilothouse	1992	249000	NW Explor.	119					
50' Grand Banks 50	1972	179000	Waterline	51					
50' Riviera 5000 Sport Yacht	2012	795000	EBYS	25					
50' Sea Ray Sundancer	2010	575000	Hampton YS	6					
50 Spencer Motor Yacht	1959	29500	PT Boat Co.	104					
52' Grand Banks Europa	1998	439000	NW Explor.	119					
52' Ocean Alexander 520 MY	2005	375000	Stan Miller	15					
52' Sea Ray 520 Fly	2018	1800000	Stan Miller	15					
53 Aluminum PH LRC Trawler	1974	199000	Waterline	51					
54' Kadey Krogen PH Trawler	1991	359000	Waterline	51					
54' Meridian 540 Pilothouse	2005	550000	Emerald Pac.	10					
55 Navigator	2012	675000	Hampton YS	6					
55' Phoenix	2005	769000	BellinghamYS11						
55' Symbol Pilothouse	1994	265000	La Conner	105					
55' Tug Yacht SOLD	1939	3000	Waterline	51					
57' BAYLINER 5788 PH MY	2000	459000	West Yachts	47					
57' Nordhavn PH Trawler	1998	1095000	Emerald Pac.	10					

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



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62' Boeing Custom	1931	199950	Irwin YS	13	65' Moonen	1990	785000	Chuck Hovey	17	67 Regency 670	2007	1295000	Hampton YS	6	106' Horizon Tri-Deck MY	2005	3775000	Chuck Hovey	17
65' Hatteras 65 Convertible	1988	325000	Irwin YS	13	66' Grand Banks Skylounge	1997	649999	Irwin YS	13	67 Tollycraft Pilothouse	1987	395000	Stan Miller	15	110' Akhir	1998	3495000	Chuck Hovey	17

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72' Donzi Sportfish	1995	775000	Stan Miller	15
72' Hatteras Cockpit MY	1981	439000	Waterline	51
72' Monk McQueen MY	1977	525000	West Yachts	47
73' Northcoast Trideck	1998	939000	EBYS	25
73' Northcoast Trideck	1998	939000	EBYS	25
74' Stephens Motoryacht	1983	389000	Hampton YS	6
75' Northern Legacy	1998	1490000	Hampton YS	6
76' Converted Tug	1906	190000	Waterline	51
76' Lazzara	1994	999995	Chuck Hovey	17
76' Lazzara Motoryacht	1994	999995	Chuck Hovey	17
78' West Bay SonShip MY	2000	1595000	Emerald Pac.	10
82 Horizon Motoryacht	2006	2295000	Emerald Pac.	10
83' Monk McQueen	1980	389000	Chuck Hovey	17
86' Nordlund Yachtfish	1998	2400000	Emerald Pac.	10
88' Jack Sarin Custom	2006	1999000	Emerald Pac.	10
88' Ocean Alexander MY	2010	3350000	Stan Miller	15
89' Nordlund Pilothouse	1995	1749000	Stan Miller	15
92' Selene	2016	4990000	Hampton YS	6
103' Cheoy Lee	2011	4595000	Chuck Hovey	17

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16 Haven 12 1/2	2016	19500	PT Boat Co.	104
18' Seascope & Trialer	2015	28900	West Yachts	47
20' Pacific Seacraft Flicka	1983	32500	West Yachts	47
23' Stone Horse Edey & Duff	1981	16900	EBYS	25
24 Corsair Sprint MkII	2014	49500	PT Boat Co.	104
26 Hunter	1995	14500	PT Boat Co.	104
26' MacGregor Pending	2007	27500	Waterline	51
27' Island Packet 27	1988	32500	Marine SVC	43
28 British Channel Cutter	1982	69000	PT Boat Co.	104
28' Freedom Sloop	1978	32000	West Yachts	47
29 Ericson	1979	9500	PT Boat Co.	104
30 Bristol Bay Schooner	1930	22500	PT Boat Co.	104
30' C&C 30	1988	29500	Marine SVC	43
30' Catalina 30	1981	14500	Marine SVC	43
30' Catalina Tall Rig Sailboat	1981	8900	Stan Miller	15
30' Hunter 306	2002	39950	Signature YS	21
32' Evelyn 32	1985	17500	Marine SVC	43
32 Hunter 326	2002	49900	Signature YS	21
32' Islander 32	1978	19500	Marine SVC	43
32' Kettenburg Pacific Class	1934	19000	Stan Miller	15
33 Ebbtide 33	1985	88000	PT Boat Co.	104
33' PH Cutter - SOLD	1977	44500	Waterline	51
34' Columbia 34 MKII	1972	30000	Marine SVC	43
34' Gemini 105Mc	2005	115000	EBYS	25
34' Hallberg Rassy 342	2008	173850	SwiftsureYS	23
34' Jeanneau 349	2019	189942	Marine SVC	43
34' KMV Gambling	1974	29000	Marine SVC	43
35 Bristol	1972	35000	PT Boat Co.	104
35' C & C Landfall	1983	23900	Signature YS	21
35' Nauticat NC-35 PH	2000	194500	Marine SVC	43
36' Colvin 36	1993	79000	Marine SVC	43
36' Gulfstar PH SOLD!	1971	SOLD	Waterline	51
36 Herreshoff	1964	46000	PT Boat Co.	104
36 Newland 368	1992	79000	PT Boat Co.	104
36' Tanton Custom 36.5	1981	27000	Marine SVC	43

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37' Beneteau First 375	1985	49950	Signature YS	21	43' Saga 43	2001	225000	SwiftsureYS	23
37' J Boat 37C	1989	79900	EBYS	25	43' Slocum Cutter	1986	139900	West Yachts	47
37' Nautor Swan 371	1980	87000	West Yachts	47	43' Wauquiez Amphitrite	1984	149900	West Yachts	47
37' Saturna Truant	1980	45000	Marine SVC	43	44' Bruce Roberts PH 44	1993	49500	Marine SVC	43
37' Tayana 37	1977	79000	PT Boat Co.	104	44' Island Packet '07	2007	SOLD	Signature YS	21
375' Beneteau First 375	1985	49500	SwiftsureYS	23	44' Island Packet SP Cruiser	2007	319000	Marine SVC	43
38' Alajuela 38 Reduced!	1972	49900	Waterline	51	44' Jeanneau Sun Odyssey	2019	399982	Marine SVC	43
39' Beneteau 393	2003	124900	Signature YS	21	44' Lyman Morse Seguin	1982	169000	SwiftsureYS	23
39' Cal 39 Reduced!	1978	35900	Waterline	51	44' Nauticat NC-44	1980	185000	Marine SVC	43
39' CAL Mark III	1981	79000	West Yachts	47	44' Roberts PH Motorsailer	1990	37500	West Yachts	47
39' Jeanneau Sun Odyssey	2008	159500	Marine SVC	43	46' Jeanneau Sun Odyssey	2000	179500	Marine SVC	43
39' Jeanneau Sun Odyssey	2007	139500	Marine SVC	43	46' Jeanneau Sun Odyssey	2015	359000	Marine SVC	43
40' Beneteau Oceanis	2011	169900	Signature YS	21	46' West Indies	1977	99900	Signature YS	21
40' Beneteau Oceanis 400	1994	93500	EBYS	25	47' Vagabond Center Cockpit	1983	249900	Marine SVC	43
40' Hinckley Bermuda 40	1970	129500	EBYS	25	49' Jeanneau Performance	2007	349500	Marine SVC	43
40' J 40	1990	99500	Marine SVC	43	49' Jeanneau Sun Odyssey	2019	519796	Marine SVC	43
40' Jeanneau Sun Odyssey	2002	130000	Marine SVC	43	49' Transpac Ketch	1986	185000	Waterline	51
40' Lagoon 40	2019	529854	Marine SVC	43	50' Herreshoff Ketch	1975	78500	Marine SVC	43
40' Nauticat 40	1985	149900	Marine SVC	43	51' German Frers Sloop	1981	49900	Marine SVC	43
40' Schucker 436	1977	69000	Marine SVC	43	51' SKYE 51' Alden Ketch	1980	139500	Marine SVC	43
40 Ta Shing Panda	1982	165000	PT Boat Co.	104	53' Skookum Motorsailer	1984	258000	West Yachts	47
40' Ta Shing Panda 40	1981	150000	SwiftsureYS	23	53' Spencer PH Motorsailer	1978	158000	Waterline	51
40' Ta Shing Panda 40	1984	175000	EBYS	25	56' Herreshoff 56 Schooner	1956	215000	Waterline	51
41' Beneteau 411	2000	119900	Signature YS	21	57' Alden Trawler Ketch Rig	1964	79500	Waterline	51
41' Ericson Sloop	1968	37500	West Yachts	47	61' C&C 61	1972	222000	Marine SVC	43
41' Islander Freeport	1979	64900	West Yachts	47	65' MacGregor 65 PH	1990	159000	Bristol	104
41' Sceptre	1986	159000	SwiftsureYS	23	83' Custom Schooner	1934	250000	Waterline	51
410' Hunter 410	2000	120000	SwiftsureYS	23					
42 Beneteau 423	2007	169000	Signature YS	21					
42' Catalina 2-Cabin Fin keel	1994	114500	Marine SVC	43					
42' Hinckley Sou'wester 42	1984	250000	SwiftsureYS	23					
42' Hunter 426 Deck Salon	2003	149950	Signature YS	21					
43' Beneteau Cyclades 43	2005	134000	EBYS	25					
43' Hans Christian	1978	115000	SwiftsureYS	23					
43' Hans Christian (Christina)	1986	129000	SwiftsureYS	23					
43' Luengen Offshore Ketch	1987	99500	Waterline	51					

WANT TO BE PART OF BOATS FOR SALE?

You may have noticed that our Boats For Sale list looks different lately. We've changed how we organize this list and you can now browse the list on our redesigned website at nwyachting.com/brokerageboats.

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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**



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



MILLER 44 VIC MAUI RACER STAR ROVER 50 HP DIESEL ENGINE 36 Lorance Radar, AIS standard horizon radio, CPT Autopilot, many sails: Mylar mainsail 2012, 130% Genna (north), drifter, spin, tiger windlass, bariat 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**



48-FT WATERLINE YACHTS STEEL CUTTER - OFFSHORE CRUISER, 1997 RED: designed/built by Ed Rutherford, Waterline Yachts (1997) Thoughtfully designed for cruising and beautifully laid out for entertaining at anchor. RED sails wonderfully, is comfortable, bright and roomy, and is fully equipped with many spares. The Yanmar Diesel (88hp) has excellent access, there's a beautiful kitchen, separate shower, shop for projects, a 30 gph watermaker, full electronics, rod rigged, the prop is an Autoprop. RED has many cruising amenities including a hard dodger, autopilot (+backup), solar, recessed anchor well with two oversize anchors and wash-down (salt & fresh). **Visit Our REDBoat.com for details S853-191.**



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**

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**



QUEENSHIP 65' MY- CAT DIESELS, SEAKEEPER, 2017 UPGRADES. LLC OWNED. BEAUTIFUL BOAT! Beautiful vessel with many significant upgrades in 2017 include M16 SEA KEEPER, all new FURUNO Electronics, Eskimo Ice machine, Maretron monitors, all new canvas, new Flexiteak decking. CAT powered with only 1200 hours, two generators, bow thruster, dinghy/davit included. Over \$300,000.00 in upgrades in 2017-2018. LLC owned. Crew quarters. **Contact Eric Hermann Phone: 805-432-8257 P860-191**



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 chopper. 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**



36' GRAND BANKS CLASSIC 1974 FIBERGLASS Must See! Owner is selling this classic beauty after 26 years of cruising. Always stored undercover. Meticulously maintained with many upgrades. Pride of ownership is evident throughout. Two staterooms, two heads with one shower. Espar cabin heat. Horizon VHF / AIS, Cetec Benmar Autopilot, Garmin Depth Sounder, Raymarine Axiom GPS (new 2018), Sitex Radar. LOA 36' 10", Beam 12' 8". John Deere 130 hp diesel engine. Two steering stations - Helm and Flybridge. **\$84,500 Call to see this boat in Anacortes, WA at 360-507-9999 or 425-359-7078. P855-191**

CLASSIFIEDS



20' 1980 ELITE CRAFT RIVERA "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. P852-191**



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 refrig/freezer. Radar. SiTex GPS. Raymarine Auto Pilot. KVH Satellite TV system. Depth sounder/fish finder. The interior wood is a warm teak. There is a Head with Shower in the aft master 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. **\$85,500. San Juan Sailing - Bellingham Wa. (360)-671-0829, Cell 360-201-2459 or 425-260-7881 sanjuansailing.com wes@sanjuansailing.com. P792-196**



1998 2655 BAYLINER CIERA SUNBRIDGE & EZ LOADER TRAILER 1998 Bayliner 2655 Ciera Sunbridge, EZ Loader Trailer, Like New Full Camper Canvas, Travel Cover, Mercruiser 5.7L, 785 Hours, Very Nice Family Cruiser, **\$20,000. Contact Cal at 509-430-1231 or ccalamary@aol.com. P858-196**



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**



50' ISLAND GYPSY 1978 RP Trawler. Mahogany. Twin 120 Lehman Northern Lights 7.5kw Gen Set. Seven knots at four GPH fuel consumption. 970 Fuel 450 water. Good electronics. Two staterooms, two heads, washer/dryer. Excellent cruise/liveboard. Very good condition. Moored Port Angeles. **541-290-0159. P857-196**



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**

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**



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**

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**

TENDERS

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**

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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 **E850-195**

CLASSIFIEDS

PROGRAM COORDINATOR

Seattle Yachts is currently hiring a Program Coordinator for SailTime at their office at Shilshole Bay Marina. The Program Coordinator will be responsible for promoting SailTime, enrolling new members and managing the fleet. Candidates need to be creative problem solvers that are organized and good at promoting team work with effective communications. Candidates must be familiar with sail and power boats and be able to move boats within the marina. ASA Instructor certification is preferred. Salary and hours will be based on experience. Contact Peter Whiting Phone: 360-299-0777 E861-191

REAL ESTATE

TRADE REAL ESTATE FOR WATERFRONT LOT

I would like to trade a one acre waterfront lot on Lake Cocolalla, in N. Idaho, for a quality P.H. Trawler from 40' to 50' long. Property is south of Sandpoint, Id., and north of Coeur D'Alene. I have several lots from \$149K, to \$265K. Lots are level, easy to build on, and include underground power and community septic. Frontage is from 95' to 112'. Easy access to Highway 95. Contact Tim, 208-610-5605, tpt3150@hotmail.com. R856-191



105' BOATHOUSE FOR SALE 105' Boat House Twin Bridges Anacortes. Easy access of Highway 20 just east of Anacortes. All steel construction with concrete floats. Built on 2006. Owner getting out of boating and wants it sold. Price: \$495,000. Call for more details. 360-961-0120. Jim. R840-192

REMINDER

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

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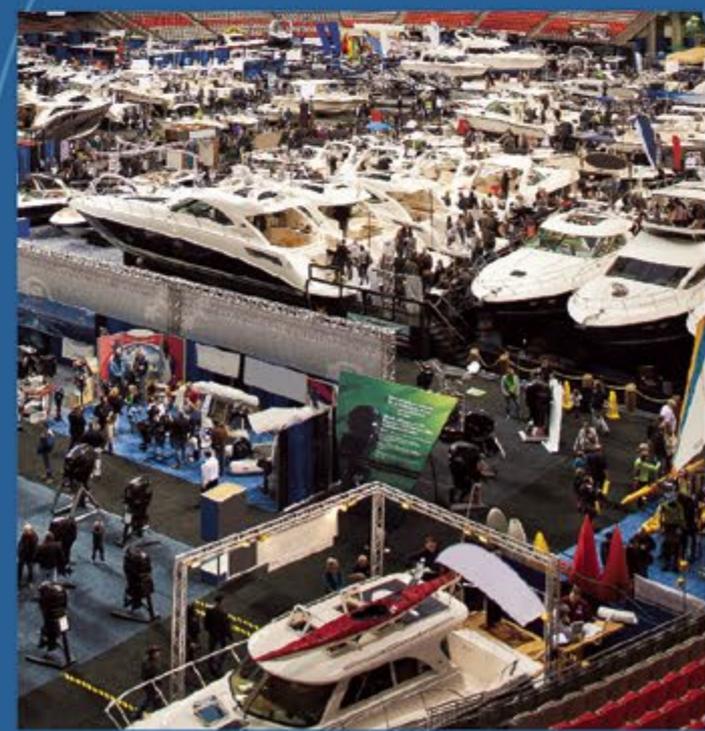
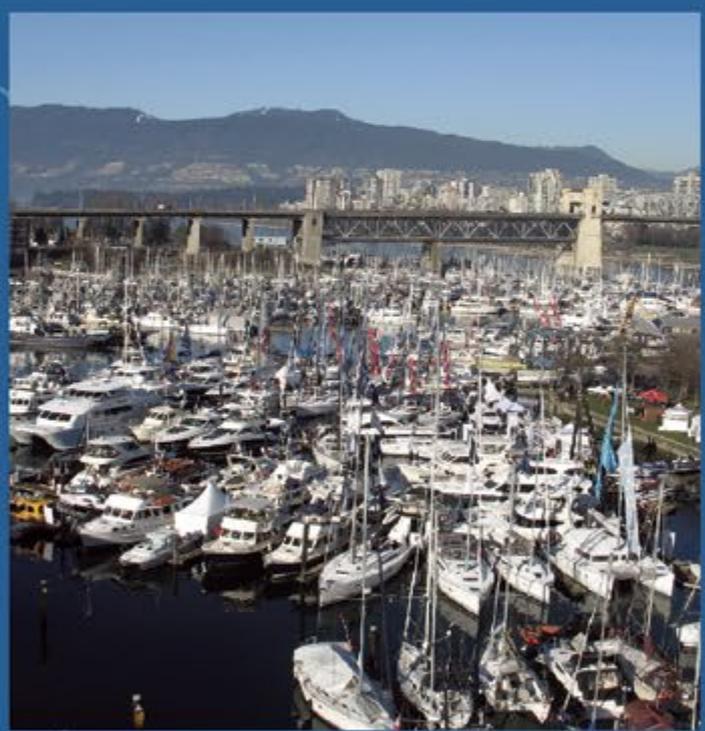


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Oyster 53



If you're a fan of this magazine, you've no doubt spent a good chunk of your spare time gazing at boats in marinas and have seen an Oyster sailboat. Also known as Humphreys (after the Southampton, UK-based designer Rob Humphreys), Oysters are luxury, bluewater, monohull sloops that got their starts in 1973.

The production line changed forever in 1980 with the release of the deck saloon center console concept that would define pretty much all Oysters from there on. The idea of the deck saloon is to blend the attributes of a working open water cockpit with the airy entertainment-focused accommodations of a luxury salon. The salon is essentially transformed into an extended pilothouse, which was pretty revolutionary back in the day when going

below usually meant removing oneself entirely from the on-deck experience.

The Oyster 53 joined the lineup in 1999 and over 50 were built until the end of construction during the 2008 recession. The 53 experienced several tweaks over the years. For example, Oyster 53s later in the run had the fifth-generation deck, aka G5, that gave the yacht a more modernist look with a bit more overhead space and freeboard. But the essence, which was and is popular, has remained very much the same. With its two large staterooms, spacious salon, and cruising-oriented features, the 53 is considered a solid world traveler for a family or group of friends chasing the dream.

If you're interested, a 1999 model called *Eclipse* is for sale from local dealer

Swiftsure Yachts at the time of this writing. *Eclipse* has been fitted specifically for Pacific Northwest cruising, with a large block, low-RPM John Deere 130-horsepower engine for those calm summer spells. She's been up the Inside Passage several times and seems ready to go again. Priced at \$425,000 at the time of this writing.

Specs (1999-model Eclipse)

LOA: 53' 10" • Beam: 15' 3" • Draft: 7' 3"

Displacement: 49,900 lbs.

Tankage (Fuel/Fresh):
230 gals./198 gals.

Local Broker: Swiftsure Yachts, (206) 378-1110

Web: swiftsureyachts.com

Sunnfjord 38 Custom Pilothouse



Sunnfjord, Norway, is a district tucked into Sogn og Fjordane, an iconic county of the Scandinavian nation. As with many things of our Pacific Northwest aquatic realm, the now-closed Sunnfjord Boats of Tacoma, Washington took that Nordic influence to the high seas. While mostly defined by their stout commercial vessels, the family business had a solid run of custom and semi-custom builds for years before ultimately closing shop. The legacy lives on every time a Sunnfjord plies past, either on its way to Alaskan fishing grounds to work or more leisurely as a recreational trawler seeking an experience of a lifetime.

One of these traditionally minded boats is currently for sale from local dealer Boynton Yachts of Seattle, a 2011

Sunnfjord 38 Custom Pilothouse designed by Ed Monk Jr. himself. Powered by a single 375-horsepower, inboard diesel John Deere engine, the philosophy of the 38 is all about the journey with a suggested cruising speed of 9 knots and maximum speed of 12 knots.

The 38 features a large open cockpit with swim step and prominent open flybridge. Combined with the relatively narrow 13' 6" beam, you've got some proper old school seamanship at play here, and it certainly has the look of a yacht that can get you through anything. This 38 has a single stateroom layout with large head with separate shower stall, clearly made for that couple on the run.

Sunnfjord Boats was a local company that built boats made for the waters of the

West Coast up to Alaska. The Sunnfjord 38 Custom Pilothouse looks like it continues that legacy, and for the right owner, could be the perfect boat with plenty of Pacific Northwest pride. Sometimes owning a slice of local nautical history has its own value. Priced at \$495,000 by local dealer Boynton Yachts at the time of this writing.

Specs

LOA: 38' • Beam: 13'6"

Displacement: 26,000 lbs.

Tankage (Fuel/Fresh/Black):
400 gals./100 gals./42 gals.

Local Broker: Boynton Yachts,
(206) 949-6866

Web: boyntonyachts.com

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

Out & About

1. **Brace Yourselves:** Gale force winds rocked our Washington State Ferries (WSF) on December 14, washing waves on deck and pushing cars into one another as WSF employees braced themselves against supports. Benjamin Jurkovich braved the storm to capture a video that went viral as passengers hid in their cars praying they wouldn't be swept out to sea.
2. **Adventurers' Final Restorations:** The 101-foot, gaff-rigged schooner, was hauled out last month for its final round of restorations, which includes the vessel's entire deck (pictured here). Once finished, Adventurers is expected to be more robust than ever and well-equipped to service students in the coming year, but they need all the help they can get! Have a little time? Volunteer for a work party!
3. **Wreath Whirlwind:** The Des Moines Yacht Club, also winners of the Most Energized Yacht Club category for the Northwest Marine Champion Awards (see page 90), shows off their holiday spirit.
4. **Birthday Boat:** Those who served aboard the CGC Steadfast celebrated her anniversary with a cake, officer sword, and a collage of pictures depicting her crew over the last 50 years during a party at the Columbia River Maritime Museum.
5. **Steadfast Company:** Both active and retired Coast Guard members who served aboard the Coast Guard Cutter Steadfast, gathered at the Columbia River Maritime Museum in Astoria, Oregon on Dec. 7, 2018. The celebration marks 50 years of service from the cutter, which was commissioned in 1968. (Photo Credit: Petty Officer 3rd Class Trevor Lilburn)
6. **The Christmas Discovery:** Julie discovered the magic of the Christmas Ship Festival for the first time this year with her friend Morgan, and was instantly hooked by the "slightly misty, cold fresh ocean air," accompanied by Christmas carols and apple cider. "Don't ask me why it took 19 years for me to discover the most Pacific Northwest Christmas tradition," she said. Looks like we'll see you next year, Julie! @jkayn19
7. **Tacoma Tidings:** Spirit of Seattle Tacoma awaits the sunset before heading out for a night full of caroling and holiday lights at the annual 2018 Argosy Cruises Christmas Ship Festival.
8. **Crane Décor is No Joke:** Argosy Christmas Ship Festival is one holiday tradition; the decorated cranes of Seattle are another. But crane decorating is nothing like lighting a tree. Decorating one crane supposedly costs around \$10,000 and requires multiple 150-foot long LED rope lights that are shrink wrapped to the crane using a blow torch.
9. **Let There Be Light:** Boaters lit up Lake Union this December with their holiday spirit. Sail, power, dinghies, and the like flaunted lights strung from their masts to their motors. Thanks Megan Ching!
10. **Santa's Sleigh:** Kris Kringle and his reindeer were spotted cruising down the rivers of Portland on December 1. This glowing boat was part of Portland's Christmas Ship Parade, which cruises multiple times during December.
11. **Jellyfish:** A less traditional but still beautiful jellyfish light display motors down the waterways of Portland. The popular parade is viewed from restaurants along the river with reservations filling up a year in advance.
12. **Santa Waterskiing:** Not many people know that when Santa is done delivering presents for the year, he unwinds with a little waterskiing. This is just one of dozens of unique designs seen at the Christmas Ship Parade this year.





7



8



9



10



11



12

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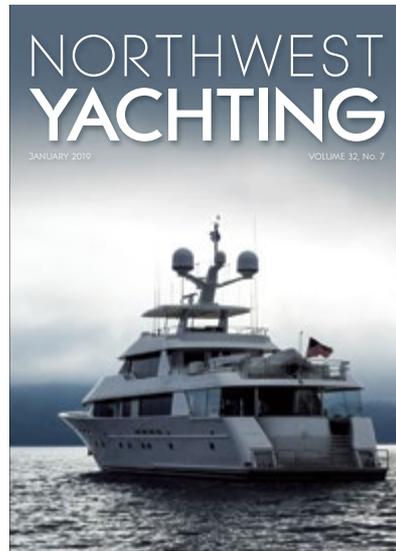
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