

NORTHWEST YACHTING

FEBRUARY 2019

VOLUME 32, No. 8



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Seattle | 2019



90R OCEAN ALEXANDER
Seattle | 2019



85' OCEAN ALEXANDER
San Diego | 2018



70e OCEAN ALEXANDER
Seattle | 2018
Newport Beach | 2019



55' AZIMUT S
Seattle | 2018



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44' AQUILA
Newport Beach | 2018



51' GALEON SKYDECK
Newport Beach | 2018



38' TIARA SPORT LS
Seattle | 2019



39' TIARA OPEN
Seattle | 2018

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



35' REGAL SPORT COUPE
Seattle | 2018



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

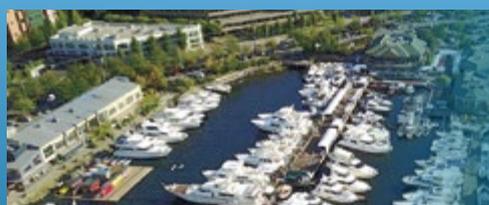


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58 OCEAN ALEXANDER 2006 \$949,000



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60' HATTERAS 2009 \$1,549,000



38' SAN JUAN 38 2000 \$295,000



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



57' CARVER VOYAGER 2003 \$449,000



47' BAYLINER 4788 1995 \$179,900



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42' SABRE 42 SALON 2016 \$729,000



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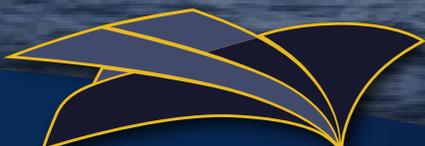


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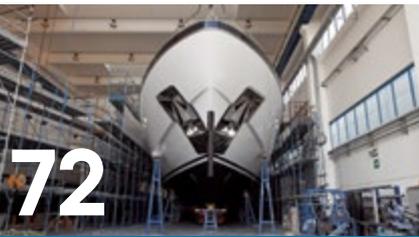
NORTHWEST YACHTING

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THE NEW WAYS OF BEING WHALE WISE

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The plight of our Southern Resident Killer Whales is world news. What's a boater to do? This comprehensive feature compiles what it means to be Orca-Wise in 2019. Be the change, boaters!

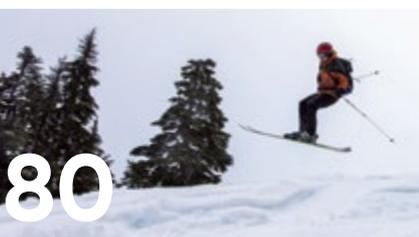


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WASHINGTON

HAULOUT GUIDE 2019

Our always updated annual Washington Haulout Guide is meant to give you all the information you need to get your boat on the hard for those off-season projects.



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WHERE THE MOUNTAINS Meet the Sea

Renown adventurer Karl Kruger takes us on the Pacific Northwest day trip galore from the ski slopes to the sailboat. Take notes and go for it!



84

THE VALENTINE AQUATIC

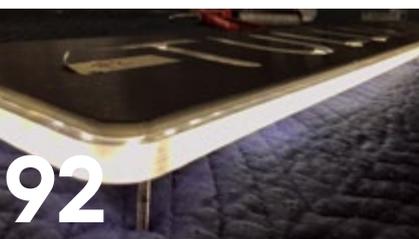
Valentine's Day is upon us, but we all know things can go sideways to spoil that special evening aboard. Read on to become an aquatic Casanova.



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PORTS OF CALL *Hood Canal: Below the Bridge*

The Hood Canal is a one-of-a-kind place for boaters of all stripes. The region around and below the Bugge Bridge is no exception.



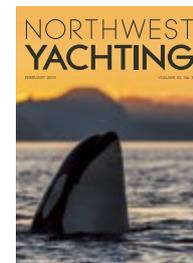
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ASK THE EXPERTS *Backlighting*

Even hardened traditionalists have to admit that a tastefully backlit boat name is pretty damn sexy. What's in a (backlit boat) name? Brad Cole enlightens.

On the Cover

Rolf Hicker || hickerphoto.com



The cover was shot in Johnstone Strait where an orca pod was feeding. A hydrophone in the water allowed observers to listen to the orcas' complex vocalizations. "It was a magical evening, very peaceful," describes Hicker.

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Boat Show Love is in the Air



Norris Comer

February is all about the love. Boat show love, that is! The funny thing is that I always see the whirlwind coming and yet it always manages to catch me off guard, a duality that may be intrinsic to the laws of attraction. This month I'm looking at the tail end of the epic Seattle Boat Show, the renowned Vancouver International Boat Show (my first time), and the titanic Miami International Boat Show (also my first time!). Throw in Valentine's Day on the 14th, and it's a lusty month for this hitchhiking sailor.

In a way, meeting a boat you like for the first time is a bit like breaking the ice with a romantic prospect. Call me a dork, but I think we've all been there. You're minding your own business at the marina and then BAM—that boat you didn't even know existed plies past, entering your life. "Who's that?" you nonchalantly ask around, inwardly dying for more information. You get a name and find out you're both going to be at the same boat show. It's destiny, you think as you get ready to go. Everybody is going to be there, so you spend a few extra minutes in the mirror to look your best.

You arrive at the house party—I mean boat show—and man, it's busy. Where is your crush? Over there, surrounded by others trying to make an impression! You circle back as the crowd thins. Clearly things didn't work out. Losers, you scoff. You take those bold steps forward. The crush greets you warmly, those perfect lines make it impossible not to stare.

SOLD—the cruel sign hangs from the rail. Your spirit is eviscerated, a pile of your

own guts in your hands. You hop aboard for a minute to be polite and, almost like torture, find out you have a few things in common. In another life, it might've worked out. Maybe you'll be friends? You exit gracefully and wander down the docks, eyes downcast. You didn't do anything wrong, but you feel like you did. A few too many beers go down to numb the disappointment. It doesn't work.

You're not looking where you're walking and shoulder into someone. "Oh, sorry!" You say to suppress a gasp. You've bumped into a gorgeous boat, just your type, that bobs gently in the slip. It's a subtle but obvious invitation to hop aboard. You're breathless as you two hit it off. This, my friends, is chemistry! The two of you move way too fast, and you go on like a mad person about the far-flung places you're going to sail together. To your uncensored joy, this new beauty is game! There's no brakes on this train, and suddenly you're caressing the helm and shaking as you insert your key and fire up the roaring engine. You two are going all the way, baby!

"Sir," a yacht broker taps your shoulder. You're shirtless and sweaty on the deck of a display model, raving about true love and chasing the horizon at the top of your lungs. Families are uncomfortable. Everyone is uncomfortable. Two security guards show up. "You have to leave."

We've all been there, right? Just me? Oh well. It's the promise of things to come that stokes the fires of a romance, and one between person and boat is no exception. What seas will you and yours sail upon in a year? Two years? Five? Now is a great month to explore that question. Have a great boat show season!

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

This Month's Feature Contributors



adventures at wanderinraw.com or visit her photography portfolio at evangelea-seelye.format.com

Eva Seelye is an assistant editor and advertising coordinator at Northwest Yachting magazine. Raised in the Marshall Islands but with Washington as her second home, her on-water enthusiasm surfaces in every aspect of her life. Read up on her personal



Greg Van Belle grew up sailing, cruising, and fishing Puget Sound. He lives in Seattle and teaches writing at Edmonds Community College. You can follow him on Twitter @gregvanbelle.



facebook.com/northwestyachting
instagram.com/northwestyachting

Publisher
Michelle Zeasman-Gibbon
michelle@nwyachting.com

Managing Editor
Norris Comer
norris@nwyachting.com

Creative Director
Alex Kwanten
alexk@nwyachting.com

Sales
Katherine Kjaer
katherine@nwyachting.com

Advertising Coordinator & Assistant Editor
Eva Seelye
eva@nwyachting.com

Assistant Editor
Evin Moore
evin@nwyachting.com

Contributing Writers
Jeff Cote Peter Schrappen
Doug Hansen Bill Shaw
Kevin Klein Greg Van Belle

Contributing Artists & Photographers
Jan Anderson
Rolf Hicker
Jack Riley

Copy Editors
Seanna Browder
Jill Irwin

Design Assistant
William Dodson

Facilities
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Events

Vancouver's Boat Show is Back

British Columbia's biggest boat show runs from February 6-10

By Eva Seelye

Canada's largest boat show is just around the mark, running February 6-10 in Vancouver, British Columbia. With two downtown locations – the indoor show at BC Place and the floating show at Granville Island – you'll have plenty to explore and even more to discover. Over 250 exhibitors are navigating to Vancouver's shores to display new and notable vessels, products, and services of the marine industry and offer invaluable education in the form of seminars, full and half-day workshops, cooking demonstrations, and do-it-yourself free workshops. Get tips on everything from sport fishing in B.C. to buying a boat. Brush up on boating careers, and even get your Pleasure Craft

Operator Card (PCOC) by taking the PCOC exam right there at the show. With all these wet and wild activities, you're going to want to take advantage of that free shuttle.

If you're a new boater, download the Free Beginners Guide to Boating online at vancouverboatshow.ca and get a taste of what the sea salty life is all about by signing up for a free 30-minute power or sailboat ride at the Discover Boating tent near the Floating Show.

And of course, stroll through rows and rows of shiny new models of vessels of all shapes and sizes both on the water and in Canada's "largest indoor lake," aka BC Place. Check out the biggest catamaran to

ever appear at the Vancouver International Boat Show, the Lagoon 52 showcased by Fraser Yacht Sales. Get the lowdown on the Greenline 39 and 48, which are doing wonders for sustainable boating. The massive 66 Manhattan, which won the 2018 Motorboat and Yachting award for "Best Flybridge over 66'," will be presented by M&P Yacht Centre & Mercury Sales Ltd. If you're a fisherperson, don't miss the Coastal Craft 33 Profish, a leader in aluminum cruising and fishing vessels with a top speed of 41 knots. If outdoor relaxation is your thing, stop by the Ferretti 550 from Blackfish Marine. A full list of power and sailboat exhibitors can be found on the Vancouver International Boat Show's website at vancouverboatshow.ca. Be sure to check it out before you arrive. Houseboats even have their own category in this massive show.

If you're in it for the long haul, go for the five-day show pass for \$25. Not as committed? A two-day show pass is also available for \$20. If your day job won't spare you the weekday, think about the \$5 after 1700 hours Twilight Ticket. Gifting the office a trip to the show? The Group Ticket Discount is just \$10 a ticket for 20 or more attendees. Kids under 16 attend for free when accompanied by an adult. Single day, two-day, five-day, and \$5 after 5pm tickets are also available onsite. Prices vary.



Be sure to visit both Vancouver Boat Show locations: B.C. Place and the in-water show at Granville Island.

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



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



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One owner, always moored in fresh water, WILL TAKE TRADE. Contact Dale Partna.



65' CUSTOM HOUSEBOAT 2014
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91' DELTA 1982
4 staterooms each w/ head & shower, Vic Frank design, sleeps 12-14 adults/kids. Contact Dan Wood.



46' WESTCOAST 2005
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NEW LISTING

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Nautical Nook

Black Flags, Blue Waters

By Greg Van Belle

We're fascinated with pirates. We glorify them and their exploits. We make movies and video games about them. The more committed among us celebrate "National Talk Like a Pirate Day" every September. Somewhere along the way, we have even conflated the Key West and Jimmy Buffet lifestyle with pirates. Chances are someone on your dock has a Jolly Roger flying from their mast, hopefully embracing the modern caricature and not the harsh reality of pirate life.

In modern popular culture, pirates are charismatic sailors with a taste for rum and an endless passion for treasure. The real history of pirate culture is far nastier, brutish, and dirty than

any modern portrayal would suggest, however. And the political and economic conditions that gave rise to piracy on the high seas is a fascinating study in history repeating itself. There are many lessons to be learned from Eric Jay Dolin's epic book *Black Flags, Blue Waters*.

I am not immune to the popular fascination with pirates. Their nautical accomplishments, notorious excess, and cultural impact fascinate me. When Dolin's book came across my desk, I devoured it in one sitting.

Part piratical history and part political analysis, this book is a must read for any sailor, history buff, or student of politics. The clear thesis of much of the book is that in the absence of clear govern-

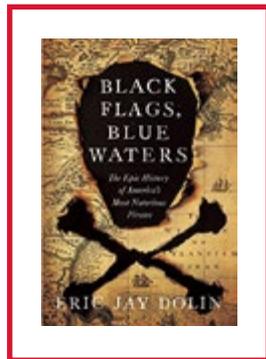
mental regulation and control, and with the wink-and-nod backing from kings and queens, piracy rose to fill any gaps in commerce and warfare that arose in the rapidly expanding world. The way the book is crafted makes it impossible not to see the modern parallels to, say, private military contractors carrying out missions that official armed forces are prohibited from engaging in. Working outside the law with the implicit support of those within the law is apparently a time-honored tradition in the military.

Dolin does an excellent job of using narrative to frame the his-

tory of piracy and show, rather than explain, how pirates rose to immense power in the late 1600s and early 1700s.

There have always been those who live and work outside the law. In Western US culture, bandits robbed stagecoaches and pillaged their way across the plains. On the seas in the 17th century, a few opportunistic men made their living robbing ships full of valuable cargo. Early shipping was so confined to tradewind routes that any unarmed ship was at the mercy of any vessel with more manpower or firepower.

As the age of sail progressed, however, more and more experienced sailors chose to "go pirate," foregoing the hard work and low pay of traditional maritime work for the relatively better treatment and greater paydays. Meanwhile, standing navies were stretched thin. As wars consumed the energy and resources of the British, Dutch, and Spanish, pirates preyed on ships loaded with gold, silver, and spices coming from the Caribbean and, even-



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Kealakekua Bay in the Days of Captain Cook, a period engraving by W. Robert. The exploits of Cook and others are covered in detail by Dolin.



tually what is now the eastern seaboard of the United States.

If pirates were opportunistic thieves, those who relied on their services were equally opportunistic. Virtually cut off from Europe, the American Colonies relied on pirate vessels to bring bootleg materials in order to support their growing population. When anything was banned or otherwise unavailable, pirates delivered. It did not take long, however, for the colonies to grow weary of the lifestyle that pirates brought with them, and by the 1720s they had worn out their welcome in New England.

Dolin characterizes and humanizes those men who turned pirate. We get compelling stories about the most famous of them: Blackbeard, Henry Morgan, and Stede Bonnet.

This book is a remarkable piece of historical writing, as we know almost nothing from pirates themselves. For fairly obvious reasons, most pirate captains refrained from keeping accurate logs or diaries. Dolin's book is pieced together through painstaking research, second-hand accounts, and other narratives. The references used in this book are a lifetime of reading for the non-academics among us.

Modern caricatures of pirates, portrayed most famously by Johnny Depp as the fictional Captain Jack Sparrow, are surely based on bits and pieces of reality. But as Dolin carefully and fully exposes, the men who captained pirate ships were part entrepreneur, part opportunist, part sadist, and part military leader. And, in studying how pirates were virtually eliminated from the oceans of the world, there are lessons to be learned about modern geopolitical problems.

It takes a concerted global effort to stamp out an enterprise like piracy (or modern-day drug smuggling). When any major power allows, endorses, or actively supports such lawlessness, it will continue, as piracy

did until England, most notably, had enough.

If you aren't already interested in pirate history, this book will both whet your appetite and give you an incredible knowledge base from which to continue your exploration. 


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Environment

Oil Spill Response Grant Funding

By Evin Moore

The Washington State Department of Ecology (Ecology) announced it will offer grants for emergency responders to purchase oil spill equipment and to help fill the gaps in preparedness. New routes and methods of moving crude oil have changed in Washington in recent years, altering hotspots for oil spills. However, emergency services in these communities may not have all the equipment necessary to handle these spills.

Since 2017, Ecology has awarded \$3.8 million in grants, funding over 60 caches of oil spill response equipment all over the state and creating a network of capable responders. The funds have been used for buying a less toxic firefighting foam for the Seattle Fire Department and radios for

the White Salmon Fire Department. The Lummi Indian Business Council received funds to buy a spill response boat, the Swinomish Indian Tribal Community bought air monitoring equipment, and the San Juan County Fire District received spill training.

Eligible parties include those representing a city, county, port district, state agency, tribal government, and others who are at risk of oil spills. Visit ecology.wa.gov to learn more about workshops and to find out what equipment the grants will cover. Applications for grants are now open through March 6. Contact Laura Hayes at laura.hayes@ecy.wa.gov if you have any questions.

Environment

Vancouver (WA) Fined for Columbia Sewage Spill

By Evin Moore

The city of Vancouver, Washington, was fined \$60,000 by the Washington State Department of Ecology (Ecology) for spilling 600,000 gallons of raw or under-treated sewage into the Columbia River in 2017. The spills occurred on two occasions, the first being after a power outage at West Side Wastewater Treatment Plant. The treatment system shut down, spilling over 500,000 gallons of raw and partially treated sewage into the river. Only one of three backup generators turned on —not enough power to operate the emergency overflow system.

The second spill occurred when controls were improperly set during an equipment calibration, causing several large pumps to shut down. An emergency overflow system diverted wastewater into the river for 15 minutes before the problem was corrected.

Ecology is fining the city for the spilled sewage and for failure to follow required procedures for calibration. "Unacceptable training, maintenance

Continued on Page 24

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Experiences

Inaugural Nordhavn Film Festival Accepting Entries

By Eva Seelye

If you're a cruiser, whether you own a boat or not, odds are you have a lengthy digital archive of cruising videos collecting virtual dust in a dark corner of your computer like the rest of us. It's sad really, how many quality clips are just waiting for their chance at the big screen. Pacific Asian Enterprises, Inc. (PAE) thought so too, and decided to do something about it.

Jim Leishman, Nordhavn's vice president, stated, "For Nordhavn owners, the desire and ability to take amazing video has almost become a prerequisite for voyaging," and the amount of effort and detail put into these customer-produced videos caught PAE's eye. PAE is encouraging everyone and anyone to submit their films for a chance to win \$10,000 and, of course, bragging rights, with the only condition being that at least 75 percent of the film must contain material that hasn't previously been seen by the public eye. The videos can be five to ten minutes long and will be reviewed by a volunteer panel of PAE staff, industry professionals, and company friends. Finalists will have their films premiered in October at Nordhavn's headquarters in Dana Point, California, and the winners will be announced at a black-tie ceremony.

If you're thinking about submitting a film, visit nordhavn.com/NFF/sign-up.php and complete the preliminary entry form as soon as humanly possible. If you'd rather judge, shoot an email to jenny@nordhavn.com.



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Jeanneau 53 • 2011 • \$375,000

SEATTLE BOAT SHOW

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Nauticat 39 • 2003 • \$265,000

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70 Jensen Expedition	2004	\$2,280,000	42 Hallberg Rassy 42E	1983	\$154,000
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48 Chris White Atlantic	2010	\$689,000	40 Perry Custom Bella	1994	\$120,000
47 Chris White Atlantic	2013	\$799,000	39 Cal 39	1971	\$44,000
46 Hallberg Rassy	2001	\$329,000	36 Vancouver	1981	\$59,999
44 Morris	1995	\$375,000	34 Red Wing	2008	\$115,000
44 Lyman Morse Seguin	1982	\$149,000	33 J/100	2007	\$76,500
44 Nordic	1982	\$115,000	31 Pacific Seacraft	1997	\$89,500
43 Hans Christian (Trad.)	1978	\$115,000	30 Sabre 30 mkIII	1988	\$39,500
43 Hans Christian (Chris.)	1986	\$109,000	26 Nordic Tug	1982	\$59,000
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Environment

Vancouver (WA) Fined for Sewage Spill

Continued from Page 22

and operations led to preventable discharges of raw sewage," said Heather Bartlett, who manages Ecology's Water Quality Program. "That put bacteria and other pathogens that can cause diseases into the river, along with solids and trash that treatment normally removes. The river's powerful flow may dilute the discharge, but it also spreads the pollution farther."

The health departments were

notified and temporary warnings to avoid contact with the river issued. During the second spill, Oregon and Washington fish and wildlife department officials considered cancelling the second of a two-day sturgeon opener but instead advised anglers to thoroughly wash fish from the river. The City stated that they are taking corrective action with increased staff training to prevent spills.

"We take our obligation to protect the environment very seriously," said Brian Carlson, Director of Vancouver Public Works. "The discharges were unacceptable."

The water quality penalty payments go directly to the state's Coastal Protection Fund. The Fund issues grants to public agencies and tribes for projects involving water quality restoration. **N**

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Cocktail of the Month

Pink Lady

February 14 is the one time of the year when both the naturally romantic and the less-than-suave do their best to put on a memorable evening for their significant other. No other drink than the tried-and-true Pink Lady will do. Though most Valentine's Day cocktails tend to be overly sweet and sappy, the Pink Lady is just mildly fruity and not overpowering, while the light pink color adds the perfect accent to a Valentine's treat.

Ingredients

- 1 oz. gin
- ½ oz. applejack brandy or other brandy
- Juice of half a lemon
- 1 egg white
- 3 dashes of grenadine
- Ice

Make the Drink

Directions: Add ice to a shaker. Pour in gin, applejack, egg white, and grenadine into shaker, then squeeze in lemon juice. Shake and then strain into a cocktail glass. Garnish with a cocktail cherry. **N**

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

"Black Max Folding Bike"



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

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42' Grand Banks



40' Bayliner



34' Boston Whaler



27' Ranger Tug



49' Transpacific "Flying Cloud"



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- 42' Grand Banks Classic '89 \$205,000
- 40' Bayliner 4087 CPMY '02 \$115,000
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Coast Guard Corner

Unmoored Boats Cause Headaches

By Evin Moore

The U.S. Coast Guard (USCG) is asking boat owners to help reduce the number of unnecessary emergency responses in the Puget Sound area. On average, Washington-based USCG personnel waste 600 hours a month responding to non-emergencies. The vast majority of these cases are empty boats that have become unmoored from docks during strong weather. In January, the USCG spent 10 hours in just one day responding to four boats that, after a thorough search, appeared to have simply drifted away. The heavy sustained winds during the winter months make this season the most prone to false alarms.

If you know bad weather is on the way, take caution by doubling the number of lines used to secure your boat and moving watercraft normally stored on top of docks to secure areas.

Anchoring is often not sufficient for large storms, so it's helpful to find a spot for your vessel in a marina. Lastly, make sure to attach current contact information to small watercrafts like kayaks and SUPs, and make sure your registration for larger vessels is up to date.

"As our boating public becomes aware of incoming heavy weather, we're asking they take an extra moment to secure their property," said Commander JoAnn Burdian, chief of response for USCG Sector Puget Sound. "We treat each report of these unmanned vessels as a possible distress situation, and we launch Coast Guard search and rescue assets to investigate and assist," said Burdian. "We are asking for the public's help on this issue so we can preserve resources for those vessels and people who truly need our assistance."



Coast Guard Corner

Coast Guard to Improve 911 Reliability for Boaters

By Eva Seelye

If you find yourself knee-deep in an on-water emergency, do you pick up your VHF radio with digital selective calling (DSC) or reach for your cell phone to dial 911? It's no secret that cell phones are omnipresent in the average boater's life, but when a boater calls 911, the call doesn't always go to the responsible rescue agency for the quickest response, according to the Boat Owners Association of the United States (BoatUS). The new Frank LoBiondo Coast Guard Authorization Act, passed in 2018, is expected

to improve the reliability of 911 calls for recreational boating emergencies as one of its provisions.

Under the recently passed act, the U.S. Coast Guard must review its policies and procedures to "formulate a national maritime Public Safety Answering Points (PSAP) policy." According to Boat US, there are already 6,000 PSAPs in the U.S. where local 24/7 call centers route 911 calls to the proper emergency service. This act will assist 911 callers in being directed to the appropriate rescue agency, which will hopefully strengthen emergency response efforts for boaters.

Executive director of the Conference of Professional Operators for Response Towing (C-PORT) Tina Cardone shares her thoughts on the matter, "This effort will help minimize the possibility of maritime calls being improperly routed and to ensure the U.S. Coast Guard is able to effectively carry out its maritime search-and-rescue mission."

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2 Staterooms 1 Head



Mustang Survival Announces R2AK Sponsorship

By Eva Seelye

For 50 years, British Columbia-based Mustang Survival has developed innovative marine gear to combat any weather the Pacific Northwest could muster up, and they recently announced their sponsorship of Race to Alaska (R2AK), the West Coast race that puts racers and their gear through the ultimate Pacific Northwest marine performance test. R2AK participants make their way through a 750-mile stretch from Port Townsend, Washington, to Ketchikan, Alaska, respecting just one rule: no motors.

Whether you're aboard a mono-hull, kayak, or stand-up paddleboard, the choice is yours, so long as you're cruising along by human power or wind power only.

The prize? \$10,000 if you come in first or a set of steak knives if you come in second, and whether you're first or last, you'll get a lifetime supply of bragging rights for simply finishing the darn thing. Race Boss Daniel Evans comments on races passed, "Teams are pretty shredded by the time they finish." Jason Leggatt, Mustang Survival's general manager, chimes in, "But

with Mustang Survival, their gear won't be."

Mustang Survival's commitment to the "protection and enhancement of those who push themselves to extremes" seems to fit snugly into their new role as R2AK sponsor. Their products are the result of their constant work to better performance and a goal to "encourage exploration and inspire adventure in the marine environment." Their fine-tuned products are extremely waterproof, breathable, and durable, and Mustang has produced

dry solutions for coast guard, military, and water rescue professionals for years. In addition to apparel (including outerwear, base layers, gloves, headwear, and more), they also produce bags and packs and flotation devices including inflatable Personal Flotation Devices (PFDs), flotation clothing, foam PFDs, Kid's PFDs, accessories, Re-Arm Kits, and more. Their website is searchable by product as well as by activity. To read more about Mustang Survival's commitment to durable adventure, visit mustangsurvival.com.

Interested in participating in 2019's R2AK? Submit your application by April 15 at r2ak.com. The race kicks off on June 3. **BN**



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Stan Miller Yachts Named Kadey-Krogen Dealer

By Evin Moore

Kadey-Krogen Yachts announced that Stan Miller Yachts will be the official dealer of all Kadey-Krogens on the West Coast. The addition of Stan Miller Yachts brings eight additional sales professionals and four offices, one in Seattle and the rest in Southern California.

Included in the Stan Miller offerings will be the new Krogen 50' Open and the Summit 54', made by the Kadey-Krogen brand SUMMIT MotorYachts.

Kadey-Krogen also announced that two of their longtime salesmen, Dennis Lawrence and Bill Nieman, will join the Stan Miller team in Seattle.

Kadey-Krogen stated in a press release that they were excited to expand to the Northwest due to the loyal following it has in the region. "It's truly a win-win situation for our two businesses to come together for combined success on the West Coast," said Tucker West, vice president of

sales for Kadey-Krogen. "While our dealer/manufacture relationship is newly minted, Stan Miller Yachts has long been a business respected by me and my partners—and combined, we have over 100 years in business. We are very pleased to add our high-quality designs to the suite of leading brands that they represent."

Stan Miller Yachts has served the West Coast for 60 years and was a natural fit for Kadey-

Krogen. "This is the perfect relationship," said John Buettner, president of Stan Miller Yachts. "We have a long history of working with discerning trawler and motoryacht clients, and are well-positioned to represent the Kadey-Krogen and SUMMIT MotorYachts brands on the West Coast. It's a great fit." *BY*

Stan Miller Yachts is the official dealer of Kadey-Krogens on the West Coast, including the new Krogen 50' Open.



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Scott Merritt is retiring after more than three decades of guiding Foss Maritime through an ever changing industry.

Scott Merritt Retires from Foss Maritime

By Evin Moore

After 35 years at Foss Maritime, Scott Merritt, acting senior vice president and former chief operating officer of the marine transportation service, retired on January 4. Merritt is leaving after several decades of helping to guide Foss through the ups and

downs of a challenging industry. Merritt joined the company in 1983 as a dispatcher after receiving his Bachelor of Applied Science from Cal Maritime. He worked in several other positions in Seattle until 1993, when he became the first manager of

Foss's new San Francisco Bay operation. Merritt oversaw the growth of Foss in the region from one tug to a service that provided everything from tanker escort to sand dredging.

Merritt returned to Seattle in 2005 to become senior vice

president of Harbor Service and Regional Towing, then senior vice president of operations, and finally COO. During the last 15 years, Foss performed five sealifts for oil development projects on Sakhalin Island in the Siberian Arctic and operates the barge that moves the satellite launch vehicles from Decatur, Alabama, to Cape Canaveral and Vandenberg Air Force Base in California. This variety of jobs is in sharp contrast to when Merritt first started at Foss, when most of the transportation services revolved around the wood products industry.

"Foss has a unique ability to reinvent itself and adapt to change in the marketplace," Merritt said in an interview with Foss's *Tow Bitts* magazine. "There are a lot of tug-and-barge companies out there with 100-plus-year legacies, but I haven't seen another one that has been able to think outside of the box and seize opportunities in emerging markets the way we have."

Merritt said that one of the challenges and rewards of working at Foss was creating opportunities for an "incredibly talented, hardworking, and smart" employee group. "On our website and in our ads, we talk about our great equipment and big projects, but nothing ever leaves the dock without good people." Foss CEO John Parrott said that "[Merritt] has truly been giving it his all, right up until his very last day. I salute Scott for his years of dedicated service, for his help and council..." Merritt was succeeded as COO by former chief commercial officer Will Roberts.



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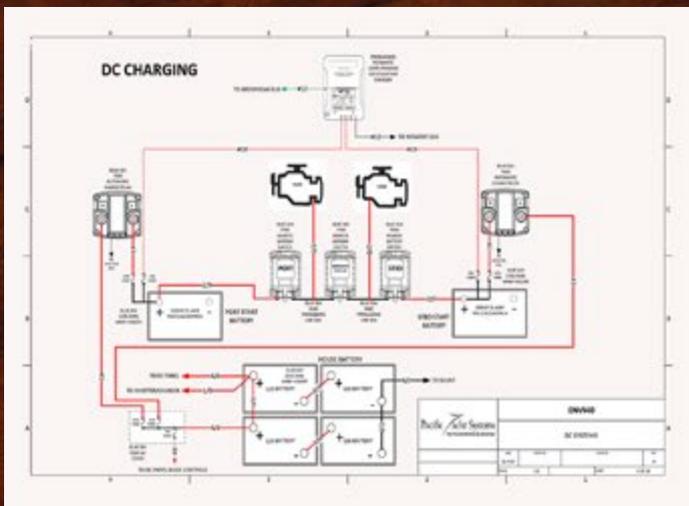
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Business Notes



Clipper Expansion

By Evin Moore

Clipper Ventures, owners and organizers of the Clipper Round the World Race, recently expanded their business with several key acquisitions. The Clipper Race is already an international affair, with week-long rests in between legs in Australia, South America, Asia, and North America, and Seattle is often chosen as their West Coast stop. Clipper recently established Clipper China, a sail training division set up to take advantage of the country's growing interest in offshore sailing.

Clipper also purchased the Hamble School of Yachting, a leading 35-year old yachting school in the United Kingdom. Sir Robin Knox-Johnston, Clipper Race chairman and co-founder, hopes that the acquisition of Hamble will improve Clipper's training abilities. "The decision to buy the Hamble School of Yachting is part of a wider strategy to develop our offering within

the offshore sailing industry," Knox-Johnston explains.

The Hamble instructors' experience will benefit the new Clipper China expansion and the training of new Clipper Race participants. Nearly 40 percent of Round the World racers have zero sailing experience and must complete several months of intense training before being allowed to participate in the race. Clipper is planning on using their new training facilities to improve the quality of the training and increase their pools of Clipper Race skippers and crew.

Chris Rushton, the principal of Hamble, said, "The Hamble School of Yachting is well established in the U.K. sail training industry, but to link up with Clipper Ventures and be able to share our commitment to increasing sailing participation and top-class standards on a truly global level makes this a very exciting move..." *BN*



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Electric Boat Company Headquarters in Anacortes

By Evin Moore

A new maritime company recently opened its doors in Anacortes, Washington. The innovative business, LAVLE, specializes in the creation of components and batteries for electric marine vehicles. According to CEO Dr. Jason Nye, LAVLE hopes to create affordable, low-emission vessels for marine, renewable energy, and defense industries. LAVLE is a joint venture between the Tokyo-based battery technology company 3DOM and the Anacortes-based Ockerman Automation, which specializes in marine engineering.

The Anacortes headquarters was chosen over a Seattle location for several reasons, including the city's rich maritime history and proximity to shipyards. LAVLE is headquartered at the Ockerman offices, with other locations in Japan and Virginia. Nye is hopeful that if the company's plans are successful, it could bring hundreds of jobs into Anacortes and Skagit County.

Nye is hoping that the advanced technology from 3DOM can be a game changer in marine electric motors. LAVLE has a global patent on a separator developed by 3DOM to prevent batteries from over-heating and is currently working to have their batteries approved for use in the marine industry. Nye hopes to create a battery plant in Skagit County, which would create several hundred jobs for the region.

LAVLE hopes that their technology will have positive environmental impacts. The Governor's Maritime Sector Lead Joshua Berger stated in a press release, "Washington State is quickly becoming a center of excellence for maritime electrification. This new joint venture shows that our efforts to accelerate innovation and the blue economy are attracting investment and expertise to our maritime communities." Japan Consul General to Washington State Yoichiro Yamada said, "LAVLE represents a new frontier of Japan-Washington state economic cooperation as an innovative joint

venture that will be a leader in the electrification of maritime transportation." Nye notes that part of the reason LAVLE chose Anacortes as headquarters is because the San Juan Islands are a symbol of the pristine natural marine environment they wish to preserve. *BN*

Anacortes was chosen as the headquarters for LAVLE over Seattle in-part because of its long maritime tradition and proximity to the beautiful San Juan Islands.



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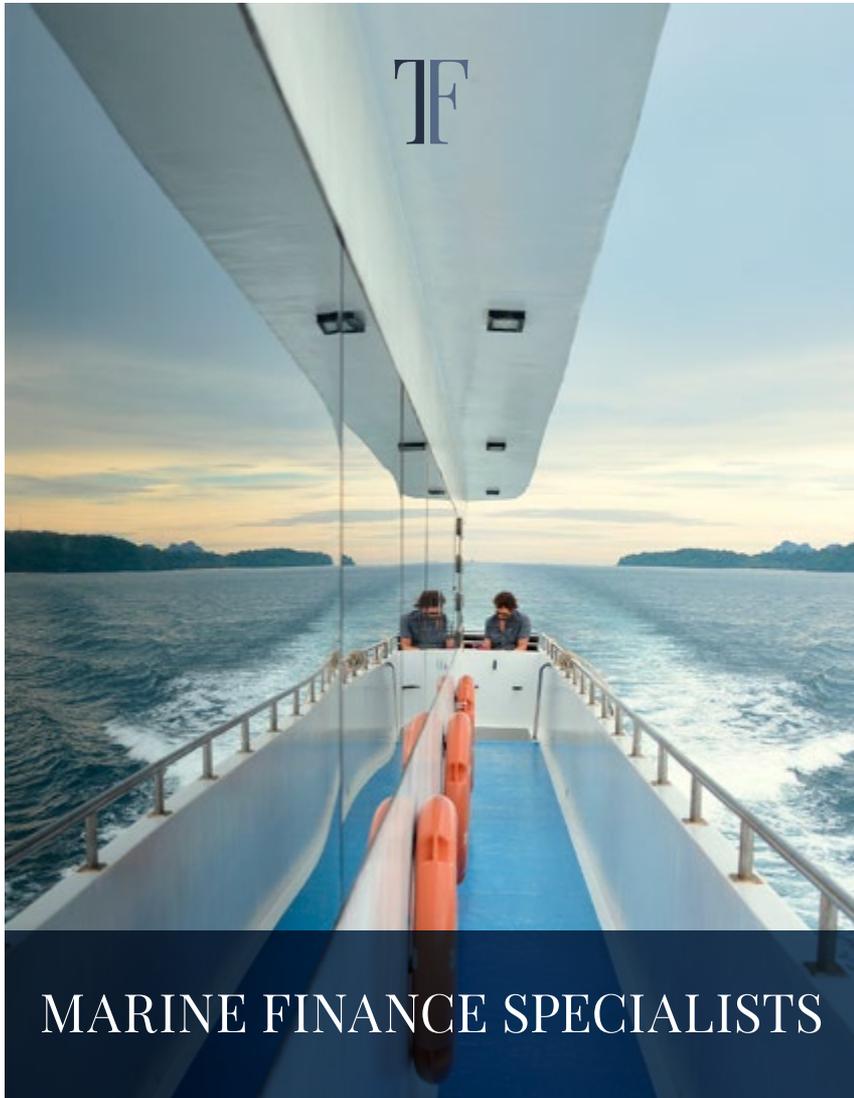
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Letters

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.

Dock Detour

Greetings,

In the January issue of *Northwest Yachting*, in an article titled *Boat Appetit!*, a street-end pier is mentioned as a potential mooring site to provide access to the heart of Ballard. Unfortunately, this street-end pier on 24th Ave NW is closed. The wooden pier has been removed and a concrete one is being built in its place. The concrete pier will be used to load spoils from a tunnel project that will help with storm/sewer water retention. The pier will be closed until December 2022. See the following web site for further information.

<http://www.seattle.gov/util/EnvironmentConservation/Projects/BallardWaterQuality/index.htm>

— Thank you, Neal Parker, *M/V Navigator*

NWY: *Well said! We've tweaked the digital edition to reflect your accurate information. Thanks for being our eyes on the water. The Seattle-area waterfront scene is changing so quickly, it's all we can do to keep up.*

Acceptance Speeches

Hi Norris,

I had no clue about the nice recognition you gave me this month until someone said congratulations today. Thanks for the kind words.

— Aaron Barnett, Washington Sea Grant

NWY: *Thank YOU for all that you do, Aaron! You and Washington Sea Grant do so much for the environment and the boating community, the Northwest Marine Champion Award for Environmental Leadership was a no-brainer. Our thoughts are with you all during the prolonged government shutdown in effect at the time of this writing.*

Managing Editor Norris Comer and Staff,

We at the Des Moines Yacht Club are excited and honored to be recognized with your 2018 Northwest Marine Champion Award for the Energized Yacht Club. We thank *Northwest Yachting* for establishing these awards for the marine and boating community and appreciate the leadership role your magazine provides in this community. Best wishes in this New Year.

— Sincerely, Mike McGahan, 2019 Commodore
Des Moines Yacht Club

NWY: *An award well earned; well done Mike and the Des Moines Yacht Club! We look forward to all manner of aquatic shenanigans for 2019.*

Hi Norris,

Port Townsend Boat Company is psyched to have received the 2018 Northwest Marine Champion Award for Outstanding New Yacht Brokerage. Thank you to you and anyone else that helped to make it happen and put the piece together. We'll be cutting it out and framing it. Happy New Years to you and everyone at *Northwest Yachting*!

Northwest Yachting rocks!

— Rob Sanderson, Port Townsend Boat Company

NWY: *Thanks for the kind words, Rob! Working with businesses like yours makes what we do a ton of fun. We know this industry isn't the easiest to break into, so credit where credit is due. Well done and keep at it!*





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Viking 75 Motoryacht

A Viking invader has arrived to our waters. The Viking 75 Motoryacht—a collaboration with Viking Yachts and Sarasota, Florida-based Michael Peters Yacht Design—is a modern luxury yacht with plenty of zip.

What do we mean by zip? Try a 30-knot cruising speed and mid-30-knot maximum speed, courtesy of an optional twin C32-A Caterpillar diesel engine package (1,925 horses each). The standard package is twin MAN/V12 1,550 horsepower engines for slightly more modest performance. With a displacement of almost 150,000 pounds, that's a lot of boat moving very quickly. She's less of a hardy trawler and more a super-sized sportboat with a Miami or East Coast vibe.

The posh accommodations on board spare no expense, notably with its tri-level layout. Prominent features near the stern include the large swimstep (where the tender will tend to dwell) and transom

access to the crew quarters and engine room below.

The cockpit is well suited to entertaining with a family-style dining table with U-shaped seating. From there, one can either go up to the top level (the flybridge) or forward along the walkways to the bow. The foredeck is very large, with seating and a designated sun lounge boasting a view that is sure to be an exhilarating ride when the 75 is underway at full speed.

As one would expect from a yacht of this class, the interior accommodations should leave nobody in want, with an elegant and spacious salon, dining situation, and large galley. The only helm is up in the flybridge, meaning the main deck is all pleasure and no business. Below is a veritable resort that has four enclosed berths complete with en suite heads.

All told, the Viking 75 Motoryacht is a plus-sized sportboat with an emphasis on good times. With its 30-knot cruising

speed, one could fit their best (and most fun) friends aboard and make the transit from Seattle to Victoria in a day, with plenty of time leftover to have dinner ashore and hit the nightlife. Keep the cocktails coming and the eyes peeled for deadheads!

One is in stock with local dealer Stan Miller Yachts. Contact them for more information and pricing.

Specs

LOA: 78' 10" • Beam: 20' 6" • Draft (half load): 5' 8"

Displacement: 148,175 lbs.

Tankage (Fuel/Fresh):

1,650 gals./300 gals.

Local Dealer: Stan Miller Yachts, (206) 352-0118

Web: stanmilleryachts.com





33 Regal OBX

The 33 Regal OBX (outboard express) is a modern luxury outboard full of clever design features that make the most out of every nook and cranny. A casual glance reveals a low-profile, sleek sportboat complete with twin 150-horsepower Yamaha outboards, a hardtop with canvas sunroof, and plenty of seating from the stern bench to the foredeck lounge area. However, the first glance will miss the well-appointed galley, enclosed head, and private berth. Where are these hiding?

The galley is the most apparent, cleverly integrated into a starboard-oriented table/settee. A sink, grill, fridge, and even a flat screen TV are all hidden under a granite-pattern tabletop. The head is subtler, situated forward of the co-pilot seat to port. What would normally be stowage or dead space opens to a full head below deck.

A similar trick is deployed forward of the windshield where the quarter berth sits below the helm. All these accommodations

give a 33 Regal OBX owner everything he or she needs for that extended San Juan Islands-hopping weekend.

The emphasis is clearly on a good time, with six integrated cockpit speakers as part of the Fusion Bluetooth stereo system. There are also custom options that cater toward the owner's recreational interests, like optional rod holders if chasing salmon is on the itin-

erary. The wraparound swim platform also lends the build to watersports.

Regardless of one's preferences, there's plenty to like about the 33 Regal OBX, a sleek package that offers more than meets the eye. If interested, information is available from the local dealer Alexander Marine USA. Listed price is \$320,377.

Specs

LOA: 34' 2" • Beam: 10' 4" • Draft: 2' 11"

Displacement: 6,200 lbs.

Tankage (Fuel/Fresh/Black):
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Endurance 720

One of the larger yachts on display at the Seattle Boat Show this year is a brand new 2019 Endurance 720, the flagship of the Endurance long-distance cruiser family. The 720 is a consummate luxury motoryacht that seeks to balance opulent living with nautical good sense.

The 720 has a three-level layout that includes the enclosed flybridge housing the helm. Taking away the helm from the main deck frees up more space to entertain in the cabin and is a very popular layout. In keeping with modern trends, the crew quarters and engine room are accessible via the transom situated just forward of the swimstep. The engine room itself is about as spacious as it gets, perfect for maintenance of the standard twin CAT C-18 1136-horsepower diesel engines.

As far as accommodations go, guests will be well-appointed below among the three berths with various en suite options. There are also a few layouts for the main deck that either position the galley forward or amidships to the port. The flybridge, in addition to the helm, has generous seating, an outdoor galley, and even a day head. The dinghy with davit is also up there, a

tried and true design. There's more seating on the foredeck for those nice days.

Once you're in this tier of yacht, you expect the best, and by all accounts the Endurance 720 delivers. While less revolutionary and more classic, it has all the top-notch 2019 bells and whistles. For more information and pricing, contact Hampton Yacht Group.

Specs

LOA: 74' 4" • Beam: 20' • Draft(max): 5' 2"

Displacement: 116,600 lbs.

Tankage (Fuel/Fresh/Black):
2,000 gals./400 gals./150 gals.

Local Dealer: Hampton Yacht Group, (206) 623-5200

Web: hamptonyachtgroup.com



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35' NAUTICAT 35 PH '00	194,500
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41' JEANNEAU 410 '20	Arriving SOLD
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34' JEANNEAU 349 '19	Just Arrived 189,942
44' ISLAND PACKET SP Cruiser PH '20	Order from 479,000
38' ISLAND PACKET 349 '19	Arriving SOLD
42' LAGOON 42 '20	Ready Aug. France 637,085
40' LAGOON 40 '19	Just Arrived 529,854
38' LAGOON 380 '19	Ready March 439,755



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Back Cove 37

Touted as “practical elegance from Maine” by the builder, Back Cove’s family of boats has been a natural fit in Pacific Northwest waters since they appeared several years ago. Enter the Back Cove 37, a modestly sized boat with big cruising plans.

For starters, there aren’t too many yachts with 42’ length overall and 13’ 3” beam with

a forward master stateroom complete with gigantic island-style berth. Not only does this lend the 37 to long distance cruising for couples, but a guest berth is also available near the large head, complete with walk-in shower.

The salon is airy and well-lit thanks to the generous windows. The galley, helm with

captain and co-captain seats, and L-shaped seating around the family dining table are situated together without feeling cramped.

On the exterior, the 37 has that Back Cove elegance at play, somehow both new and old school at the same time. The look is sleek, partly thanks to the relatively narrow beam. Comfortable and open seating in the cockpit near the swimstep will be the natural hangout space for guests on a nice day.

The Back Cove 37 looks like a classy, smaller yacht that’s well prepared to take on big adventures. There’s a brand-new 2019 model on display at the Seattle Boat Show. For more info or pricing, contact local dealer Bellingham Yachts.



Specs

LOA: 42’ • Beam: 13’ 3” • Draft: 3’ 7”

Displacement (half load): 22,100 lbs.

Tankage (Fuel/Fresh/Black):
300 gals./120 gals./50 gals.

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

Web: bellinghamyachts.com

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Outbound 46



The Outbound 46 has been sailing the high seas for over 15 years, yet here we are, admiring the popular build that's still dishing out new hulls into 2019. What gives?

Right away, the observant will note a few of the 46's unique features. The solent rig—two headsails placed close together fore and aft in line with each other, essentially a cutter rig with less space in between the headsails—is an arrangement some sailors swear by, often lauding the effective downwind performance. With those two headsails up and the wind at

your back, this fin-keeled yacht should fly in comfort. The 46 also features a bluewater cockpit that's modestly sized and deep-set. The cockpit is also partially covered by a generous molded sea hood with a large dodger and canvas Bimini. The 46 isn't all business, however, and there is a swimstep aft for those fun-in-the-sun activities and dinghy deployment.

Inside, the semi-raised salon and rich woodwork is spacious and even romantic, with a handful of layout choices that all include a spacious galley to port upon entry, nav table to starboard, and large salon with seating forward.

The options mostly focus on the nature of the two staterooms/berths and the arrangement of the two enclosed heads.

Overall, it's easy to see why the Outbound 46 has a reputa-

tion as an ideal world-rounding couple's boat. If interested, you can contact local dealer Swiftsure Yacht Sales for more information and pricing.

Specs

LOA: 46' 4" • Beam: 13' 6"

Draft (options): 6' 6" or 5' 6"

Displacement: 28,500 lbs.

Tankage (Fuel/Fresh):
180 gals./200 gals.

Local Dealer:

Swiftsure Yacht Sales, (206) 378-1110

Web: swiftsureyachts.com



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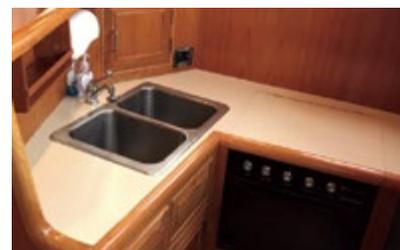
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WEST yachts

38' Ocean Alexander 1987



36' Monk 1988



72' McQueen 1977



57' Bayliner 5788 2000



46' Nielson Trawler 1981



46' Grand Banks Classic 1988



39' Azimut 2000



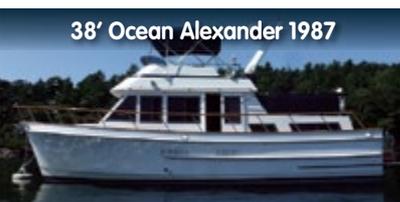
39' Carver Cockpit Motoryacht 1993



39' Bayliner 3988 1998



38' Ocean Alexander 1987



36' Monk 1988



27' Devlin Black Crown 1993



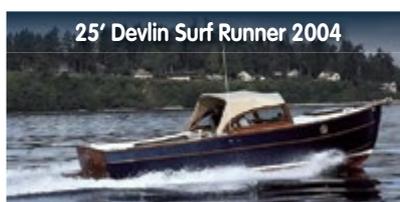
27' Maple Bay 1987



25' Shearwater Cabin Cruiser 2005



25' Devlin Surf Runner 2004



22' Devlin Surf Scoter 1992



46' CAL 2-46 1973



43' Slocum 43 1987



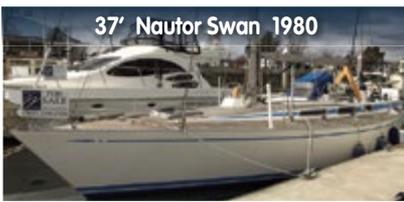
41' Ericson 1968



41' Islander Freeport 1979



37' Nautor Swan 1980



35' CAL 1983



33' Wauquiez Gladiateur 1983



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31' Cape George Cutter 1981



28' Freedom Sloop 1987



20' Pacific Seacraft Flicka 1983



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Portable Horsepower

EP Carry Portable Electric Outboard

Those looking to replace the old outboard motor on their ship-to-shore dinghy now have a lightweight, all-electric option from a company that's based in the Northwest. PropEle is headquartered in North Bend, Washington, and just released the EP Carry, their lithium battery-powered motor system. The motor is intended for use with dinghies, tenders, and any small vessel under 13 feet and 600 pounds. With a simple and efficient design, the EP Carry makes quick trips from ship to shore easy and quiet.

The EP Carry is outfitted with a brushless motor that provides 220 watts of power and a water-lubricated gear system that requires zero maintenance. Design features, including a high-aspect ratio and slow-turning prop design, electronic shear pin, and protected skeg, offer safe operations on the water. The motor weighs 14 pounds, with a 7-pound battery, making the full unit just 21 pounds. Setup involves simply attaching the motor to the transom with two clamps and plug-

ging in the battery. The EP Carry can be attached and detached in a few seconds. Low weight and simple controls allow the engine to be operated from either a seated or standing position; pilots can pull the tiller arm to lift the prop with one arm, making for easy beaching of the vessel. Three different shaft lengths are available to fit transoms from 22 inches and under.

The lithium battery provides propulsion for one to three hours, depending on the power level selected; most small boats can expect speeds of 3.5 to 4.2 knots, with a range of 3-6 miles per charge. The battery packs are interchangeable, have fast recharge times, and are covered in a buoyant

case to protect them if they fall in the water.

Besides shore trips, the EP Carry can be used on small recreational vessels; attach one to a rowboat or fishing boat for effortless cruising. The quiet motor won't startle fish or wildlife. PropEle's founder, Joe Grez,

originally developed the EP Carry to protect his family from carbon monoxide fumes from their old outboard motor. He felt the electric motor enhanced his time on the water, while eliminating the noise and fumes of gas engines. If you're interested in an electric outboard you can carry under one arm, head to epcarry.com. Complete systems start at \$1,600.



Lightweight and easy to transport, the new EP Carry is no sweat to carry or stow.

String it Up

Gear Hammock

Gear, while necessary, can be such a pain to store. Everything is a different shape and size but when cruising, every item needs to be stowed and secure to combat whatever the seas throw your way. The Gear Hammock could be an easy solution to your gear stowing needs. By suspending your gear or clothes, you can save a lot of shelf space while keeping your items close at hand as well as ventilated. And because it sways with your vessel, the chance of anything spilling

over with the force of a massive wave is next to none.

If you've got your gear storage on lock but could use some help in the galley, throw your fresh fruit into the hammock to provide a ventilated alternative to shelf space, and save that space for the items that need it most. The Gear Hammock is about four feet, or 48 inches long, when full of gear and five feet when empty. Pick one up at westmarine.com for \$10.99. Hooks sold separately.





Set the Mood

KAPPRV515 Stereo Receiver

The new KAPPRV515 waterproof, face-plate stereo receiver from Prospec Electronics has all the features you'd expect from a quality stereo receiver, but what really sets it apart is its ability to control RGB (Red, Green, Blue) speakers and accessory LED colors from the unit. RGB speakers light up to exude your desired ambiance or pulsate to the music blaring from the speakers. The speakers from Prospec Electronics can control these features without any additional remote controls, allowing you to easily select the décor of your boat.

Besides its special features, the KAPPRV515 is primarily a stereo receiver meant to satisfy even the pickiest music lovers. Bass, mid, and treble are all adjustable, and four zones—front, rear, sub, and secondary—en-

sure a soundstage that matches the musical genre. The receiver also features that latest trend in that it is mechless with no moving parts and completely digital.

The KAPPRV515 receives AM/FM/WB/RDS broadcasts and is Sirius/XM-ready. With Bluetooth, USB and aux inputs, everyone onboard can play their music however they want. Information is displayed on a 3.5" color

TFT screen. Hook up the video input to get a view of the bait or livewell, or use it when backing up with a separately purchased camera. The stereo receiver measures in at 5-7/8" W" x 4" H x 1" D and uses a standard 3.5" round cutout. If you'd like to get your hands on the KAPPRV515, head over to prospecelectronics.com. Receivers start at \$600.

Clear waterproof display and simple control panel? Not bad! Throw in all the bells and whistles like Bluetooth and camera compatibility, and you've got a comprehensive entertainment package on your hands.



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Clean Lift

Wiggins Marina eBull Electric Forklift

This may be a little different from our usual offering but no one can say we don't have the marina owners' backs. The Wiggins Marina eBull is the first of its kind: a zero-emission, large-capacity, battery-powered fork lift. The eBull satisfies even the strictest clean air regulations, and the forklift can be used in confined spaces without fumes or loud noises. The lithium-ion batteries are state-of-the-art and rigorously tested for safety. They can be quick charged for near continuous use.

The eBull touts nearly every safety feature possible: backup camera, backup alarm,

daylight strobe, and a white noise generator to alert any pedestrians around you. The ultra-low center of gravity and high tip factor set the standard for operator safety. The maintenance of the eBull is minimal. A long-lasting, all-weather hydraulic fluid and non-toxic coolant keep the forklift running smoothly.

The operator console is lower than in other models, and the low counter-weight in the rear dramatically improve visibility for the operator, further increasing safety for the driver and pedestrians. The eBull features the IQAN System information

center, keeping the operator informed of the forklift's systems and conditions with adjustable monitors. Because it's built for the marine environment, Wiggins forklifts use stainless steel coating on the steering column and other critical components. Zinc-based coatings cover the mast and chassis to reduce rust and corrosion.

Any marina owner, or the owner of a business involving forklifts, interested in reducing their carbon footprint and total cost of ownership can find out more about the eBull at xliftsinc.com. Visit for more information and pricing.

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Durable Device

Seatronx SUNTAB Tablet

Rugged in every sense of the term, the Seatronx SUNTAB is shockproof, waterproof, and sunlight readable to ensure you can read a book, play games, shoot photos with a quality camera, and use whatever apps your heart desires in the best and worst conditions on the water. The SUNTAB is made of an aero-grade, titanium alloy material that meets military standards, and its 7" bright 1,000 Nit screen is as clear as an alpine lake for unobstructed reading. This durable tablet could accompany you to the ice caps of Antarctica (up to -4 degrees Fahrenheit) or to Arizona's desert in the summer heat (up to 140 degrees Fahrenheit).

SUNTAB is also equipped with a long battery life (950mAh) and plenty of memory to accommodate

your picture, video, or app addictions. This tablet's built-in camera with flash takes high-quality, high definition images and video in extreme temperature conditions or even underwater. If your tablet runs on the Android 5.1 operating system, combine it with a SIM card for internet and phone access. GPS is included along with on-the-go, FM radio, motion sensor, gravity sensors, magnetic field sensors, gyroscope sensors, rotation vector sensors, ambient light sensors, a proximity detector, and acceleration sensors.

This \$999 tablet can follow you on all your wildest adventures, so if you're the kind of person who always needs a little entertainment within reach, pick up one of these extremely durable devices at seatronx.com.

Get Lit

LED Rope Light

What does every boater need? A weatherproof LED rope light. This rope light from Larson Electronics LLC is 10 feet long and equipped with an encapsulated inline transformer for 120-277V input and a wireless remote. It produces 8 watts of cool white illumination with a 5,600K color temperature rating and is reinforced with weatherproof protection specifically for safe use in marine environments. If it's too bright for its location, simply dim it down using the wireless remote that works up to 50 feet away. This way, if you're running lines or caulking a seam, you don't have



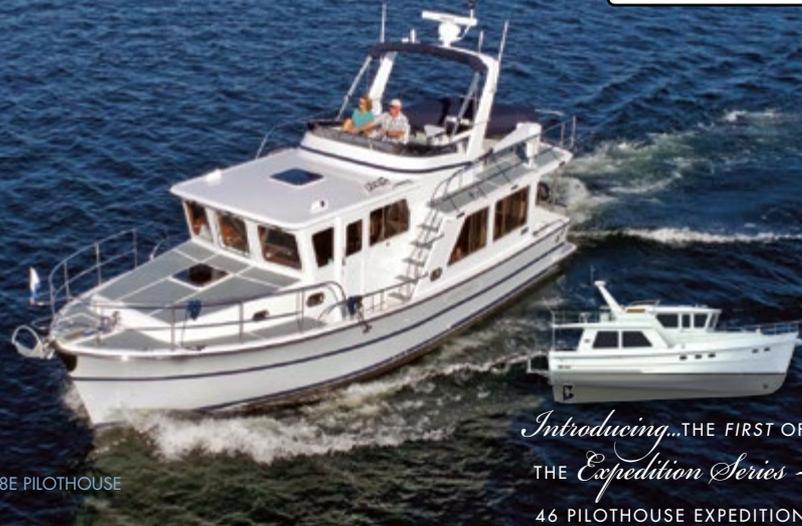
to leave your job to adjust your mood lighting. CEO Rob Bresnahan of Larson Electronics LLC uses it to illuminate perimeters in marine locations.

Why LED's you might ask? LED lights have no filaments or housings that could break and use diodes to produce light instead of gases or small filaments, therefore running at cooler temperatures than traditional lights. This makes them safe and energy efficient. It offers instant illumination at any destination and is better for our environment. Pick up a 10-foot LED Rope Light from larsonelectronics.com for \$518.

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1987 LUENGEN 43 OFFSHORE \$99,500	1995 SABRE SABRELINE 43 \$299,000	1982 CHEER MEN 41 PT \$69,000
2000 PACIFIC TRAWLERS 40 \$219,000	2016 HELMSMAN 38 PH \$449,000	2017 HELMSMAN 38E PH \$469,000
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Under Pressure
Ocean Crawler Core Diver Watch

The first dive watches were originally created with only practical applications in mind; they were meant for construction workers and military personnel to be able to keep track of how long they'd been underwater. Since then, they've become extra-practical everyday timepieces favored by many. While you may never actually dive with your dive watch, it is nice knowing that you have a truly waterproof watch to take to the pool, beach, or on a fishing trip.

Fans of dive watches should get acquainted with the new Core Diver from Ocean Crawler, a U.S. company based in Rochester, New York. This watch has a true waterproof rating of 2,000 feet. The world

record is a little shy of 1,100 feet, so this watch will thrive in any situation you find yourself. The crystal and bezel are made of sapphire crystal, and the case is made of brushed stainless steel.

The Core Diver features a Swiss-made, Selitta Sw-200 movement and a frequency of 28,800 vibrations an hour. The case has a diameter of 44 mm and a case thickness of 15.6 mm. Seven layers of BGW9 Lume guarantee readability even deep underwater. Each watch comes with a five-year warranty. The Core Diver has only 83 watches in each color, so if you're interested, head over to oceancrawler.com to pick one up. Watches start at \$999.

The blue and orange color scheme pays homage to the dive watches of the 1960s and 1970s.

Short Take

Tool Time

4Panel ToolPak

If "where's the screwdriver?!" is a common phrase in your family because it always disappears in a messy toolbox, then we'd recommend investing in a ToolPak. These packs are the real deal, housing loads of tools in an organized, all-encompassing backpack. The 4Panel ToolPak by Paktek Inc. holds 60 tools in four tool-holding panels. Each panel features pockets of various shapes to accommodate tools of most sizes. The 4Panel measures 18" x 14" x 3" and the thickness depends on how many tools your fit into this power pack. Sans tools, the 4Panel weighs about 5 pounds. Purchase one for yourself online at toolpak.com for \$67.97.



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Scrub-a-Dub-Dub

Shurhold Serious Pad Cleaner

Cleaning and maintaining a boat with used polishing pads can mar and scratch the surface you're working on. But cleaning pads can get expensive, so anything that can be done to make them reusable is a step in the right direction. The Serious Pad Cleaner from Shurhold can remove built-up compounds and wax from pads made of wool, bronze, cotton, microfiber, foam, or synthetic fiber. Only a single scoop mixed in a gallon of water is needed to clean used polishing pads; soak the pads for 15 minutes, brush off any remaining wax, and your previously unusable polishing pad is as good as new. Scrubbing the pad with a stiff-bristled brush is recommended for best results.

The citrus-based cleaner is made in the USA and was developed specifically for dissolving buffing waxes and compounds, pulling them out of used polishing pads and extending their lives. Once it's mixed with water, the compound will keep its effectiveness for one week. If you'd like to do something nice for your wallet and the landfill, check out the Serious Pad Cleaner at shurhold.com and save a polishing pad. Prices vary.



Pint-Sized Power

Weego Jump Starter

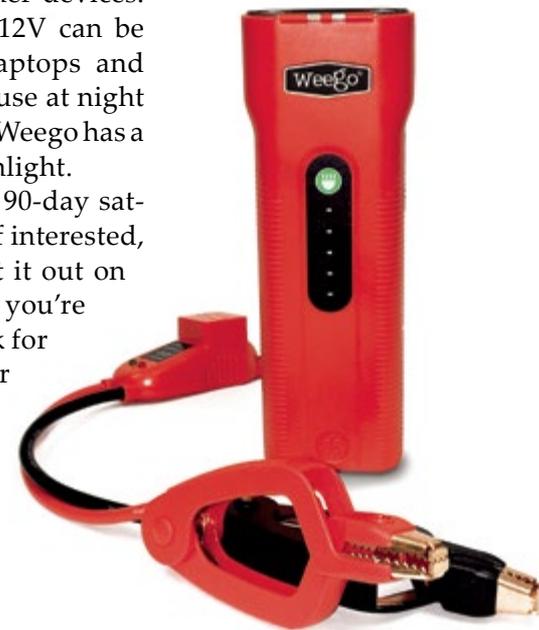
We've written about the Weego Jump Starter before; this compact roadside assistance device has enough power to jumpstart a car or boat while being precise enough to charge phones, laptops, and 12V tools. Late in 2018, a new and improved Weego 66 and 44 were released.

The new models were upgraded to crank 10 percent more amps of power. The 66 now has 660 cranking amps with 2500 peak amps, and the 44 has 440 cranking amps with 2100 peak amps. Both models now have the AutoBoost feature, which automatically sends maximum power to dead batteries without an override button that can compromise safety. This eliminates guess work but is still very safe for the user.

Weego chargers use smart clamps for added safety. They are spark-free,

built with extra-wide openings, tapered tips, and walk the user through a safe jump with a series of lights and sounds. More than a jump starter, the USB port in the Weego can charge phones, tablets, and other devices. Adapters for 19V and 12V can be purchased to charge laptops and small tools. For ease of use at night and roadside safety, the Weego has a built-in, 600 lumen flashlight.

Weego comes with a 90-day satisfaction guarantee, so if interested, purchase a charger, test it out on your boat or car, and if you're not satisfied send it back for a full refund. Head over to myweego.com to browse the selection starting at \$149.99.



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Map Mug

Engraved Insulated Drinkware

Uncommon Green slapped together two essential survival elements with their Map Engraved Insulated Drinkware Collection. Now you can sip your delicious cup of joe and show a friend where you have been at the same time. This triple-wall, vacuum-insulated mug keeps beverages hot for 12 hours and cold for 24 and features a powder-coated surface for durability and grip.

It's made with industrial-grade 18/8 stainless steel, and the Map Engraved Insulated Drinkware Collection is BPA-free, as are the rest of their insulated tumblers. The Hydration Bottle comes in white or glacial blue and features a leak-proof screw handle cap with built-in infusion chamber/ice blocker. The tumbler comes in white; both come with your choice of a colored map engraving.

Visit Uncommon Green's website, theuncommongreen.com, to discover engraved tumblers and water bottles, but if you don't see your ideal destination, don't worry! They take custom orders, so you can have your favorite port of call engraved on your tumbler or bottle no matter the destination. Tumblers and water bottles are \$34.50. Etch the side of the water bottle with custom text for an additional \$5.

Short Take

Covert Sipping

Personalized
Bracelet Flask

Toss some spirits down the hatch anytime, anywhere, with this personalized Bracelet Bangle Flask. Its sleek style and trendy copper color give the illusion of a stylish accessory, but the knob unscrews to let you take a sip straight from the wrist or pour its contents into your beverage in hand, giving it a little extra zing. It holds 3.5 ounces of your drink of choice. Personalize it with your initials for an individual twist! Check it out on the knotshop.com for \$23.



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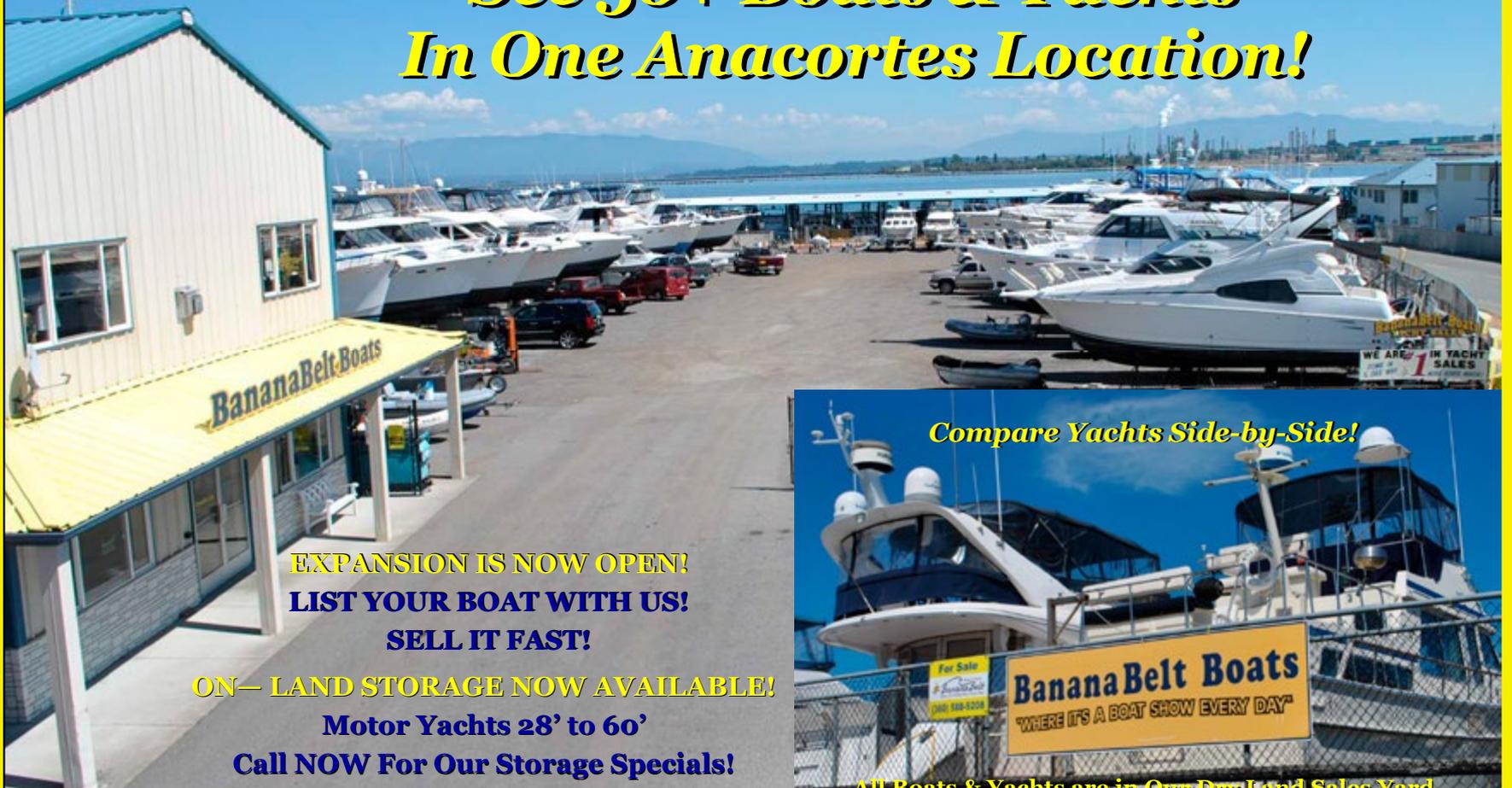
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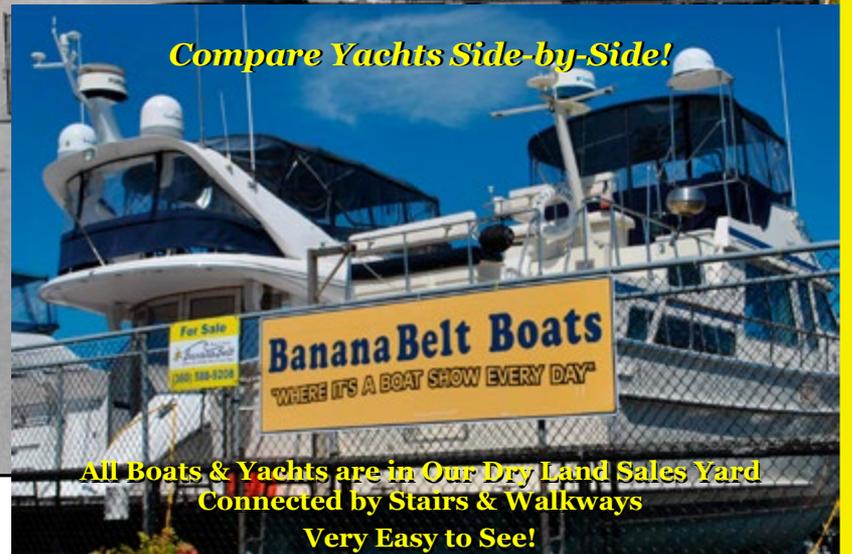
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3988 Bayliner '98 - \$134,750

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Podcast Preview // Ocean Sailing

David Hows' Ocean Sailing podcast is a collection of interviews with some of today's most daring and exciting figures in sailing. Based in Australia, Hows wants his podcast to become the On the Wind (a similar podcast) of the southern hemisphere. The podcast features interviews with some of the most interesting sailors in Australia and New Zealand. Listen to conversations with Andy Lamont as he details his solo circumnavigation of the globe, Sonny Natanielu as he talks about the revival of traditional Polynesian canoe sailing, and the great modern-day explorer Mike Horn describe his multiple sailing feats.

Topics on the podcast cover sailing techniques, safety tips, sailing lifestyle advice, and even more stories from those who have been there and done that. David Hows is an accomplished sailor himself with 25,000 nautical miles logged and 400 races entered in over seven years. He runs his own charter company, which takes adventure seekers on passages down Australia's east coast, has crossed the Tasman Sea, and competed in the Rolex Sydney Hobart Race. If you've got a craving for a few good adventure stories, or want to see if the experts have anything to teach, check out the "Ocean Sailing" podcast on oceansailingpodcast.com

App: PNW Forests App

Free for iOS



Thanks to the new Pacific Northwest Forests app that launched early January, you now have no excuse to stay hunkered down in your vessel's cozy bunks when the great forests of the Pacific Northwest are more accessible than ever before. This app highlights 17 Pacific Northwest (specifically Washington and Oregon) forests including the popular Olympic, Mt. Baker-Snoqualmie, Gifford Pinchot, and Mt. Hood national forests, as well as Umatilla, Siuslaw, Rogue River, Deschutes, Malheur, Ochoco, Okanagan, Umpqua, Willamette, Wallowa-Whitman, Colville, and the Fremont-Winema national forests and the Columbia River Gorge National Scenic Area. Explore each forest's hiking, camping, picnicking, skiing, snowshoeing, and other recreational opportunities by using the app's interactive mapping tools or perusing its in-depth lists of epic sites. Once you've settled on your preferred experience and used the app to check current road and trail conditions, hit the road using the app's driving directions to the trail or campground you wish to explore. Current fire information is also readily available. Free for iOS; Android version coming soon.

App: Boat Beacon

\$14.99 for iOS & Android



Just because we're not required to have an AIS transceiver on board doesn't mean you shouldn't have one! These life-saving devices could make the difference between a sunny day on deck or a cold and unwanted overboard dip in the sea. Boat Beacon is a reliable AIS option specifically designed for boaters that requires no external AIS equipment. This AIS system for your iPhone or iPad connects you to the largest network of AIS shore receivers worldwide and is the only AIS ship-tracking app to provide Collision Warnings, use real-time AIS data, and share your boat's position. Some of its key features include a 30-mile collision avoidance radius using continuous CPA calculations, continually transmitting and receiving position information, sharing your position in real time, offering a Ship Map view so you can locate other vessels on the map, view your boat's speed, course, heading, and position, man overboard tracking and alarms. It even offers an augmented reality camera view with ships, compass, and horizon overlaid and infra-red camera support. Purchase for iOS or Android for \$14.99.

App: ShakeAlertLA

Free for iOS & Android



Although it won't benefit all our readers, the ShakeAlertLA app is an important app for those living in Los Angeles, and an important experiment in public safety and mass communication for other earthquake-prone areas. The free app is connected to the US Geological Survey's early warning sensor network and alerts users whenever an earthquake stronger than a 5.0 is detected. Hypothetically, the app should be able to give a few seconds of warning to the users, giving them just enough time to move away from dangerous objects in the room or pull over to the side of the road. The app was developed because more traditional messages like amber alerts have proven to be too slow. While this app is the first of its kind, other state agencies are hoping to develop similar tools for use all over the West Coast. Any readers in the Los Angeles area can download the app for iOS or Android. Let's hope the system is a success and more will roll out soon.



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Hotwire

By Jeff Cote

Is Radar on Your Radar?

A

A radio detection and ranging (aka RADAR) system on your boat provides line-of-sight target detection in low or no visibility situations. Radar is a great navigation tool, but there are different options and doing your homework will save you money. The main considerations are the type of radar, range, power consumption, antenna size, and how you use your boat.

There are two types of radar: pulse and broadband. Pulse emits a pulsing signal from a rotating arm on the antenna called an array. This can be an open array, like a navy or commercial ship where the radar arm is visible, or a closed array often called a radome. Broadband sends out a continuous signal, so it receives and transmits in the same instant. Pulse units transmit and then go through an internal change to receive. The larger the wattage of the array, the better target separation.

When considering range, pulse radar is better at longer distances and broadband has better short-range resolution. If you are concerned with power consumption then you would choose broadband, which has lower power consumption than pulse radar.

The best location to install a radar antenna is the highest point on a power boat with an unobstructed 360-degree view. It's worth emphasizing to avoid mounting the radar antenna near metal structures (e.g. mast or tower) as it will produce shadows or blind spots. As an added bonus, many manufacturers are using an identical mounting pattern to simplify upgrades.

Another consideration might be aesthetics, for the radar array should match the size and style of your boat. If you are talking to a reseller or authorized installer, it is often helpful to bring a picture of your boat for mounting options.

It is also important to match the right radar to the right display. The radar and the multi-function display (MFD) need to be from the same manufacturer and also be technologically compatible. For instance, an older analog radar might not work with a newer MFD that interconnects to a digital (e.g. Ethernet) radar. If you think you may add

radar to your system at a later date, ensure that the MFD you are purchasing is radar compatible.

Over the past few years, we have seen an increase in the number of boaters who are installing broadband radar. Unlike conventional pulse radar, which does not show close-range detail and tends to merge multiple targets into single groups, broadband radar delivers clutter-free detail from mid-range to extremely close-in targets.

Broadband is ideal for power-conscious sail boaters or fishing vessels that troll at low speed and therefore produce a low alternator output. With its low power requirement, broadband radar produces an immediate, accurate on-screen image without warm-up, thereby eliminating the battery-draining standby mode of traditional pulse radars.

A recent Pacific Yacht Systems installation was for an owner who wanted two radar systems: one for offshore use and the other for inshore and to serve as a backup or to be left on at anchor. The first radar that the client chose was the Garmin GMR 2524 xHD2 4-foot open array radar and pedestal. The second radar system we installed was the Garmin GMR Fantom 24 radome. The low power consumption, instant turn on, and no-delay startup made this the perfect radar for inshore navigation and anchoring. It also features a mini-automatic radar plotting aid (MARPA), which tracks up to 10 selected targets, helping the owner avoid collisions with other vessels. Both units include dual radar support, which provides redundancy, and the ability for each chartplotter on the boat to select data from either radar source.

If you aren't ready for a full radar installation or are considering changing boats, the Furuno 1st Watch Wireless Radar might be an option. You simply mount the antenna, plug in the power cord, and download the app. It is easy to use and can be accessed by two iOS devices simultaneously. However, I still don't believe it is a direct replacement for traditional radar because it cannot be integrated with your existing MFD. Also, smart devices are not designed for a marine application and do not fare very well in the rain; as such, they should not be your only means of navigation.

Weather in the Pacific Northwest can change very quickly and radar can be a lifesaver. We always encourage our clients to use their radar every time they boat, even on a clear day. Not only does radar use enhance situational awareness, but it is important to become familiar with the different targets on the screen before you are put to the test on a foggy day.

NWY



The Garmin xHD2 is an example of an open array-style radar not housed within a radome.



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: Dan King • Words: Alex Kwanten

Behind the Scenes Hot Pursuit

If you ever needed a chase boat for a photo shoot, what better than a Pursuit? Ron Ginsberg's 2006 33' Pursuit Offshore, *My Buddy*, can cruise at 28 knots and tops out at 32, so it has no trouble keeping up with a big luxurious yacht when it's time for boat-to-boat photography at speed. Ginsberg, a broker for Emerald Pacific Yachts, was working with photographer Dan King to capture shots of a much larger boat with a drone when King noticed how good the Pursuit looked at speed.

Ginsberg regularly cruises all over the Puget Sound region and if 32 knots isn't enough, he says "Nothing beats zipping through Deception Pass on an outgoing tide at 35-36 knots!" When it's time to fish, he adds, "I can troll on one motor without any difficulty." At one point, Ginsberg spent 90 consecutive nights aboard *My Buddy* cruising, fishing, and entertaining clients and friends. Talk about versatile!





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Kevin's Catch

By Kevin Klein

Live to Fish: Safety Tips

While many boats are stowed away now that we're in the middle of winter, many others are on the saltwater, rivers, and lakes of our region. As a bit of a departure from the usual what to fish for and where, I'll touch on a more serious aspect of angling this month: safety.

Many fisherfolk say they live to fish. As we all would like to live and fish for a good long time, getting serious about safety on the water should be a priority. Due to my profession, I often pilot boats singlehanded, so the subject of staying safe is on my mind a lot. Let me give some tips I've learned on how to stay afloat and in the boat while chasing fish. I won't be able to cover all aspects of safety this month, so we'll cover other related topics next month as well.

The first thing I do before a trip on the water is to check the weather forecast. I don't mean checking it the morning before going out. I'll have my eye on the forecast every day. I use the local NOAA marine forecasts as well as Sailflow app. Sometimes in weather forecasting, it's not if, but when a blow is coming. Sometimes NOAA will see it first and sometimes Sailflow will. If both sites are calling for wind the day before, then it's very likely going to happen. Sailflow usually has more specific data as to when and where the wind event will take place. It could be blowing hard out in the straits, but not that badly in the interior. Or, rarely,

the opposite. Wind direction is key too.

Will you be fishing in waters that are blocked by a landmass from the gusts? Or is your planned route looking right down the barrel of a loaded gun?

Tides can make a big difference in wave height and sea state too. A big ebb tide and a south wind in a place like Rosario Strait can make for a very bumpy ride. In the ocean, swell height and duration as well as wind speed make a huge difference.

Many seasoned saltwater anglers have a formula combining these three that means a "no go" for the day. Many times, this will be decided on the size and seaworthiness of the vessel to be used as well. Sometimes the bar crossing will be closed and the decision is made for you. You'll often hear the phrases "if it's blowin', we're goin'," or "no guts, no glory." I've used these myself before heading out to fish in a big money derby.

There's also a phrase that says, "discretion is the better part of valor." I've used that one too. And, trust me, there are times that it's rough enough that fishing is no fun and not very productive either. Trolling is a chore in the wind, and it's hard to spot tuna in big waves. This time of year, sitting in front of a warm fire knowing your boat is storm-tied at the dock or strapped safely to the trailer can be a pretty contented feeling.

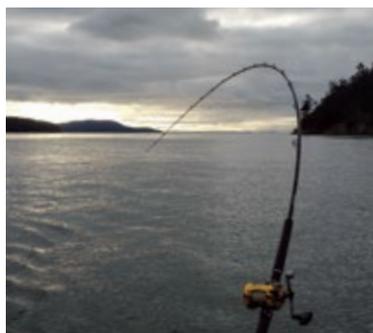
When I'm out on the water, especially by myself, I always try to have at least an inflatable PFD on when leaving the dock. Make sure all the crew wears one too. Inflatables don't restrict movement, and after wearing one for a bit, you don't even know it's on. Make sure you know how to use yours and that it's recharged or replaced when needed. In the winter, I like to wear the Mustang brand float coats, too. The Coast Guard likes them as well. I've gotten the thumbs up from them when they've checked and I've had mine on.

Everyone on the boat should know where extra life-jackets, throwables, life rafts, and/or survival suits are and how to use them. Things happen quickly out there. Sometimes even in good weather.

I've often wondered, especially after passing the half-century mark in age, that if I fall out of this boat while trolling, would I be able to swim back to it and get back in? The answer is probably no. We have some frigid water temps in the Northwest and going over into cold water

Continued on Page 94

Downrigger trolling for winter Chinook at first light is beautiful in the San Juan Islands. As serene as this setting is, there are always inherent dangers when out on the water; The author wears Costa polarized sunglasses to see safely in the winter sun. That black-mouth is pretty bright too!



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

Optimism: The One-Word Summary



Optimism is the one-word summary of my December trip to Washington, D.C.

If you follow *On Watch* closely, you may remember that I embarked on a lobby trip to the capital of the United States. It was a détente of sorts between recreational boating interests and the new guidance from National Oceanic Atmospheric Association's (NOAA) West Coast office that essentially puts a halt on improving, repairing, and maintaining any existing marinas.

You're telling me that a marina owner who first goes through the Army Corps for permits and then to NOAA for finalization will now get stonewalled by NOAA's West Coast Office? You bet I am.

As for the official reason, NOAA points to advice they received from their general counsel. They cite Endangered Species Act-listed salmon and how work in the water (and marinas in general) has a cumulative effect on salmon habitat. The next line of answers focuses on bringing this guidance in line with the approach NOAA is taking in California.

I'm sure that they believe the above reasons justify vetting projects for existing marinas. In fact, marina operators will hear more from the principals on January 17 when we meet with them. In the meantime, I enlisted the support of the National Marine Manufacturers Association to help me get in front of the NOAA Fisheries Assistant Administrator Chris Oliver in Washington, D.C.

And did we ever get time with him! Essentially, I flew to D.C. to meet with him for 40 minutes. While that may seem silly (I can tell you my mom was confused as to why I would fly across the country for a relatively short meeting. "Don't they have telephones?" she asked me), I would say that any salesperson worth their salt would travel around the world to meet with their top customer. If you are selling planes and your customer in Dubai is the only person who needs to see you, there's no doubt that you will do what it takes to seal the deal.

The time with Oliver could not have gone better. He quickly got up to speed with the specifics, asked a few clarifying questions to his Northwest aide, and then assured us that he would get it fixed. To that, I couldn't resist but chime in, "Let's make that your New Year's Resolution: Get this guidance fixed." Hey, I couldn't help myself. I'm a recovering class clown.

Sprinkled throughout the day were meetings with key staffers from the offices of Rep. Derek Kilmer (Democrat – Gig Harbor), Rep. Rick Larsen (Democrat – Everett), and Senator Patty Murray. They had various degrees of "There must be more to this story." To that, we simply replied, "That may be, which is why we are meeting with Chris Oliver before these meetings."

As positive as the meetings were, there was no spiking of the football. There's no doubt these issues are complex and will take time to sort out. Lawsuits (and fear of lawsuits) are a powerful force.

Throw in the need to protect salmon and resident orcas, and you can see that there's no quick fix. On the flip side, if the meeting would have gone poorly, wow, would that have been a long flight home.* While the first two parts of the sales process are in the books (i.e., predisposing the top qualified prospect to our cause and presenting the opportunity to assist us), the follow-up aspect of untangling this monkey-fist knot awaits.

Yes, the trip was quick. The conversations were succinct. The good vibes and positive verbiage were apparent, but let's see how all of this plays out. As one business owner told me before I left, "Peter, so you know, the future of the marine industry is resting on your shoulders." Yikes, no pressure. Good thing I have faithful friends like you who are getting to know your elected to help advance our agenda, too.

Speaking of, interested in figuring out who your local elected officials are? You can drop me an email inquiry (Peter@nmta.net) or play around with leg.wa.gov to see who your state senator and two state representatives are. After all, the future of the marine industry is resting on your shoulders too.

NWY

*Andre Agassi reveals in his autobiography, "A win doesn't feel as good as a loss feels bad, the good feeling doesn't last as long as the bad. Not even close." More on this subject from *Psychology Today*: <https://tinyurl.com/ya9m85fs>



NOAA Fisheries Assistant Administrator Chris Oliver is the man to see when you can't get answers about NOAA guidance on marina repairs and maintenance.



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

Re-model? Re-menu!

A As I sit in my office perched up in the attic above McMillin's restaurant, the hammers and saws peel away layers of history as we prepare for a small remodel. The historic restaurant building was once the home of the company town overseer, John S McMillin, and later the historic restaurant that we now call McMillin's. The restaurant opened in the spring of 1957 and was the San Juans' first restaurant to hold a state liquor permit. With a bar in every room, the then Roche Harbor Inn featured a list of spirits prominently displayed in the center of the menu. At the time, the all-you-can-eat salad bar was a big hit, but the salt-crusted prime rib was what boaters came from near and far to enjoy. Flashforward more than 60 years, and Roche Harbor's menu has gone through many changes as head chefs have come and gone, yet the prime rib remains on center stage of the menu.

The McMillin's remodel will be completed in late April of this year and include a newly remodeled kitchen, fire suppression system, and some surprises in the dining room. During construction, the newly updated Madrona Grill, located on the first floor of the restaurant building, is now open with all the tempting cocktails, local beers, and mouthwatering food items

with many new exciting winter additions. The Madrona Grill's floor plan is expanded with large floor-to-ceiling sliding glass walls that open to the expansive deck and provide amazing views of the harbor and resort. During the spring and summer months, the entire restaurant will open to the deck, creating a relaxing indoor/outdoor space.

This month's recipes include a few of our most popular Madrona Grill menu items. The Crab Pot Mac and Cheese combines a rich cream sauce (Alfredo style), Oregon's Tillamook cheeses, and a garlicky, au gratin crispy top. Try finishing this off in a cast iron skillet in your oven, yummy! To wash all this down, get out your martini shaker and cocktail glasses for our Pig War Martini. Some of you may have a mock pig or two left over from your last cocktail at the Madrona Grill for the official garnish.



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.



Lamb Lollipops with Chimichurri Sauce

Makes 48 lamb meatball lollipops

A couple times a year, I take a trip to Bow, Washington, and work with the team at Island Grown Farmers Cooperative. In an eight-hour day, we convert Lazy G Ranch lamb, fresh pork, vegetables, herbs, and spices into a few thousand pound of burgers, sausages, and bulk grind. The bulk grind is reserved for making lamb lollipops that are served at many weddings as a tray-passed appetizer. The flavorful lamb meatball combined with the aromatic earthy richness of the chimichurri make for a perfect accompaniment. Chimichurri was created by Basque settlers in Argentina and is open to many interpretations. While grazing their sheep, Basque shepherds would gather herbs and wild garlic as they roamed through the foothills of the Andes. When evening came, they would combine what they had collected along their journey with vinegar and olive oil from a backpack and serve the sauce with a fire-roasted chunk of fresh lamb.

1 – ½ lbs. ground lamb (lamb burger)	1 Tablespoon garlic, minced
2 eggs	1 Tablespoon shallot, minced
¾ cup Parmesan cheese, grated	2 Tablespoons fresh oregano leaves
¾ cup bread crumbs	2 teaspoons red pepper flakes
1 pint fresh mozzarella, Ciliegine (fresh mozzarella packed in water)	½ teaspoon kosher salt
¼ cup parsley, coarsely chopped	½ cup extra virgin olive oil
3 Tablespoons red wine vinegar	48 lollipop sticks

Directions: In a large bowl, combine lamb burger, eggs, Parmesan cheese, and breadcrumbs. It works best to combine the mixture with your hands. After the mixture is thoroughly combined, form into 1-ounce, tightly packed little meatballs. Place lamb meatballs on a foil-lined baking sheet.

Preheat oven to 350° F. Place baking sheet of lamb meatballs in oven and bake for about 15 minutes or until an internal temperature of 155° F. Allow meatballs to cool for about 5 minutes, then pierce each with a lollipop stick. In a blender or food processor add parsley, red wine vinegar, garlic, shallot, oregano, red pepper flakes, kosher salt, and olive oil. Pulse ingredients until well chopped, but not pureed. Dip each lamb lollipop in chimichurri sauce and serve warm with a side of sauce.



Chef's Notes:

We use ziti pasta because it is an unusual shape of pasta and works well in a busy sauté station in our fast-paced Madrona Grill, but any pasta shape that's medium sized will work perfectly.

When preparing the Garlic Cream Sauce, it's best to use a heavy-gauge pan to avoid the scalding cream.

Crab Pot Macaroni and Cheese

Makes 4 Servings

- 1/3 cup Panko bread crumbs
- 3 Tablespoons Parmesan cheese, grated
- 1 Tablespoon Italian flat leaf parsley, finely chopped
- 1/2 teaspoon fresh garlic, minced
- 3 Tablespoons butter, melted
- 4 cups ziti pasta, cooked al dente
- 4 cups garlic cream sauce (see recipe)
- 1/2 cup Tillamook sharp white cheddar cheese, grated
- 1/2 cup Tillamook mild cheddar cheese, grated
- 1/4 cup Parmesan cheese, grated
- 1/2 lbs. Dungeness crab meat

Directions: Combine breadcrumbs, parsley, garlic, and Parmesan in a mixing bowl and slowly drizzle melted butter while stirring the breadcrumb mixture. Continue to stir the crumb mixture until the butter is evenly distributed and absorbed by the breadcrumbs.

In a large non-stick saucepan over medium heat, add the garlic cream sauce, cheddar cheese, and Parmesan to the pan. When the sauce begins to bubble, add the al dente pasta and continue cooking until the pasta is warm. Place the heated pasta and cheese in a baking dish. Sprinkle the Dungeness crab meat over the top of the pasta, followed by the au gratin topping, allowing the crab to peak through. Place in a 350-degree oven and bake until the au gratin is browned and the center of the pasta is hot.

Garlic Cream Sauce

Makes 4 Cups

- 1/2 cup butter
- 1/4 cup olive oil
- 2 teaspoons freshly cracked black pepper, medium grind
- 4 each garlic cloves, minced
- 4 cups heavy cream
- 1 teaspoon kosher salt

Directions: Heat butter and olive oil in sauce pan until butter is melted. Add minced garlic and simmer on low heat for 5 to 8 minutes or until garlic softens. Do not allow garlic to brown, for this will make the sauce bitter. Add cream, salt, and pepper. Let sauce simmer for 20 minutes and let cream reduce by a volume of 25 percent. Stir sauce often during this process. Remove from heat, and then stir to recombine butter and cream (this step helps prevent the butter from separating). Place in a shallow container and refrigerate until needed.

Au Gratin Topping

Makes 1 Cup

- 3/4 cup Japanese Panko bread crumbs
- 3 Tablespoons Parmesan cheese, finely grated
- 1 teaspoon fresh garlic, minced
- 2 Tablespoons butter, melted
- 1 Tablespoon Italian flat leaf parsley, finely chopped

Directions: Combine breadcrumbs, Parmesan, parsley, and garlic in a small bowl. Slowly drizzle the melted butter over the breadcrumb mixture while stirring. Continue to stir the breadcrumb mixture until the butter is evenly distributed and absorbed by the breadcrumbs. Store and hold at room temperature until needed.

Pig War Martini

Makes one cocktail

Named after the 1859 confrontation between the United States and United Kingdom over the British-U.S. border in the San Juan Islands, the Pig War was ignited over the death of a pig. On June 15, Lyman Cutler, an American farmer, found a large pig rooting through his potato patch. In anger, Cutler shot and killed the pig that was owned by Irishman Charles Griffin. Cutler offered \$10 for the pig, but Griffin countered with \$100. An argument ensued, with Cutler exclaiming, "It was eating my potatoes," and Griffin retorting, "It's up to you to keep your potatoes out of my pig." When the British authorities threatened to arrest Cutler, the American called for military protection. During the 10-year standoff, not a single shot was exchanged, and the U.S. border was drawn north of San Juan Island. Griffin's troublesome pig may have eaten his last potato, but his memory lives on with this potato vodka, orange-infused cocktail.

- 2 shots Chopin potato vodka
- 1/2 ounce Cointreau, orange-flavored liqueur
- 1/2 orange cut into 4 pieces
- 1/2 ounce cranberry juice
- 1/2 ounce pineapple juice
- 1 each miniature toy rubber pig

Directions: Fill a mixing glass with ice and pour over vodka, Cointreau, orange, cranberry juice, and pineapple juice. Using a muddler, gently press down and give a half turn of the muddler. Release and continue this motion until the orange juice essence is released and ice crystals appear. This should take about 6 to 8 turns.

Strain the martini into a chilled cocktail glass and garnish with an orange twist or surprise your guest with a little rubber pink pig like one that bartenders use at the McMillin's Fireside Lounge.



Chef's Note:

A muddler is an essential bar tool and is designed to smash and mix cocktail ingredients. Muddlers and a shaker glass are to a bartender what a mortar and pestle are to a chef. Choose a muddler that is 6 to 8 inches long and 1 to 2 inches in diameter and made of wood. Like a good knife, never put your muddler in the dishwasher and wash gently by hand.

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THE NEW WAYS OF

The horrified global community watched grieving orca mother J35, Tahlequah, and her family carry her dead calf for 17 days on a macabre tour of Puget Sound last year.

By Norris Comer

The world at large may have been shocked, but the plight of the Southern Resident Killer Whales (SRKWs) is not news for us locals. We love our iconic Chinook salmon-eating J, K, and L pods, and just about everyone has a personal encounter to share, whether from the deck of their boat or the People's Yacht, the ferry. As a boater, nothing brightens my day quite like a surprise visit from these majestic and intelligent animals, somehow so powerful yet stealthy, bonded to each other much like we are with our families. Yet tragic stories of dead Southern Residents have been accumulating for a few years now, and there's hard data to back up the anecdotal evidence.

According to the NOAA report *Southern Resident Killer Whales 10 Years of Research & Conservation* (2014), the historical minimum population of this unique group was 140 individuals. According to the same report, the population was in the most peril during the era of captivity for marine shows in the 1960s. A sizeable portion of the world's captive killer whales are in some way related to the Southern Resident population as mostly calves were captured from the wild during this time to be on display. The population clocked in at a 71-animal minimum in 1974 and has experienced periods of growth and decline since, almost cracking 100 again in the mid-1990s.

The trend has been a net negative since then, and now we're in the seventies again. At the time of this writing, the community is elated to welcome a newborn—L124, Lucky—who brings the number to 74 individuals. It's for this reason that Southern Residents are officially designated Critically Endangered under the U.S.A.'s Endangered Species Act.

Diverse opinions—informed and non-partisan as well as ill-informed and biased—abound in the public sphere of debate. Rather than dive into the melee of opinion columns and policy prescriptions, we offer this piece as a resource to locals and boaters on the recent Southern Resident Killer Whale Task Force recommendations and trans boundary guidelines and regulations with regards to being orca-wise. Regardless of the macro-level future of the region and our wildlife, being the best boaters we can be is something within our power whenever we hop aboard. As Mahatma Gandhi would say, be the change you want to see in the world!

TASK FORCE RECOMMENDATIONS

If you truly want to be up to date on the issue, the full 148-page *Southern Resident Orca Task Force Report and Recommendations* (November 16, 2018) is available online at governor.wa.gov. Don't let the page count intimidate you too much, as there are plenty of figures, citations, and the like that you needn't dwell on too much. For the practical among us, the Recommendations section is the key for navigating our day-to-day lives. The good stuff is on pages 67 to 70; the Overview of Recommendations (aka cheat sheet) that succinctly describes all 36 recommendations, the lead and key partners for each recommendation, and jurisdiction (state, local, federal, etc.).

Credit where credit is due, there are plenty of data-backed ideas, multi-organizational cooperation, and legislative transparency within these recommendations. There are also some redundancies and head-scratchers. Here we include all the recommendations with our practical translations that explain how our boating lives are affected. We've organized them by number, in the order the recommendations are listed in the overview.

TRANSLATION:

Is it just us, or could you condense recommendations 1 through 5 as "protect salmon habitat"? For #1, wild Chinook salmon populations are in trouble, so state organizations are banding together to acquire and protect land deemed critical to Chinook stock success. If this has the desired effect, there should be more Chinook salmon for all, orcas and anglers alike.

Recommendation #2 is made in a similar spirit as the first recommendation: Wild Chinook need more habitat. Funds were already approved during the 2018 grant round, so no new tax incoming this year.

Recommendation #3 begs the question: Were we not applying and enforcing the laws previously? Regardless, more law enforcement staff are on the way, boaters should be ready to interact with The Man more often (see #18).

Recommendation #4 also tackles Chinook salmon habitat protection but takes a legislative angle, with the squeeze aimed at aquatic and shoreline development projects and permits.

Recommendation #5: The state wants to incentivize landowners to voluntarily protect their shoreline property and rope in cooperating conservation programs for volunteer efforts. Seems like a carrot vs. stick approach. Boaters can help by peer pressuring their landlubbing property owning friends on shore to participate and staying tuned for community service opportunities.



BEING WHALE WISE



2

Immediately fund acquisition and restoration of nearshore habitat to increase the abundance of forage fish for salmon sustenance.

5

Develop incentives to encourage voluntary actions to protect habitat.

4

Immediately strengthen protection of Chinook and forage fish habitat through legislation that amends existing statutes, agency rule making and/or agency policy.

3

Apply and enforce laws that protect habitat.

6

Significantly increase hatchery production and programs to benefit Southern Resident Orcas consistent with sustainable fisheries and stock management, available habitat, recovery plans, and the Endangered Species Act. Hatchery increases need to be done in concert with significantly increased habitat protection and restoration measures.

TRANSLATION:

Hatchery Chinook incoming! This recommendation is a big deal, especially among the fiery pro- and anti-hatchery salmon crowd. It looks like getting more Chinook in the water for the SRKWs is the primary objective, genetic purity a second.

7

Prepare an implementation strategy to re-establish salmon runs above existing dams, increasing prey availability for Southern Resident Orcas.



TRANSLATION:

Clearly, we're going all-out to get Chinook back in the water, and inland waters above dams are no exception. Bear in mind that these runs are functionally wiped out, so reestablishing them would be quite ambitious and inspiring. Are more fish ladders in order?

8

Increase spill to benefit Chinook for Southern Residents by adjusting Total Dissolved Gas allowances at the Snake and Columbia River dams.



TRANSLATION:

This technical recommendation is for water quality nerds. It tweaks the parameters around dam spillage in order to get more dissolved gases (read, oxygen) into the water from 115 percent to 125 percent. Inland boaters should expect more announced dam spills on the lower Snake and Columbia rivers.

9

Establish a stakeholder process to discuss potential breaching or removal of the Lower Snake River Dams for the benefit of Southern Resident Orcas.

TRANSLATION:

Ka-Boom!? The salmon run vs. dam struggle continues and this one is quite dramatic, literally implying that we could be blowing up dams in our near future. Updates on implementation is due by this summer, so stay tuned for some potentially epic fireworks.

17

Establish a statewide "go-slow" bubble for small vessels and commercial whale watching vessels within half a nautical mile of Southern Resident Orcas.



TRANSLATION:

Boaters, take note! The previous "Be Whale-Wise" recommendations from NOAA were a 400 meters/yards slow zone (slow defined as 7 knots) and a 200 meters/yards "No Go" distance. This half-mile increase means that, if you do see orcas that aren't a blip on the horizon, you best slow down just in case. It's worth noting that orcas are the world's largest dolphin, not a whale, so "Orca-Wise" makes more sense. My marine science degree strikes again....

18

Establish a limited-entry whale watching permit system for commercial whale watching vessels and commercial kayak groups in the inland waters of Washington state to increase acoustic and physical refuge opportunities for the orcas.

TRANSLATION:

This recommendation puts the squeeze on the commercial whale watching industry via a stricter permitting process. It's not as heavy-handed as #28 though.

19

Create an annual Orca Protection endorsement for all recreational boaters to ensure all boaters are educated on how to limit boating impacts to orcas.

TRANSLATION:

Pay attention! Boaters should key into this recommendation in that it's levelled directly toward us. Ultimately, it feels gentle as an optional \$10 Orca Protection endorsement with every vessel registration. Boaters should also be ready for more public outreach on the topic of being Whale-Wise. We here at *Northwest Yachting* are doing our part as per this recommendation with this feature. You're welcome, Olympia!

20

Increase enforcement capacity and fully enforce regulations on small vessels to provide protection to Southern Residents.

TRANSLATION:

See recommendation #3; here come more uniformed staff. Four Washington Department of Fish and Wildlife officers to be exact. Welcome to the force, rookies!

21

Discourage the use of echosounders and underwater transducers within one kilometer of orcas.

TRANSLATION:

Mind those sounders! The ask from boaters is to be more cautious with our echosounder use, as orcas communicate with echolocation. Particularly, there seems to be evidence that 50-kHz transducers can be troublesome as the orcas communicate in that frequency range. If you can do so safely, turn off that echosounder when you see those black fins cruising past.

10

Support full implementation and funding of the 2019-28 Pacific Salmon Treaty.

TRANSLATION:

The 2019-28 Pacific Salmon Treaty is a recent agreement between representatives from Canada, Oregon, Washington, Alaska, and Northwest and Columbia River tribes as an update to the 1985 Treaty. This treaty is a whole other feature but also begs the question: Weren't we already supporting the full implementation and funding of the treaty?

11

Reduce Chinook bycatch in West Coast commercial fisheries.

TRANSLATION:

This one is aimed at our commercial brothers and sisters. Nobody wants bycatch, especially of our precious Chinook salmon. Details on implementation of this one is vague, mostly focused on discussions with local stakeholders. While talk is a start, not a lot of action to tout on this front.

12

Direct the appropriate agencies to work with tribes and National Oceanic and Atmospheric Administration to determine if pinniped (harbor seal and sea lion) predation is a limiting factor for Chinook in Puget Sound and along Washington's outer coast and evaluate potential management actions.



TRANSLATION:
Dead sea lions. A new era of pinniped (sea lion and seal) control is upon us: one of lethal force. Both Oregon and Washington have authorized lethal removal of pinnipeds by their respective authorities. It's worth noting that since September 2018, at least 12 sea lions have been illegally shot (according to King5 News). Again, getting those Chinook stocks up is priority one it seems. Will it work or are these animals scapegoats? Looks like we're going to find out. Boaters should expect to see fewer sea lions while out and about.

13

Support authorization and other actions to more effectively manage pinniped predation of salmon in the Columbia River.

14

Reduce populations of nonnative predatory fish species that prey upon or compete with Chinook.



TRANSLATION:

Get the poles! If you're a walleye, bass, or channel catfish angler, you're looking at looser regulations. The logic is that these nonnative predatory fish prey upon young Chinook salmon, so why not give the little guys some cover fire? Do your part for the environment, catch a bass!

15

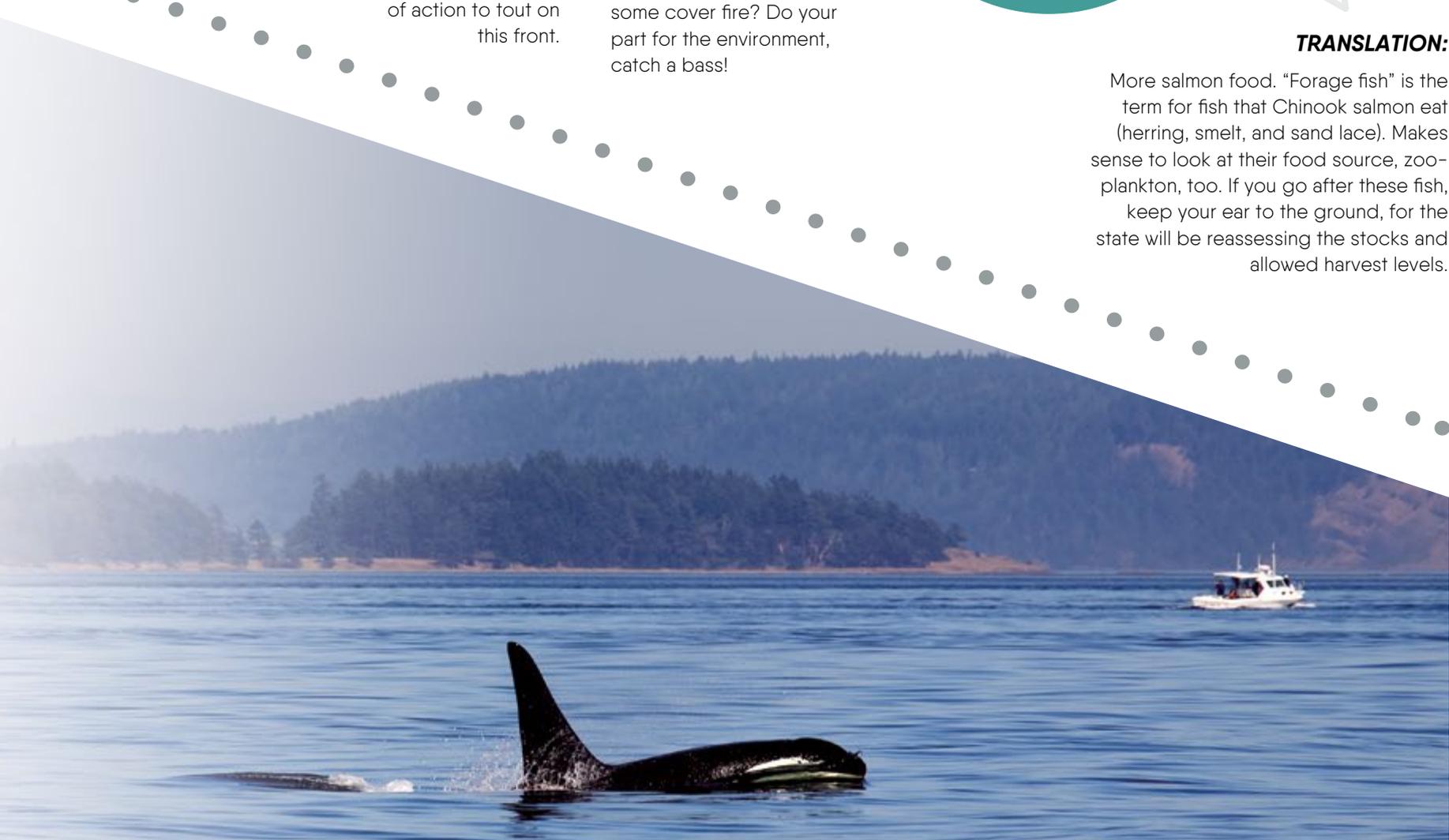
Monitor forage fish populations to inform decisions on harvest and management actions that provide for sufficient feedstocks to support increased abundance of Chinook.

16

Support the Puget Sound zooplankton sampling program as a Chinook and forage fish management tool.

TRANSLATION:

More salmon food. "Forage fish" is the term for fish that Chinook salmon eat (herring, smelt, and sand lance). Makes sense to look at their food source, zooplankton, too. If you go after these fish, keep your ear to the ground, for the state will be reassessing the stocks and allowed harvest levels.





22

Implement shipping noise reduction initiatives and monitoring programs, coordinating with Canadian and U.S. authorities.

TRANSLATION:

More efforts to reduce vessel noise across all segments of maritime society. Stay tuned for updates, as acoustic regulations for marine environmental reasons is still very much in its infancy as a global phenomenon.

24

Reduce the threat of oil spills in Puget Sound to the survival of Southern Residents.

TRANSLATION:

Nobody wants oil spills, and it looks like tug escorts, oil-laden tank vessels, and the like will be taking extra precautions. Also a big deal is that this recommendation includes a call to enact legislation disallowing any shoreline or seafloor infrastructure that would support offshore and gas development off the Washington coast. Looks like the momentum for a legally drill-free coastline is gaining steam.

23

Reduce noise from the Washington state ferries by accelerating the transition to quieter and more fuel-efficient vessels and implementing other strategies to reduce ferry noise when Southern Residents are present.

25

Coordinate with the Navy in 2019 to discuss reduction of noise and disturbance affecting Southern Resident orcas from military exercises and Navy aircraft.

TRANSLATION:

See #22 and #23; we care about orca-harming noise. Looks like the military is no exemption.

34

Provide sustainable funding for implementation of all recommendations.

TRANSLATION:

Heads up for more discussion about how to fund all this in the 2019-2021 biennium budget. Perhaps something on the ballot next election cycle? We'll see.



35

Conduct research, science, and monitoring to inform decision making, adaptive management, and implementation of actions to recover Southern Residents.

TRANSLATION:

Doesn't this go without saying? We should hope so!

36

Monitor progress of implementation and identify needed enhancements.

TRANSLATION:

Ah yes, the all-important re-assessment process. Good to formalize, although not really a specific recommendation on orca management policy.



26

Revise chapter 77.15.740 RCW to increase the buffer to 400 yards behind the orcas.

TRANSLATION:

Boaters! Remember the half-mile slowdown bubble from recommendation #17? The "No Go" distance has also been bumped up from 200 meters/yards to 400 meters/yards.

27

Determine how permit applications in Washington state that could increase traffic and vessel impacts would be required to explicitly address potential impacts to orcas.

TRANSLATION:

Boaters can probably relax, as this recommendation seems aimed at the governmental and industrial bureaucratic forces of the marine landscape.

28

Suspend viewing of Southern Resident orcas.



TRANSLATION:

Wowza! This coupled with recommendation #18 is a one-two punch for commercial whale watching companies who are now banned from purposefully viewing the SRKWs. Fortunately for those businesses, the SRKWs make up less than 20% of their viewing opportunity (according to the *Southern Resident Orca Task Force Report and Recommendations*, page 99), and the non-endangered transient orcas are still in abundance. Still, this recommendation stands as one of the least-compromising of the lot.

30

Identify, prioritize, and take action on chemicals that impact orcas and their prey.

33

Increase monitoring of toxic substances in marine waters; create and deploy adaptive management strategies to reduce threats to orcas and their prey.

TRANSLATION:

We don't want bad stuff in the water. Check. Of note, we should have a prioritized list of "chemicals of emerging concern" by March. Boaters should stay tuned, as this kind of thing is where copper-bottom paint bans can come from. These recommendations go about how to manage stormwater pollutants, discharge systems, and other toxic substance releases. Boaters are probably not affected directly, as we are already under the auspices of the Puget Sound-wide No Discharge Zone.

29

Accelerate the implementation of the ban on polychlorinated biphenyls (PCBs) in state purchased products and make information available online for other purchasers.

31

Reduce stormwater threats and accelerate clean-up of toxics that are harmful to orcas.

32

Improve effectiveness, implementation and enforcement of National Pollutant Discharge Elimination System permits to address direct threats to Southern Resident orcas and their prey.

ABOVE AND BEYOND

Of course, there are a few ways to go above and beyond the recommendations as an orca-friendly boater. Not only should you be clued into your chart to avoid designated marine-protected and wildlife areas, but an additional voluntary No Go Zone along San Juan Island's western shore is in effect. This area is popular for the resident orcas who feed there, and the logic is to give them an undisturbed area to do so. The No Go Zone stretches from Mitchell Bay south to Castle Point and a quarter mile offshore, with an additional half-mile zone radiating from Lime Kiln Point State Park. Any boater will tell you that it is a beautiful stretch of island paradise but consider our many other cruising options. Sometimes giving a little provides a lot, especially for an endangered orca. The choice is yours.

Additionally, drone enthusiasts should take note of a new regulation (HB 1031, Lytton Orca Drone Bill) that prohibits unmanned aerial systems within 200 yards of Southern Resident Orcas or risk a \$500 fine. For most drone operators, 200 yards should be easy to accommodate.

At the end of the day, perhaps the best thing we boaters can do is to continue to cultivate a culture that gives a damn. Washington Sea Grant issues free oil spill prevention kits, so why not take advantage of that to be part of the solution?

Seattle-area chef Renee Erickson is going on a Chinook salmon hiatus for her restaurants. Whether or not you want to go that far is up to you, but the spirit is spot on. Although no recreational harvest limit has been put in place, I also plan to take a hiatus from local

Chinook, the best-tasting fish on the planet. I say this as someone who has experienced the joy of reeling in blackmouth in that sweet money hole near the Kingston ferry terminal and treated my friend to a bachelor party chasing Chinook in the Sandy River in Oregon.

There's other fish in the sea, as they say. Lucky can have mine, I'll take the albacore. Local, sustained, troll-caught, of course. **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.

WASHINGTON

HAULOUT GUIDE 2019

BY NORTHWEST YACHTING STAFF

T The weather is generally foulest this time of year, yet the yards are bustling. Why not use the downtime to take your boat in for a haulout? Winter is perfect for cleaning and painting below the waterline. Don't waste the upcoming prime cruising months waiting for work that could've been done months ago. There's nothing wrong with putting your feet up with a warm drink and watching the

winter storms from land's steady embrace, especially if you've got that convenient excuse that the boat is in the yard. Win-win! To aid you in this tried and true seasonal scheme, we introduce the 2019 iteration of our annual *Washington Haul Out Guide*.

We've included in each boatyard profile a series of icons to represent common services offered at each location. Also included is helpful contact information for each business and

any additional service-related information. We recommend that you call ahead or visit the website of any boatyard you plan to visit, as availability and haulout capabilities are always changing. We're always interested in improving the accuracy of our guides, so corrections are welcome. Any suggestions or comments can be shared with us via email at editorial@nwyachting.com or mailed to our office.

Services Guide

- | | |
|--|--|
|  Compressed Air |  Power Wash |
|  Power |  DIY Allowed |
|  Water |  Service Yard |

1. Swantown Boatworks



N 47°3' 21.44" | W 122°53' 54.703"

650 Marine Drive NE,
Olympia, WA 98501

www.portolympia.com
360-528-8059

boatworks@portolympia.com

Haulout options include an 82-ton travel lift for vessels from 17' to 80' in length and up to 21' wide and a jib crane with a 10,000-pound capacity. Forklift and crane services are also available on site. This location monitors VHF channel 65A.

2. Zittel's Marina



N 47°9' 53.459" | W 122°48' 35.038"

9144 Gallea St. NE,
Olympia, WA 98516

www.zittelsmarina.com
360-459-1950

kzittel@comcast.net

Offers hydraulic trailer haul outs for vessels up to 42' and complete bottom painting services. Dry storage is also available.



3. Gig Harbor Marina and Boatyard



N 47°19' 48.554" | W 122°34' 49.36"

3117 Harborview Dr,
Gig Harbor, WA 98335
www.gigharbormarina.com
253-858-3535

Haulouts with 50-ton capacity lift, available for vessels from 15' to 60' length overall. This location monitors VHF channel 69.

GIG HARBOR

3

FOX ISLAND

TACOMA

4. Modutech Marine



N 47°16' 25.609" | W 122°22' 43.336"

2218 Marine View Dr.,
Tacoma WA, 98422
www.modutechmarine.com
253-272-9319
darrin@modutechmarine.com

Three boat lifts are available for haulouts, including the new 85-ton capacity lift. Vessels can also be hauled out on the railway.

5. Hylebos Marina Inc.



N 47°16' 15.913" | W 122°22' 26.095"

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

A 35-ton travel lift for boats up to 45' long, 14.5' wide and an 80-ton travel lift for boats up to 75' length overall, 18.5' wide.

SEATAC

7
8

VASHON ISLAND

6

6. CSR Marine South



N 47°24' 01.012" | W 122°19' 42.358"

22501 Dock Ave.,
Des Moines, WA 98198
www.csrmarine.com
206-878-4414
dminfo@csrmarine.com

Haul out by travel lift for vessels up to 50' length overall and up to 25 tons.

7. South Park Marina



N 47°31' 36.732" | W 122°18' 44.307"

8604 Dallas Ave. S, Seattle, WA 98108
www.southparkmarina.com
206-763-2383
info@southparkmarina.com

Haul out by adjustable trailer for vessels up to 45' length overall, 30-ton maximum.

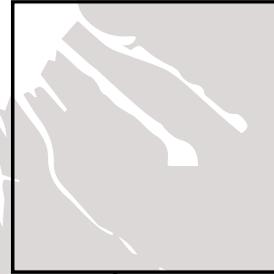
8. Delta Marine Industries



N 47°31' 05.508" | W 122°18' 42.48"

1608 S 96th St., Seattle, WA 98108
www.deltamarine.com
206-763-2383
delta@deltamarine.com

Haul out by a travel lift capable of lifting 440 tons for vessels up to 170' length overall.



WASHINGTON

HAULOUT GUIDE 2019

9. Canal Boatyard



N 47°39' 35.896" | W 122°22' 13.402"
 4300 11th Ave. NW,
 Seattle, WA 98107
www.canalboatyard.com
 206-784-8408
minkov@canalboatyard.com

A 55-ton travel lift, boom truck, and forklift are available for haulouts.

10. CSR Marine



N 47°39' 45.228" | W 122°22' 48.006"
 4701 Shilshole Ave. NW,
 Seattle, WA 98107
www.csrmarine.com
 206-632-2001
info@csrmarine.com

Two 70-ton capacity travel lifts are available for vessels up to 75' length overall.

11. Le Clercq Marine



N 47°39' 20.588" | W 122°22' 11.328"
 1080 W Ewing St., Seattle, WA 98119
www.leclercqmarine.com
 206-283-8555
info@leclercqmarine.com

Haulout options include a 35-ton capacity travel lift and 150-ton capacity crane for vessels up to 100' length overall.

13. Pacific Fishermen Shipyard & Electric



N 47°40' 4.163" | W 122°23' 16.407"
 5351 24th Ave. NW,
 Seattle, WA 98107
www.pacificfishermen.com
 206-784-2562
info@pacificfishermen.com

Options include a 100-foot by 200-ton marine railway, 160-foot by 600-ton marine railway, and the original Rowe 140-foot by 600-ton screw lift dock with 140' of covered end track rails.

14. Seaview Boatyard (Seaview West)

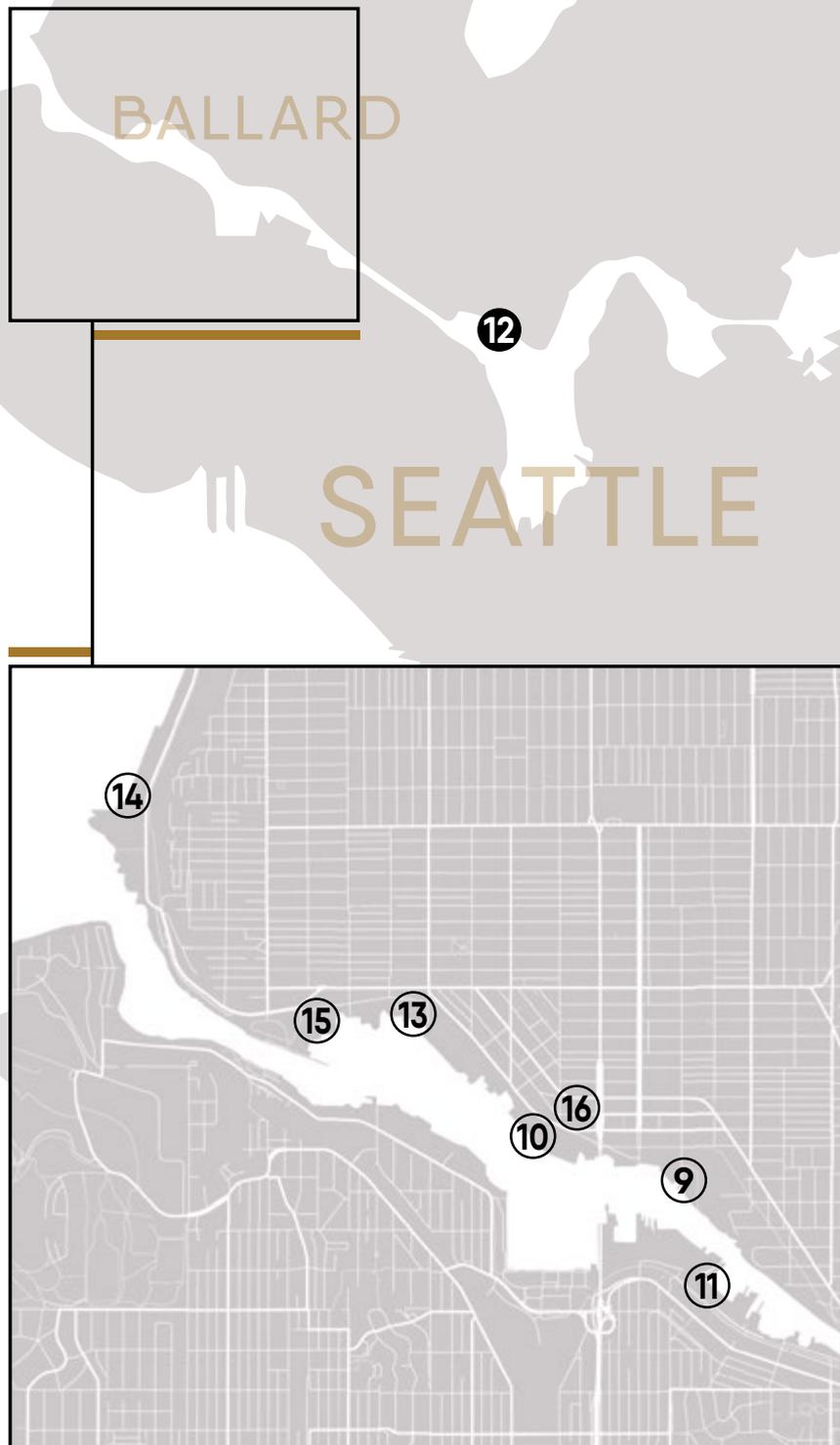


N 47°40' 37.237" | W 122°24' 24.716"
 6701 Seaview Ave. NW,
 Seattle, WA 98117
www.seaviewboatyard.com
 206-783-6550
west@seaviewboatyard.com

55-ton and 80-ton lifts for vessels up to 71' length overall are offered here.

Services Guide

- Compressed Air
- Power Wash
- Power
- DIY Allowed
- Water
- Service Yard



15. Waypoint Marine Group



N 47°40' 0.44" | W 122°23' 40.79"
 5350 30th Ave. NW Suite C,
 Seattle, WA 98107
www.waypointmarinegroup.com
 206-284-0200
info@waypointmarinegroup.com

Haulout services by a marine lift that accommodates vessels up to 30' length overall.

12. Northlake Shipyard



N 47°38' 49.117" | W 122°20' 20.97"
 1441 N Northlake Way,
 Seattle, WA 98103
www.northlakeshipyard.com
 206-632-1441
mick@northlakeshipyard.com

Two dry docks available, accommodating vessels up to 1,900 tons and 1,000 tons.

16. Lieb Marine Services



N 47° 39' 47.34" | W 122° 22' 41.87"
 1544 NW Ballard Way,
 Seattle, WA 98107
www.liebmarine.com
 206-284-2820

One 40-ton travel lift available for haulouts. Dry dock service is also available. Both power and sail accommodated.

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

We've streamlined the online subscription process and added new payment methods for buying subscriptions and placing classified ads. We're happy to bring you all the boating coverage you love, and hope you'll come take a look at our new online digs.



NWYACHTING.COM

WASHINGTON

HAULOUT GUIDE 2019

17. Yachtfish Marine



N 47°37' 47.951" | W 122°19' 48.174"
1141 Fairview Ave. N, Seattle, WA 98109
www.yachtfishmarine.com
206-623-3233
seattle@yachtfishmarine.com

A 60-ton travel lift accommodates haulouts for vessels up to 70' length overall. Bottom paint, fiberglass, detailing, and boat restoration services also available.

18. Jensen Motor Boat Co.



N 47°39' 01.823" | W 122°18' 46.848"
1417 NE Boat St., Seattle, WA 98105
www.jensenmotorboat.net
206-632-7888
info@jensenmotorboat.com

Options include marine railways for boats up to 80' or 80 tons and a travel lift with a maximum capacity of 12 tons.

19. Seattle Boat Company



N 47°39' 15.285" | W 122°19' 16.739"
659 NE Northlake Way,
Seattle, WA 98105
www.seattleboat.com
206-633-2628
marina@seattleboat.com

Haul out by 14-ton capacity forklift for vessels with a maximum beam of 11' and length overall of 36' (yard capabilities determined on a case by case basis after measurement specifications are provided). Seattle Boat Co. does not provide haulouts to sailboats.

20. Yarrow Bay Marina



N 47°39' 14.969" | W 122°12' 21.139"
5207 Lake Washington Blvd. NE,
Kirkland, WA 98033
www.yarrowbaymarina.com
425-822-6066
service@yarrowbaymarina.com

Forklift with 11' extensions and 20' straps available for haulouts. It can accommodate vessels weighing up to 15,000 pounds and up to 30' length overall.

21. North Lake Marina



N 47°38'54.383 | W 122°20'45.823"
6201 NE 175th St.,
Kenmore, WA 98028
www.northlakemarina.com
425-482-9465
susan@northlakemarina.com

Haulout for boats with a max beam of 13'. On-site fiberglass repair and refinishing.

22. Port of Edmonds



N 47°48' 30.664" | W 122°23' 22.442"
336 Admiral Way,
Edmonds, WA 98020
www.portofedmonds.org
425-775-4588
info@portofedmonds.com

Haulouts available with a 50-ton capacity travel lift, accommodating vessels up to 60' length overall and with 15.5' of beam. This location monitors VHF channel 69.

23. Suldan's Boat Works



N 47°31' 51.167" | W 122°40' 17.815"
1343 SW Bay St.,
Port Orchard, WA 98366
www.suldansboatworks.com
360-876-4435
suldansboatworks@wavecable.com

Haul out by marine railway for boats up to 55' length overall and/or 35 tons. Marine store and moorage available at this location.

24. Yachtfish Marine Northwest



N 47°32' 14.546" | W 122°38' 52.152"
53 SW Bay St.,
Port Orchard, WA 98366
www.yachtfishmarine.com
360-876-9016
yachtfishmarine@aol.com

A 30-ton capacity travel lift that accommodates vessels up to 50' length overall is available.

Services Guide

- Compressed Air
- Power Wash
- Power
- DIY Allowed
- Water
- Service Yard

25. SEA Marine



N 48°7' 5.099" | W 122°45' 11.005"
 419 Jackson St.,
 Port Townsend, WA 98368
www.seamarineco.com
 360-385-4000
info@seamarineco.com

Haul-out facilities located in Point Hudson Marina. The 30-ton capacity travel lift accommodates most vessels up to 54' length overall.



26. Port of Port Townsend (Port Townsend Boatyard)



N 48°0' 28.257" | W 122°46' 29.796"
 2790 Washington St.,
 Port Townsend, WA 98368
www.portofpt.com
 360-385-6211
info@portofpt.com

Haul-out facilities include 70-75 ton lifts, as well as one travel lift able to lift vessel up to 330 tons, 150' in length, and a beam of 30.5' length overall. This location monitors VHF channel 66-A.

27. Dagmars Marina



N 48°0' 53.31" | W 122°10' 38.382"
 1871 Ross Ave., Everett, WA 98201
www.dagmarsmarina.com
 425-259-6124
dagmarsmarina@integra.net

Forklift for boats up to 24 tons with a maximum length overall of 38'. Does not haul out sailboats or catamarans. This location monitors VHF channel 77.

28. Port of Everett



N 48°0' 02.58" | W 122°13' 2.287"
 1205 Craftsman Way #105,
 Everett, WA 98201
www.portofeverett.com
 425-388-0678
travelift@portofeverett.com

A 75-ton capacity travel lift available for haulouts. Plenty of marine businesses nearby, including boat sales and storage, canvas and upholstery, engine repairs and parts, marine supplies, and woodwork. This location monitors VHF channel 16.



29. Mariners Haven



N 48° 17' 6.828" | W 122° 37' 52.292"
 1701 SE Catalina Dr.,
 Oak Harbor, WA 98277
 360-675-8828

Haulout for both sail and power vessels up to 25 tons and 55' length overall.

30. La Conner Maritime Services



N 48° 24' 8.589" | W 122° 29' 43.504"
 920 West Pearl Jensen Way,
 La Conner, WA 98257
www.laconnermaritime.com
 360-466-3629
service@laconnermaritime.com

La Conner Maritime Services operates two travelifts for vessels up to 110 tons in weight with a maximum beam of 24'6".



31. Latitude Marine Services



N 48° 22' 28.981" | W 122° 30' 23.462"

18578 McGlenn Island Lane,
 La Conner, WA 98257
www.latitudemarine.com
 360-466-4905
latitude@fidalgo.net

A 100-ton capacity sling lift available for haulouts.



AAA

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ANACORTES MARINA | 2415 T AVENUE, SUITE 3, ANACORTES, WA 98221 USA
 FRANK DURKSEN \ \ 360-770-8685 \ \ FINDYACHTS.COM

WASHINGTON

HAULOUT GUIDE 2019

32. Cap Sante Marine



N 48° 29' 54.391" | W 122° 36' 9.871"
2915 W Ave., Anacortes, WA 98221
www.capsante.com
360-293-3145
info@capsante.com

Two travel lifts offer haulouts for vessels up to 50 tons in weight.

33. Dakota Creek Industries



N 48° 31' 9.617" | W 122° 36' 37.992"
820 4th St., Anacortes, WA 98221
www.dakotacreek.com
360-293-9575
dcic@fidalgo.net

Haulout options include cranes for 275-, 175-, 150-, 90-, and 60-ton vessels, a Kamag Transporter for vessels up to 240 tons; and a module transport system for vessels up to 500 tons.

34. Lovric's Sea-Craft



N 48° 30' 40.262" | W 122° 38' 43.234"
3022 Oakes Ave.,
Anacortes, WA 9822
www.lovricseacraft.com
360-293-2042
lovricseacraft@gmail.com

Haulouts available for boats from 30' to 150' length overall. Two marine railways for vessels up to 800 tons in weight with maximum beam of 50' are available.

35. Marine Servicenter



N 48° 30' 9.893" | W 122° 36' 24.113"
2417 T Ave., Anacortes, WA 98221
www.marinesc.com
360-293-8200
service@marinesc.com

A 55-ton capacity travel lift is available for haulouts to accommodate vessels with a maximum beam of 18.5'.

36. North Harbor Diesel & Yacht Service



N 48° 29' 54.329" | W 122° 36' 32.131"
720 30th St. A, Anacortes, WA 98221
www.northharbordiesel.com
360-293-5551
howard@northharbordiesel.com

Haul outs provided by Sea-Lift machines (four available) capable of lifting vessels up to 65' length overall and weighing up to 45 tons.

37. North Island Boat Co.



N 48° 29' 40.312" | W 122° 41' 4.529"
1910 Skyline Way,
Anacortes, WA 98221
www.northislandboat.com
360-293-5635
info@northislandboat.com

One travel lift for vessels up to 55 tons and one 20-ton capacity hydraulic trailer are available. This location offers marine electronic packages with installation.

38. Pacific Marine Center



N 48° 30' 11.288" | W 122° 36' 27.374"
2302 T Ave., Anacortes, WA 98221
www.pacmarinecenter.com
360-299-8820
katie@pacmarinecenter.com

Two submersible trailers with 30-ton and 45-ton capacity, accommodating boats up to 68' length overall; a new travel lift for vessels up to 440,000 pounds and 130' length overall.

39. The Landings at Colony Wharf



N 48° 45' 9.297" | W 122° 29' 17.447"
1001 C St. A, Bellingham, WA 98225
www.landingscolonywharf.com
360-715-1000
amber@landingscolonywharf.com

Haulouts available from a crane with a maximum capacity of 30 tons.

40. Seaview Yacht Services Fairhaven



N 48° 43' 12.58" | W 122° 30' 24.46"
805 Harris Ave.,
Bellingham, WA 98225
www.seaviewboatyard.com
360-594-4314
north@seaviewboatyard.com

A 35-ton capacity lift is available for haulouts that accommodates vessels up to 80' length overall.

POINT ROBERTS

44

ORCA ISLAND

46

47

LOPEZ ISLAND

48

45

41. Hilton Harbor Marina



N 48° 45' 13.365" | W 122° 29' 33.957"
1000 Hilton Ave.,
Bellingham, WA 98225
www.bitterendboatworks.com
360-733-1110

One 12,000-pound capacity hoist for vessels up to 28' long and 10' wide are offered. Fuel is also available for purchase.



Marine Decking

6319 SEAVIEW AVE NW, SEATTLE, WA 98107
+1(707) 278-6749 || INFO@RAPTORDECK.COM

ABBOTSFORD

43

BLAINE

42. Seaview North Boatyard



N 48° 45' 30.83" | W 122° 30' 18.923"
2652 N Harbor Loop Dr,
Bellingham, WA 98225
www.seaviewboatyard.com
360-676-8282
north@seaviewboatyard.com

A 165-ton lift and a 35-ton lift available for haul out for vessels up to 80' length overall.

44. Westwind Marine



N 48° 58' 40.752" | W 123° 3' 46.244"
721 Simundson Dr., Point Roberts, WA 98281
www.westwindmarine.net
360-945-5523
service@westwindmarine.net

A 35-ton travel lift is available for haulouts. Marine store and parts on location, as well as technicians for Mercury/Mercruiser, Volvo, and Yanmar.

48. Albert Jensen & Sons Shipyard



N 48° 31' 31.807" | W 122° 59' 57.318"
1293 Turn Point Road,
Friday Harbor, WA 98250
www.jensenshipyard.com
360-378-4343
mike@jensenshipyard.com

One 35-ton capacity travel lift available for haulouts. Both power and sail accommodated. There is a marine store on location.

43. Walsh Marine



N 48° 59' 32.225" | W 122° 45' 44.909"
218 McMillan Ave., Blaine, WA 98230
www.islandsmarinecenter.com
360-332-5051

A travel lift for vessels up to 30 tons and marine railways to 250 tons are available. Walsh Marine serves both commercial and recreational vessels.

45. Islands Marine Center



N 48° 30' 50.476" | W 122° 54' 47.685"
2793 Fisherman Bay Rd.,
Lopez Island, WA 98261
www.islandsmarinecenter.com
360-468-3377

Haul out by travel lift for vessels up to 25 tons in weight with a maximum beam of 13'. This location monitors VHF channel 69.

49. Platypus Marine Inc. (not mapped)



N 48° 7' 21.974" | W 123° 26' 39.661"
102 N Cedar St., Port Angeles, WA 98363
www.platypusmarine.com
360-417-0709
info@platypusmarine.com

A 550-ton capacity travel lift and a 50-ton capacity mobile crane are available for haulouts. Services also available to vessels in the Port of Port Angeles.

46. Deer Harbor Boat Works



N 48° 37' 33.203" | W 123° 0' 10.108"
155 Channel Rd., Deer Harbor, WA 98243
360-376-4056
michaeld@rockisland.com

Hydraulic trailer and boat ramp available to haul out vessels weighing up to 15 tons with maximum length overall of 45'. Mechanical repairs, service calls, fiberglass and epoxy work, rigging, long and short term storage. Specializes in

47. West Sound Marina



N 48° 37' 48.476" | W 122° 57' 6.937"
525 Deer Harbor Road,
Eastsound, WA 98245
www.westsoundmarina.net
360-376-2314
betsy@westsoundmarina.com

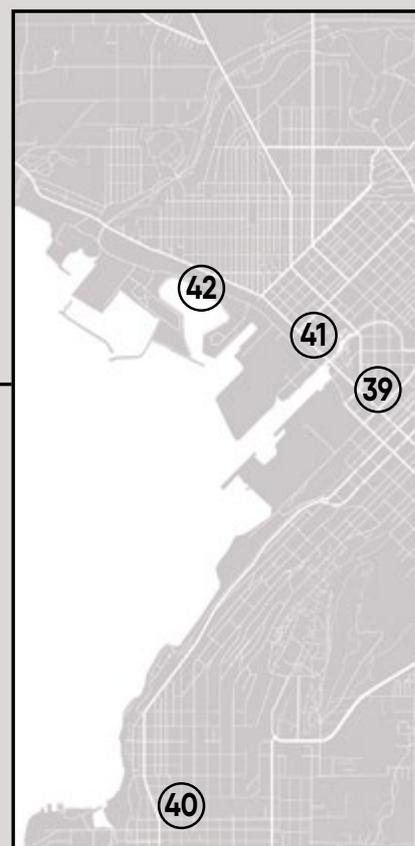
Haulout services by lift, available for vessels up to 30 tons. This location monitors VHF channel 16.

Services Guide

- Compressed Air
- Power Wash
- Power
- DIY Allowed
- Water
- Service Yard

ANACORTES

LA CONNE



WHERE THE

MOUNTAINS

Meet the Sea



From the tops of our mountainous peaks to the waves of the ocean, Pacific Northwest adventures are plentiful. Ours is one of just a handful of locations worldwide where it's possible to experience both on the same day.

BY **EVA SEELYE**



That means one can carve up the slopes in the a.m. and sail off into the sunset in the p.m. This is old news to a select few lucky Pacific Northwesters, but what I've found through my research and beer-riddled conversations is a same-day ski to sail adventure is one that has eluded many who live in or visit this region. If nothing else, it's an epic Pacific Northwest bucket list item and one that I was

eager to cross off. While I am a snowboarder and sailor, I'm no expert at either, so I hit up the man that lives and breaths West Coast adventure, Karl Kruger, to join me on my first Pacific Northwest ski-to-sail excursion from Mt. Baker to the Bellingham Bay.

THE PNW MAN

You might recognize Kruger from his legendary stand-up paddleboard performance



charter company, Kruger Escapes. He offers Ski & Sail and Ski & Surf charters, among others, making him the perfect adventure buddy for today's excursion.

We chat lightly about the Pacific Northwest's ski-to-sea phenomenon we're so lucky to experience. "I originally moved to Bellingham for this," explains Kruger, as he takes a bite of the lox and cream cheese bagel he picked up from Graham's Store in Glacier on Mt. Baker Highway. There's something special about experiencing the adventure of both the mountains and the sea in the same day that drew him to this region and has kept him around ever since.

Kruger always knew he wanted to own his own outdoor adventure company, but he wasn't sure of its niche until he cruised north to Alaska aboard the 36-foot sailboat *S/V Adios* a little over 10 years ago. As they cruised along the Knight Inlet where heliskiing is a popular activity and the mountains extend down to the water's edge, it hit him: There surely must be others out there who are as stoked as he is about skiing, sailing, and surfing culture. Up north, there are endless unexplored outlets—Admiralty Island in Alaska being one of his favorites—and thus, Kruger Escapes was born.

Up north you can cruise up on your boat, hop off, hike up, and ski some fresh lines, ending at the water's edge because the freezing point stretches from the top of the peaks to the lapping saltwater waves below. What more could you want? As he explains, I can see excitement exuding from every inch of his body and an eagerness to go after it. All he wants is to share that passion and explore these remote places with those who share his interests.

SKIING

Windshield wipers work frantically to wipe away the straight downpour that

accompanies our last leg to Mt. Baker Ski Area's parking lot. We cross our fingers for a temperature drop upon our arrival, but to no avail. Oh, well, it's all part of the adventure, right? We throw on our gear, carefully avoiding a wet sock fiasco in the slushy parking lot, and hurriedly catch the lift to escape the freezing rain at around 0900 hours. The good news? We have the entire mountain to ourselves.

Kruger hadn't always been the skiing, sailing, and surfing powerhouse we know today. He was born into a family of climbers in upstate New York, where he once dreamed of becoming a professional. But reality hit hard when his climbing buddy, Steve Mascioli, was tragically killed on Mt. Hunter in Denali Park and Preserve in Alaska after a massive snow block broke loose.

On the chairlift, Kruger explains, "Finding a climbing buddy is like finding a wife." He ponders that sentence for a moment before continuing, "maybe even harder than finding a wife." Kruger, visibly shaken from that heartbreaking time in his life, said he found himself setting down his spikes and exploring other adventurous outlets shortly after. "I didn't choose climbing," he tells me, "but I did choose skiing, surfing, and sailing," and he built Kruger Escapes on these interests.

We shred run after run and spend chairlift after chairlift chatting about his 10 years patrolling Baker as a volunteer. He points out some of his favorite drops and tells stories of his daughter Dagny's first time on the hill, bundled up beneath his coat as he slalomed down the mountain. Before we know it, our morning is over and it's time to head back down to sea level for our afternoon on the water.

SAILING

A short hour and a half later and we're greeted by Squilicum Harbor liveaboard,

in the 766-mile Race to Alaska (R2AK) from Port Townsend to Ketchikan, Alaska, in 2017. "That race changed me," he explains. It took him 15 days to navigate the San Juan Islands, the Gulf Islands, and Canada's wild coast before crossing the Ketchikan finish line. When he's not sailboat racing, surfing in the Gulf Islands, or skiing the Cascades, Kruger is managing his Orcas Island carpentry business and running his



Left: Through rain and slush, Kruger still manages to get some air during Mt. Baker's morning ski sesh.

Below Left to Right: Kruger is focused but in his element as he checks the telltales; *Ocean Watch*, glowy and glorious, makes her way south on the Bellingham Bay towards the tip of Eliza Island on a sunset sail.



Above: Sails up, course set, and it's officially beer (or La Croix) o'clock. When Kruger and friend Rick Laursen get together, it's always a good time.

sailor, and friend of Karl's, Rick Laursen, prepping *Ocean Watch* for our afternoon cruise. Sail cover and ties already removed, staysail awaiting orders, and the pressure of an oncoming front have us off the dock within 15 minutes of our arrival.

The 64-foot steel research vessel *Ocean Watch* was up for sale after its first 13-month expedition as a research vessel around the Americas and in need of a new captain. Karl was eyeing her for his own adventures when Mark Schrader, principal, founder, and captain popped the captain question.

"It didn't take much thought," Karl tells me. "I immediately said yes." As of May 2018, Kruger Escapes LLC is the new owner and captain of *Ocean Watch* and Karl plans to set sail for a two-year Around the Americas Expedition in June, made possible by Amazon Web Services, Google, MBARI, and Fable Vision, along with a few others.

Around the Americas is a 28,000-mile circumnavigation sail around North and South America with the purpose to inspire, educate, and engage with individuals about protecting our oceans. Scientists on board

Ocean Watch

HIGH LATITUDE EXPLORER

Ocean Watch is a 64-foot steel cutter built in Havre de Grace, Maryland, in 1988, designed by Bruce Roberts and purchased by "Around the Americas" in spring of 2008 to be their new research vessel. At 44 tons with an 8-foot draft and a beam of just over 16 feet, this beast of a boat is made to be a long-range voyager for expedition sailing. After the long haul from La Paz, Mexico, to Ballard in Seattle, Washington, craftsmen, businesses, and volunteers accomplished a stem-to-stern refit to prepare her for the 13-month, 24,000-nautical mile voyage around the Americas in 2009-2010; the very voyage that made her the first vessel to completely circumnavigate both North and South America due to ice melt in the Northwest Passage.

Her purpose is to "inspire ocean conservation and cultivate the next generation of ocean stewards." On this year's expedition, liveaboard scientists will study ecosystems below and above the surface, from marine mammals in the arctic and human-induced dead zones to migration patterns and interactions between species, while broadcasting their data findings via their Internet of Things (IoT) network where students, teachers, parents, and the like in over 36 countries can tune in and even become a virtual crew member with the little help from augmented reality. The expedition will provide 660-plus days of content generation, port visits and dockside displays, multi-dimensional storytelling, and more. Read more on the research vessel and its purpose at projectoceanwatch.com.



Photo: Liv von Oelreich

will host educational activities at each port and conduct research along the voyage. Karl will accept charter requests at various legs of his journey.

Sails hoisted and course set, Laursen breaks out the Oly's (beer) and Kruger hands out our sandwiches as we talk story, relax, and enjoy the gusty Pacific Northwest day on Bellingham Bay. The plan is to round the tip of Eliza Island before heading back to the dock.

Sailing with Karl is effortless; he's a pro and there's no doubt about it. He floats over the deck with ease, clamping, tying, checking and double checking, and monitoring the wind, depth, speed, and every other little detail like it's second nature. We chat, tack, cruise, jibe, gossip, and throw around jokes from the comfort of the heated cockpit.

For Kruger, 2018 has been a year chock full of risks. Acquiring *Ocean Watch* just scratches the surface of his year in review. The meaning of family is morphing into something vastly different from what he once imagined; he and Jess have very different ideas for the future, and in result, they're navigating a separation.

But even with 2018's challenges and the ones that have yet to come, he remains positive—a little unsure about what his future has in store for him, but positive, nonetheless. Something he said stuck with me from our earlier drive: "What's the worst that could happen? You fail?" Big deal, he states. And worst case, he fails, and goes back to "car life" (the real life "van life" if you will), and it's nothing he hasn't done before. Kruger sings along to the song filling the cockpit: "It's Too Late to Turn Back Now."

"This is my 2019 theme song," he says with a laugh.

BELOW DECK

You could classify *Ocean Watch's* cabin as a small house; no crouching required. Once through the companionway, you're greeted by L-shaped seating around a rectangular table flanked by adventure books and magazines. The full galley sits starboard at the bottom of the companionway and behind that is Kruger's "bach pad." The captain's quarters features two bunks, one for Kruger and another for Dagny, his 12-year-old daughter who frequents *Ocean Watch*, although her favorite place is high in the spars, surprising visitors as they climb aboard. The work bench and nav station are port. Amidships is another series of bunks to port and the roomy head to starboard. The V-berth features four more bunks –

Adios!

KRUGER ESCAPES

the scientists' quarters. Throughout the sail, Kruger hops below and above deck as needed, but spends most of his time at the helm, occasionally skipping up to the second helm while raising and lowering the main.

We scoot past a submerged rock and round the tip of Eliza Island as the sun peeks through the clouds, producing a bright orange brushstroke across the horizon. Kruger is across the cockpit from me with a smile stretched ear to ear. "This is what I want to do for the rest of my life," he says, reflecting on our ski-to-sail day and thinking about his waterborne future. I can't blame him. We're cruising along with 15-25 mph winds; we're surrounded by islands, the sun warms my face, and I think I know how he feels.

WHAT COMES NEXT?

What's next for Karl Kruger? Well, the Around the America's journey of course, but first thing's first; he's due for another paddle. "When you get to the end of an experience like that, why would you stop there?" he explains as he reminisces about his R2AK paddle in the movie trailer for his next great excursion.

"I can't stop... Paddling through the Northwest Passage just seems like the next logical progression," he continues. The Northwest Passage is a sea route that connects the Pacific to the Atlantic above the arctic circle; a route that was unsuccessfully attempted by early explorers for years due to its frozen waters until Norwegian explorer Roald Amundsen successfully completed it in 1906. As the Earth continues to warm, the ice continues to melt, which has made it possible for more and more vessels to navigate these icy waters, and additionally, Karl to take

Karl Kruger always dreamed of owning his own outdoor adventure company, but he never really knew what form it would take until the Kruger family set sail on their first Alaska trip aboard their 36-foot S/V *Adios* – a Taiwan-built, Doug Peterson-designed sailboat that never went into full production. A visit to the Knight Inlet where the mountains meet the sea was the inspiration he needed. Kruger Escapes was born shortly after. Now, with over 10 years as a full-fledged charter company under the hull, Kruger Escapes offers five customizable excursions to quench that Pacific Northwest thirst for adventure.

Kruger Escapes holds adventure, discovery, and opportunity for environmental education to the highest degree. To care for ourselves and our world, and actively engage in Earth's environments as its mission. Kruger Escapes will work with you to create your deal charter based on your desired Pacific Northwest destinations and/or activities. Available charters include a 6-Hour Sunset Sail, 6-Hour Day Sail, Multiday Trip & Custom Charter, Sail & Surf, and Sail & Ski. Wedding packages and onboard picnics are also available. Prices vary. Read more about Kruger Escapes online at krugerescapes.com.

a stab at stand up paddling this harsh stretch of sea.

BACK TO THE DOCKS

"Alright, Eva, this is you!" says Laursen as we're about to jibe. I haul in the sheet, Kruger's at the helm, and Laursen adjusts the main for our return trip. The wind significantly lessens, so we drop the staysail, start the engine, and motorsail back to arrive at the dock before dark.

"There's just one last thing that's still uncertain about her," Kruger says with a smile, "her fuel capacity." I'm not worried. Worst-case scenario, we raise the sails for the remainder of our journey and drop anchor upon our arrival, as she's way too heavy for the average mooring buoy.

There's a never-ending list of uncertainties that comes with a newly acquired boat, Kruger tells me. Each vessel is different and comes with its own quirks. Since May, he's sailed her enough to work out almost all the intricacies of the 64-foot beast, except this one. The vessel houses two 100-gallon tanks and four 50-gallon tanks, plus another 50-gallon heater tank, and according to Kruger, we should be fine if the dial is accurate.

We make it back to Squalicum Harbor post-sunset, safe and sound, but a little

darker than he'd hoped. "I've only ever had to use my thrusters three times, and this isn't going to be one of them," the challenge evident in his voice as we approach the dock. To no surprise, Kruger effortlessly tucks her in between a catamaran and another monohull for the night.

ADVENTURE AWAITS!

Now that I can speak from experience, one day hardly does justice to a slope-to-sea Pacific Northwest adventure. While Baker to Bellingham is an epic close-to-civilization option, the whole coast past the San Juan Islands into the Gulf Islands and up north along the British Columbia coast and to Alaska is primed for this kind of experience. Not only will there be fresh powder and beautiful breaks, but you'll often have the entire area to yourself; ski, sail, surf, sleep, repeat. From ski to sea or mountains to sound, may there always be red skies at night and a layer of fresh pow. **NWY**



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

Below, Left to Right: Spacious is an understatement when it comes to *Ocean Watch's* generous cabin; With the helm in one hand and the sheet in the other, Karl prepares to tack; Empty runs and a rainbow to top it all off made for a worry-free morning on the mountain. Next stop: Bellingham Bay.





THE VALENTINE AQUATIC

BY GREG VAN BELLE

A Valentine's date on the water can be glorious, but isn't without potential pitfalls. Enjoy some pro tips for aquatic romance.



Let's dispel one myth right away: boating isn't always the romantic tableau that poems and inspirational posters would lead you to believe. Generally speaking, cruising is a lot of work in uncomfortable or less than ideal conditions. Pitching around in rough seas in cramped quarters isn't exactly conducive to a romantic glass of merlot. Crawling around the engine room looking for the source of that new oil leak

doesn't scream passion and desire. For a young, single liveaboard, sweet talking someone into walking down the dock to "see the boat" might work as a pick-up line, but climbing over lifelines and down the companionway steps has a way of putting the chill on whatever was working back at the bar.

Day-to-day boating life is rewarding, exciting, and adventurous. Romantic? Not so much. This isn't to say that boating

can't be a perfect setting for a couple to grow a relationship. A good day (or night) onboard can be idyllic and wonderful, but it takes some luck, planning, and a healthy sense of adventure to overcome the reality of life on the water.

THE ROMANCE OF THE SEA?

For as long as human beings have sailed away from the sight of land, we have romanticized the sea. Its natural



that of Valentine's Day and bouquets of flowers. It was a philosophical romance, one of adventure. There was certainly nothing romantic happening aboard sailing ships in the early days. They were dirty, dangerous, chaotic places. The seas, in fact, were competition for healthy relationships, with men drawn to sea at the expense of their lovers and families on shore, as Shakespeare warns us:

"Sigh no more, ladies, sigh no more,
Men were deceivers ever,
One foot in sea and one on shore,
To one thing constant never."

*-Much Ado About Nothing,
Act 2 Scene 3*

Men have been historically torn between their sense of adventure and their longing for companionship on land. The skeptic in me thinks that boat owners want their partners to join them on the water not out of any sense of romance, but out of hope that time together onboard will simply buy them more time with their boat. Maybe that's just me, but ask yourself how many men have tried to teach their partners to golf so that they wouldn't have to give up their weekends on the links.

THE VESSEL

Undoubtedly, most people reading this piece love boats. We love our own boats, sometimes to a fault, and we love the idea of boats. Some people get in trouble for looking at a pretty guy or gal walking past their table at a restaurant. We get caught admiring the curves and overhangs of a well-kept trawler approaching the dock. That's good. Without that love, the absurdity of boat ownership would become obvious, and then where would we be?

A good romantic date onboard begins with the boat. Of course, we have the boats we have, so unless you plan to go out and buy, borrow, or steal a boat to impress a partner, we are left dealing with the vessel we have. Any boat will do, just be realistic about what your situation is.

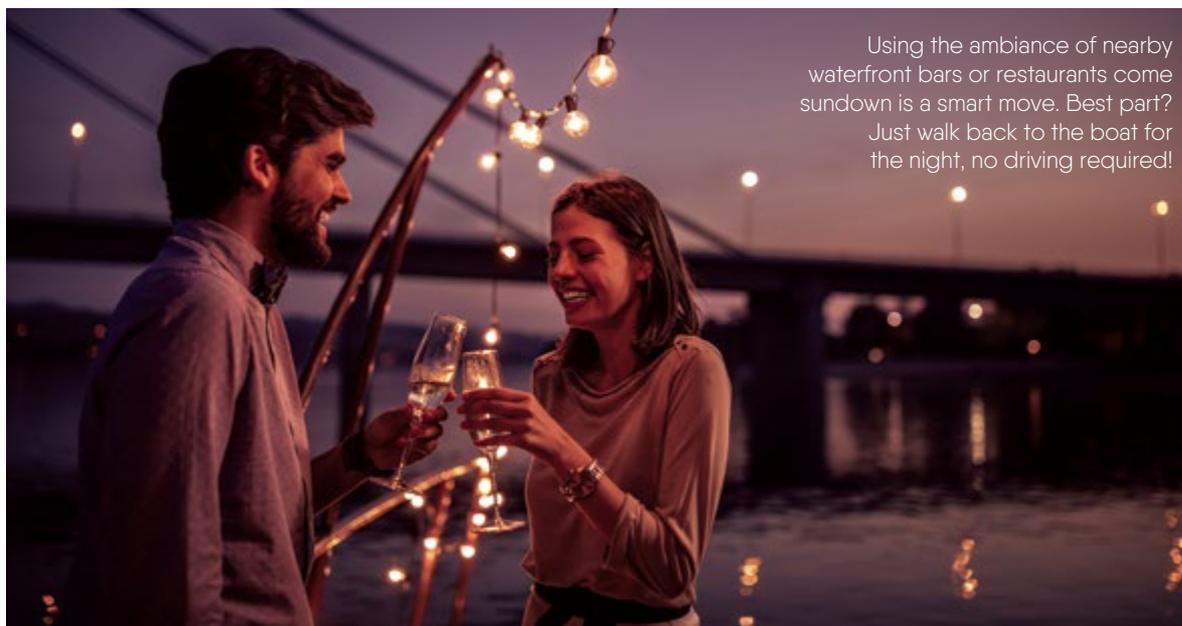
Back when we had our Cape Dory 27, date nights aboard usually meant most of the night was spent at a dockside restaurant or bar, because once you go below in a 27-foot sloop, your options are limited. Small boats are ideal for spending a stormy night tied to the dock, listening to music, sipping wine, and playing card games. Much more than that would be outsized for the setting. It helped that we had a little gas fireplace onboard to add some ambience, but climbing unceremoniously over one another to get to the icebox or the head doesn't scream "romance!" for most.

During summer nights on a small boat, you can spread out to the cockpit or foredeck for a sunset or some stargazing, but at that point you're often fighting the cold. Let's just say it isn't always ideal, and your partner has to be game for things to be a little rough around the edges.

As boats get bigger, the Date Night Playbook opens a bit. A full galley allows for a home-cooked meal. A proper refrigerator and freezer give you cocktail options unavailable with a simple icebox. The head might even be far enough away from the main salon so that no one feels too self-conscious excusing themselves to the restroom (a bigger deal than you might think). On our 34-foot trawler, date nights now often consist of a nice meal, a crisp cocktail or two, and curling up on the couch to watch a movie after a brief

rhythms, amazing views, and promise of new horizons drew poets, philosophers, and adventurers to cross oceans in search of some higher meaning or purpose to life.

They would return with epic poems, treatises on mankind, and stories of mysterious lands teeming with exotic women. It is worth noting, however, that sailors were exclusively men, and the romance they found at sea was not



Using the ambience of nearby waterfront bars or restaurants come sundown is a smart move. Best part? Just walk back to the boat for the night, no driving required!



Top: A few glasses of wine can be the perfect touch to a date on the water, but be sure to imbibe responsibly or be safely moored for the night. Nothing turns a boat-date south like running aground!

Bottom, left to right: Keeping things simple minimizes the variables that can go screwy (oars don't tend to malfunction); Whether you pull it off as a culinary hero or head ashore, food is always important!

evening. Or imagine that date night is the night your trusty diesel decides to not turn over. You get the picture. Prep the boat.

Once you know the boat itself won't be the reason your plans go awry, be realistic about the value of the "cruise." Destinations in Puget Sound are a long distance apart. If your date is not already a boater, a two-hour "quick trip" to another harbor could be a long, uncomfortable cruise. Keep it short.

Another simple reality is that this is the Northwest. Weather here is unpredictable year-round, and even on our most beautiful summer afternoons, the wind and waves can kick up and make for a very bumpy ride that makes sipping rosé a challenge.

If you are worried about the distance to get anywhere "good" on your date afloat, consider this pro tip: stage the boat ahead of time. Want to take that special someone through the Ballard Locks and into the lake for an evening? Move your boat to the guest docks at Shilshole Marina the day before to set up for an easy trip.

Spending the night somewhere other than your homeport? Make a reservation. Knowing where you are tying up and knowing for sure that you have a place to stop for the night takes the pressure off and allows you to focus on the other aspects of date night.

Boats and boating can be unpredictable. You never know what is going to happen, and you can't prepare for everything. Just be thoughtful before you commit to a complicated plan that is reliant on everything going just right. Buy me a beer sometime and I'll tell you about the perfect night at anchor in the San Juans that ended up with me, sans

intermission to turn the dining table into said couch, of course.

Now, if you are one of the very few who owns a boat as large as the average Seattle apartment, the world is your oyster. Go nuts. Throw a party. Hire a band.

THE PLAN

I'll be honest here, the very best date nights my girlfriend and I have had onboard have been impromptu dashes to the marina for a quick getaway or overnight stay where we never even start the engines, let alone cast off the dock lines. The water still laps at the hull, the birds still holler from the jetty outside the marina, our resident mama seal still snuffs at us as she swims past the transom. Being onboard in itself is romantic.

I am here to argue that when it comes to date nights onboard, less is more. Chances are your boat is moored within walking distance to at least one decent restaurant or bar. Consider the relative value of actually "boating" on a watery date night. One of our favorite things to do on a dry, calm night is to put the dinghy in the water and row around the marina, looking at boats and watching people. Our destination is usually the guest dock near one of the restaurants where we tie up the dinghy and go enjoy a meal. The row back to the boat in the dark is quiet and remarkably romantic, especially for my Southern Californian partner who

is allergic to the cold and must settle for body heat until we get back aboard where the heat has been left on.

If your plan involves even a short cruise, the key to making things work is to be as prepared as possible. Imagine for a moment a scenario where you and your date arrive at the boat to find a friendly neighbor has unplugged your shore power. The food in the fridge has gone bad. The batteries are flat. The heat hasn't been on. This isn't hypothetical, it happened to me. Obviously, it was the end of that romantic



The unexpected can be the perfect spice for an aquatic date. The romance of a passing tallship like this one is a mood setter for many!

clothing, on the foredeck trying to reset an anchor in a sudden gale. That was decidedly not how I expected that night to go...

IDEAS FOR A GREAT NIGHT

A romantic day on the water can mean anything from a quick sunset cruise to a weekend at anchor in a secluded cove. Here are some tried and true options that incorporate boating into your date night plans.

DINNER AT DOCKSIDE

A simple candlelight dinner takes on a new level of romance when it's aboard a boat. Don't bother casting off. There is enough nautical magic in the marina itself for a well-planned dinner around the dinette table to be an excellent date. Choose a meal that is easy to make in the (usually) limited galley onboard. Prep food ahead of time and pair everything with a nice wine. Perfect. Most boats are devoid of big screen televisions and other distractions, so being aboard allows for actual human-to-human interaction. Even for those of us in long-term relationships, a meal and glass of wine onboard can be an excellent diversion from the usual routine of life.

SAIL-IN DINING

The Puget Sound is blessed with dozens of excellent restaurants with easy access from marina guest docks or private floats. There is something special about walking to your reservation from the dock, as land-bound patrons look on in jealousy. Try not to travel too far for a sail-in meal if you can avoid it, especially if you need to make the return trip after dinner. Note also that many waterfront restaurants in Seattle and on Lake Union and Lake Washington have very limited dock space. See last month's feature *Boat Appétit!* for info on that scene.

SPECIAL EVENTS

While usually in the summer months and far too late for a Valentine's Day outing, more and more marinas are offering special event nights. Port Ludlow, among others, has regular sail-in movie nights, for example. Sail up, drop anchor, or tie to the guest dock, tune your stereo to the right station for the audio, and you have a nautical drive-in movie. We have taken advantage of many of these events over the last few years, and I must say it is hard to beat sitting on the flybridge under a warm blanket, eating popcorn and sipping a cocktail while a silly 1980s flick plays on a giant screen. A few marinas also have waterside concerts and other events. Farmer markets, art festivals,

and food and wine events take place somewhere in the Puget Sound all summer.

SUNSET CRUISE

People on vacations pay good money for a ride on a boat as the sun goes down. It stands to reason that a personal sunset cruise would make an excellent date night. With no destination necessary, you can slip out of the marina and lazily motor around as the sun hides behind the Olympic Mountains. One of our favorite sunset cruises is anywhere in Elliott Bay, where the low sun reflects off the glass and steel buildings downtown Seattle.

FRESH SEAFOOD

Plan ahead. During the season, head out early in the day and set a couple of crab or shrimp pots. Then, on your date night cruise pull those pots and cook your bounty right onboard. Fresh cracked crab as you cruise to your destination? That's hard to beat and can't be replicated in many places as easily as here.

Fishing for salmon or other native fish is a riskier proposition and isn't as easy as crabbing or shrimping. It's always worth a shot if you are set up for it, but a word to the wise: I wouldn't count on catching anything right away and impressing your date. Just in case, stash a little store-bought "bounty" in the icebox.

WEEKEND GETAWAY

I hope I don't have to say that "trapping" a date on a long overnight or weekend getaway is a bad, bad idea. But if you and your partner are at the "weekends away" phase of your relationship or he or she is just up

for anything, you can enjoy any number of amazing, romantic destinations from most ports in the Puget Sound in a quick day of sailing or cruising.

Our favorite destination for a romantic getaway is by far Gig Harbor. The waterfront is quaint and delightful. The restaurants, breweries, and bars are wonderful and varied, and the whole place just feels like you've gone back in time.

For weekend getaways, we usually prefer to marina hop to allow us to get out and see the sights, but nothing says you can't take your dockside dinner plan on the road and settle at anchor in a quiet cove.

LOVE AT SEA

Physical intimacy onboard can be something straight out of a fantasy, or it can be a ludicrous adventure in elbows, knees, and bumped noggins on bulkheads.

Though there is a lot to say on this subject, it's best that we keep it family friendly on these pages. Let's just say, as with all life aboard a boat, be very aware of the limitations your vessel imposes upon you. A cramped V-berth on a small sloop may be your best option, but that doesn't make it a good option. I firmly believe that anyone who chooses to go all the way onboard—even on a medium-sized boat—needs a good sense of humor and an adventurous spirit.

And please, close the shades. **NWY**



Greg Van Belle grew up sailing, cruising, and fishing Puget Sound. He lives in Seattle and teaches writing at Edmonds Community College. You can follow him on Twitter @gregvanbelle.

The author's perspective from a classic impromptu dockside date; all of the waterside appeal with none of the diesel-burning hassle.



RACING SHEET



Dead Ahead at Duwamish Head

Words: Doug Hansen // Photos: Jan Anderson

Duwamish Head, the second regatta of the annual South Sound Series, has kicked off the 2019 sailing calendar. The out-and-back race was somewhat backwards from what the fleets are used to because the boats started south out of Des Moines and raced to Duwamish Head, back past a mark in Elliott Bay,

reached across the Sound to the Blakely Rocks, and then back south to the finish. As usual, the day got started with coffee and doughnuts in a heated tent on the dock at the Des Moines marina, a welcome sight on an early January morning. The morning festivities are somewhat of a marine fashion show, with everyone showing off their shiny new foul

weather gear fresh from gift boxes with the tags still on.

Sixty-one teams came out to play this year and were broken up into nine categories, which made for a busy morning in the often sleepy marina with boats being rigged, sails double checked, and heavy, unnecessary gear being carted off and loaded into whoever's car was closest. The im-

pressive fleet, from the warm and comfortable cruising non-flying sails class to several full-blown race boats toting black carbon fiber sails, were well-stocked. Several teams had matching jackets, looking to make the most of the forecast. The wind number crunchers called for light air and without much hope for a thermal breeze. Considering the time of year, it was more a question if the race would get going at all.

The racing got underway with hardly a ripple on the water to be seen, but thankfully just enough breeze aloft to fill spinnakers and keep boats moving. Getting off the starting line was a challenge, with the slower boats starting first and struggling in the traffic; no one wanted to get too far away from the start in the event of getting swept away with the current. It was a day for big masts as the scratchboats *Crossfire*, *Ocelot*, and *Darkstar* all broke away from the



Top: *Himachi* making the best out of the low wind at the Duwamish Head Race. **Bottom, left to right:** The lead pack in action, *Ocelot* chases *Crossfire* with *JAM* in the background; *Yellow Jacket* and *JAM* in a close-quarters, low-wind duel.

Results: Duwamish Head 2019

Listed are selected results from the 2019 Duamish Head Race held on Jan. 5, 2019.

rest of the fleet early and could make their way up the Sound connecting the dots from puff to puff. For most of the fleet it was a game of leap frog where jibing 50 yards before or after your competition was the difference between getting away or being left behind.

Halfway up the beat, the fleet was met with a surprise bit of wind, naturally from the wrong direction. A quick scramble had the spinnakers coming down and jibs going up in what materialized into a 6-knot northerly for the middle third of the race. However nice it was to get some power into the sails, it was short-lived as things transitioned again as the fleet neared the south side of West Seattle. The breeze shifted back to the southerly and up went the spinnakers again.

Rounding the lighthouse at Alki Point, racers were relieved to see the committee boat perched on station ready to finish boats at the halfway point. While the end was literally in sight, getting there was another story entirely. Jibing too early in towards the finish spelled disaster as the breeze along Alki Beach was swirly and fickle, leaving spinnakers hanging loosely as competition skirted around the outside. In the end, nearly the entire fleet finished and headed home for the day for what would turn out to be the last Seahawks game of the season.

With the 2019 sailing season now officially under way, it is looking to be an exciting year with great turnouts across the range of fleets large and small. This summer there is a new focus by race organizers to optimize the sailing and racing community and put on world-class events by working together.

There are more opportunities for racing than ever; the weeknight racing series, one-day races, and full weekend events as well as several long distance races such as Northern Century, Swiftsure, and the Van Isle 360. With the annual local events and several major races dotting the sailing calendar, now is the time to get those crew and work lists dialed in before the craziness of spring takes hold. There is something for everyone! **NWY**

PHRF-2

	Sail No.	Boat	Rating	Skipper	Yacht Club	Corrected
1	55155	Crossfire	-102	Lou Bianco	STYC	04:23:03
2	9700	Dark Star	-24	Jonathan McKee	SYC/CYC	04:27:56
3	28909	Ocelot	-39	Ben & Jen Glass	SYC	04:29:56
4	3909	Absolutely	18	Charlie Macaulay	CYC Seattle	04:42:14
5	13696	Hamachi	-3	Shawn Dougherty	STYC/CYC	05:00:29
6	18	JAM	-0	Bill Fox	GHYC	05:35:29
7	USA27	Kahuna	48	Jack Leitzinger	STYC	05:46:41
8	52529	Constellation	24	Ron Holbrook	CYC Tacoma	05:50:07
9	USA 2	Freja	18	JONATHAN CRUSE	STYC	05:51:06
10	8929	Chasch Mer	-0	Scott Newman	Lahaina	06:03:00

PHRF-3

	Sail No.	Boat	Rating	Skipper	Yacht Club	Corrected
1	USA 11	Anarchy	57	Tom Ward	CYC	05:44:00
2	82	McSwoosh	66	clark McPherson	SSSS	05:44:02
3	25064	Korina Korina	66	jon knudson	SSSS	05:46:06
4	1005	Yellow Jacket	51	Jeff Causey	SSSS	05:47:31
4	69087	String Theory	57	Robert King	CYC Seattle	05:47:31
5	60919	EQUUS	63	Dean Conti	TTPYC	05:53:29
6	56500	Gardylloo	63	Eric & Aubre Nelson	Corinthian Yacht Club Tacoma	NO TIME
7	22	Tigger	57	Cody Pinion	West sound Corinthian yacht club	NO TIME

PHRF-4

	Sail No.	Boat	Rating	Skipper	Yacht Club	Corrected
1	77707	Darkside	72	Nicholas Leede	SYC	05:47:13
2	40622	Grace E	72	Brian White	CYCT	05:48:00
3	171	Lodos	69	Tolga Cezik	CYC/STYC	05:48:21
4	18320	Great White	72	Dan Wierman	WSCYC	05:48:53
5	40248	Shearwater	72	Karl Haflinger	CYCT	05:49:21
6	69112	the Boss	72	Chad Stenwick	WSCYC	05:49:26
7	161	Jeopardy	69	Edward Pinkham	CYCT	05:50:08
8	18324	Rock Paper Scissors	69	Hans Seegers	SSSS	05:52:40
9	97848	Intrepid	72	Patrick Robinson	SSSS	05:54:43

PHRF-5

	Sail No.	Boat	Rating	Skipper	Yacht Club	Corrected
1	26000	Dos	87	Brad Butler	PMYC	05:11:46
2	50921	REDLINE	90	Reese Cassal	SSSS	05:40:32
3	34	DASH	93	Stephanie Arnold & Chuck Queen	CYCT	05:41:43
4	69600	Seabiscuit	81	Andrew Norton	TTPYC	06:15:48

PHRF-6

	Sail No.	Boat	Rating	Skipper	Yacht Club	Corrected
1	59718	Sidewinder	99	Mike/Brad Jones	TYC	05:14:19
2	69914	Madame Pele	108	Thomas Andrewes	LIYC	05:46:18
3	18140	FlimFlam	96	Fred Creitz	CYC Seattle	05:47:33
4	39118	OxoMoxo	99	Douglas Frazer	CYC Seattle	NO TIME

PHRF-7

	Sail No.	Boat	Rating	Skipper	Yacht Club	Corrected
1	59512	Tonic	132	Mark Brink	Mark Brink	05:06:46
2	69360	Chinook	138	JJ Hoag	CYC Seattle/SYC	05:38:33
3	73392	Bodacious	129	J Rosenbach	SSSS	05:39:08
4	69299	Slick	120	Christine Nelson and Eric Johnson	CYCT	05:42:05
5	79052	Les Chevaux Blancs	132	Gordon Kells-Murphy	TTPYC	05:43:34
6	67826	Asylum	126	Jeremy Bush	CYCT	05:54:56
7	79182	Folie 'a Deux	132	Jeffrey Johnson	SSSS	06:01:11
8	31834	here & now	120	Pat Denney	CYC/STYC	NO TIME
8	79175	Image	129	Marc-Andrea Klimaschewski	CYC Seattle	NO TIME

Commodore

	Sail No.	Boat	Rating	Skipper	Yacht Club	Corrected
1	9678	White Squall	132	Roger Deitz	TYC	06:15:06
2	18715	Blue Max	141	Charles Hendrick Wesley Hawkins	TTPYC	06:30:10
3	V002	Steamy Windows	114	Laura Sullivan	SSSS, HCANA-Div 4, Fleet 95	06:47:12
4	3	Nordic Sun II	111	Greg Larsen	TYC	06:50:52
5	52953	Felicita	45	Ralph Vendeland	Gig Harbor Yacht Club	NO TIME
5	V001	OptiMystic	117	Mark Bertolin	DPYC	NO TIME

Hood Canal: Below the Bridge

By Norris Comer

The Olympic Peninsula—and by proxy its eastern fjord border of the Hood Canal—may be the most unapologetically wyrd place in the universe. Note the Old English spelling reminiscent of the Wyrd Sisters of Shakespeare’s *Macbeth*, witches who would live happily in the Peninsula’s brooding, moss carpeted forests. Culturally, this corner of Washington is hanging onto reality by a thread and physically only by the world’s longest saltwater floating bridge and a narrow land base.

It’s the land of the vampires and werewolves from the *Twilight* series, where sci-fi giant Frank Herbert of the *Dune* series lived out his last days, and where local literary legend Tom Robbins set his breakout novel *Another Roadside Attraction* in which Peninsula hippies and their pet baboon happen upon the body of Jesus and make a sideshow of it while on the run from the Vatican. Cruise down the Hood Canal and you can pull a \$100 oyster feast right out of the muck and watch a nuclear submarine cruise past. You can’t really do that anywhere else that I know of. Explore the Peninsula enough and one feels like it yearns to break free, not just of the continent but maybe the limitations of mainstream Earth itself.

It’s hard not to have your mind loosened a bit from “normal” while out on the Big Hook. For boaters, this piece complements a previous Ports of Call (*Hood Canal: Beyond the Bend*, September 2017 issue). Here we explore the northern entrance at the record-holding Bugge Bridge (Hood Canal Floating Bridge) to Pleasant Harbor. Boaters of all stripes will enjoy deep waters, nooks and crannies that only the locals have mastered, and some backyard wilderness that’s both far away and right next door. I recommend taking your trusty bike aboard, for Hood Canal marinas tend to be a mile or two away from the nearest town. This is also a great playground for those who like to live off the fat of the land, with plenty of angling and harvesting opportunities. And that epic Olympic Mountain range setting! **NWY**

Take a Gamble

While technically “above” the floating bridge, adorable dot-on-the-map Port Gamble is a worthy mention. Nestled at the mouth of the sheltered harbor of the same name, Port Gamble is a historic hamlet that blends equal parts cozy boutique strip, historic coastal Washington sawmill town (complete with museum), and indoor and outdoor event venues. This concoction guarantees that a wedding will probably be taking place whenever you visit, the stunning backdrop providing the icing on the nuptial cake.

Everything about Port Gamble makes the town an ideal boat-friendly gem except one critical detail: boat access. The closest we get to a marina is a public floating dock at the Salisbury Point Park, a mile or so walk or bike to the west, operating from April to October. The alternative way to visit Port Gamble by boat is probably to anchor within the sheltered confines of the bay itself and dinghy or paddle in. Bust out a chart, and you’ll see that the bay has a nice muddy bottom and a max depth in the 60-something-feet range. It’s probably best to land the dinghy on the south side of the breakwater west of the channel entrance to Port Gamble Harbor near the rack of rental kayaks, otherwise you risk being on the wrong side of a chain-link fence (and perhaps local regulation). Mind the sounder, for there’s plenty of shallow mud flats to get ye.



Float the Boat

The iconic William A. Bugge Bridge (known by most as the Hood Canal Floating Bridge) is an odd duck of engineering, fitting for the off-beat Peninsula feeling. The bridge connects the Olympic and Kitsap peninsulas via Route 104 and is the longest floating bridge located on a saltwater tidal basin in the world at nearly a mile and a half long (third longest floating bridge in the world overall). A journey across the bridge is a nautical bucket list item.

If transiting through the bridge, you may want to consult the Washington State Department of Transportation website (wsdot.wa.gov) to satisfy those questions and check for announced closures, openings, and other curveballs that are common in a place through which the Navy regularly moves its most prized warships. Basically, you have to request an opening at least an hour ahead by calling (360) 799-3233 or hailing VHF channel 13.

Bangor Base

South of the bridge, you’ll pass a relatively empty stretch of the Hood Canal. Probably the most head-turning feature is Bangor, specifically Naval Base Kitsap, on the east side. The third largest Navy base in the U.S., this military juggernaut is no joke—homeport for many nuclear submarines, housing for one of the U.S. Navy’s four nuclear shipyards, the only West Coast dry dock capable of handling Nimitz-class aircraft carriers, one of two strategic nuclear weapons facilities, and the Navy’s largest fuel depot. Give Bangor a wide berth and hang to the west when passing. Keep an eye out for escorted convoys and immediately dash out of their way if you see one. I was once at the helm of a small sailboat in Puget Sound when a convoy of a nuclear submarine and six-or-so U.S. Coast Guard Cutter escorts rounded a bend and plowed toward my direction. Rules of the road be damned!

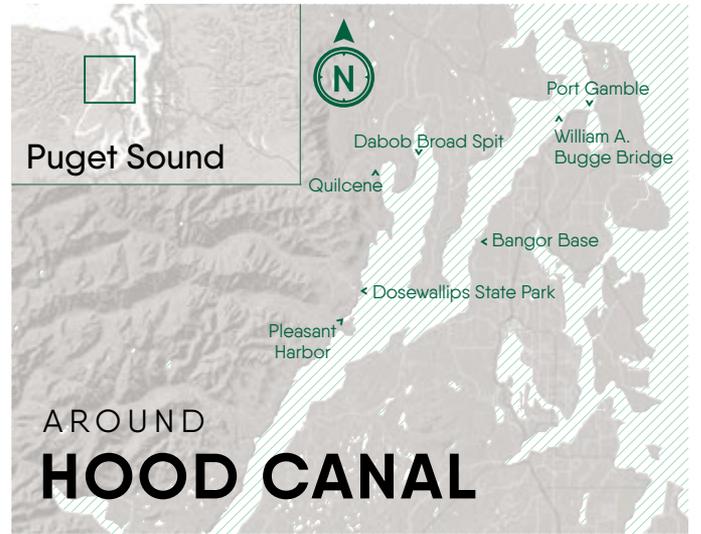


Bob into Dabob

Once you've gone south enough to clear Bangor, you have the option to cruise northward into Dabob Bay and an offshoot, Quilcene Bay. You're in Hood Canal proper now, ground-zero of the area's famous shellfish farms like Taylor Shellfish Hatchery and Rock Point Oyster (both in Dabob Bay). One popular spot for boaters is Broad Spit, an awesome beach on the west side of Dabob Bay that can be only accessed by boat. This is a great place to put down anchor and have a picnic ashore. If you time it right and bring your gear, you can harvest wild clams and oysters right on the spot. Perfection! Dabob Bay Natural Area Preserve makes up the furthest northern tip of the bay. While scenic, it is largely a collection of mudflats and sandspits that offer both recreation and opportunities to run aground.



Float into Quilcene Bay and you'll find more shellfish farms, hidden coves for exploration, and the tiny Herb Beck Marina complete with beach and swimming area. Not only is the marina a good option for a refuel and overnight moorage, but it is the only way for boaters to access the town of Quilcene, which is buffered from closer access by an estuarine wetland. The almost two-mile schlep into the funky, off-the-beaten-track town may be a worthy adventure with groceries (Peninsula Food Store), a few bars, and eats. A Quilcene visit will get you in that Peninsula mindset real quick.



Brinnon and Dosewallips

Boaters who pass the entrance to Dabob will find a cluster of interesting attractions to the west. It is only here that the singular Olympic National Park—one of my favorite places in the world—touches the waters of Hood Canal at Seal Rock. Farther south, Dosewallips State Park protects the Dosewallips River as it exits the majestic Olympic Mountains and enters the fjord. Sylopash Point and the Dosewallips Flats offer pristine walking trails and excellent shellfish harvesting just north of the one-street town of Brinnon. Access for boaters will have to be improvised, if possible at all—watch the mud!

Just south of Brinnon, beautiful Pleasant Harbor is the local mecca for boaters. There are some barebones docking options, with Pleasant Harbor State Park and moorage with all the fixings at the two full-service marinas: Home Port Marina in Pleasant Harbor and Pleasant Harbor Marina Resort. There's not much to see outside of the marinas, so bikes will be useful for those who do want to check out the Dosewallips River and Brinnon to the north.

GASTRONOMY

Arguably the best food available is from nature's pantry all around you: crabs and prawns straight from your pots, freshly dug clams and oysters, and salmon and ling cod reeled in minutes ago. Make sure you're in compliance with Washington Department of Fish and Wildlife regulations and make a delicious memory or two.



If you yearn for that Peninsula, small-town experience, you'll want that aforementioned bike aboard. The strengths of the local cuisine are those mom and pop places that embrace the excellent local ingredients. The towns of Port Gamble, Quilcene, and Brinnon have the most offerings. For Port Gamble, the cozy eats of the Port Gamble General Store (a restaurant), the Butcher & Baker Provisions, and Gamble Bay Coffee are recommendations. Note that you'll be walking or biking from the Salisbury Point Park or strolling up from your dinghy beached on the tidelands. Quilcene is almost two miles from the Herb Beck Marina and that bike will come in handy. There are a few bars, like the 101 Brewery at Twana Road House, and hyper local restaurants like the Gear Head Deli and Logger's Landing.

If spending the night at Pleasant Harbor, you'll likely dine at the Galley & Pub restaurant in the Pleasant Harbor Marina Resort. From Pleasant Harbor, you are a couple of miles from Brinnon. Brinnon itself doesn't have much to offer save a charming American-style restaurant, Geoduck, south of the Dosewallips River mouth. It's the kind of place with a jukebox in the corner and elk heads on the wall. I went all out with their "Ty One On" Oyster Sandwich (\$15.25) with eight local oyster shooters (\$12.50) and a pint of Octopus IPA from Narrows Brewing (Tacoma, WA).

Marinas

HERB BECK MARINA:

N 47°48'2.9" W 122°52'2.6" | 1731 Linger Longer Rd., Quilcene, WA 98376

Amenities & Moorage: This small but well-appointed marina has a fuel dock, shore power, restrooms and showers, and even dry storage.

Contact/Comms: Managed by the Port of Port Townsend. Office phone is (360) 765-3131 (hours 0800 to 1630 hours weekdays) and marina phone is (360) 385-2355. VHF channels 6 and 16 are monitored.

PLEASANT HARBOR MOORAGE:

N 47°39'51" W 122°54'43"

PLEASANT HARBOR STATE PARK:

U.S. Highway 101, Brinnon, WA 98320

Amenities & Moorage: The park features 120' of moorage dock, and visitors can stay three consecutive nights. First come, first served. Located immediately starboard upon entering Pleasant Harbor.

Contact/Comms: Managed by Washington State Parks. Phone is (360) 796-4415.

HOME PORT MARINA:

308717 U.S. Highway 101, Brinnon, WA 98320

Amenities & Moorage: This full-service marina has 95 slips for boats up to 70'.

Contact/Comms: (360)-385-6368. Email is harbomaster@brinnonmarina.com. Monitors VHF channels 16 and 66.

PLEASANT HARBOR MARINA RESORT:

308913 U.S. Highway 101, Brinnon, WA 98320

Amenities & Moorage: Slips and dock space are available at this full service marina for boats ranging from 25' or less and up to 120'.

Contact/Comms: Phone number is (360) 796-4611. Monitors VHF channels 16 and 9.

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“To me, every hour of the light and dark is a miracle.”

– Walt Whitman, *Poem of Perfect Miracles*



Brad Cole

“I was probably on a boat before I could walk,” says Brad Cole of his impressive boating background. His family had sailboats growing up and Cole grew up to be an eager sailor racing lasers and keelboats. He currently lives on a 48’ trawler and loves to hydroplane race during the summer with his two teenage kids. Cole bought Prism Graphics when he was 18 years old in 1993 and has been hard charging in the industry ever since.



The cherry on top for that special boat in your life is the presentation. Whether you go paint or vinyl wrap, bright colors or keep it classy white with a subtle race stripe, we all want that warm fuzzy feeling when we look over our shoulders at our boats. How will that name, the name you chose, fit into the picture? Regardless as to whether you chose the name of your beloved spouse or a goofy pun (*Ship for Brains*, for example), you want that name broadcasted to the world loud and proud. If you want to go all out, you may want to get that name backlit.

Backlighting a boat name is pretty much the apex of design, both in terms of presentation and complexity. You are bringing the miracle of electricity to the equation, after all. Essentially a boat name with a lighting component, there’s many ways to skin this cat for the craftsman. Due to the game-changing affordability and efficiency of LED lighting in marine applications, you may have noticed more backlit boat names in the marina, and not just exclusively on the biggest yachts.

To learn more about backlighting projects, we turned to Brad Cole, the owner of South Seattle-based Prism Graphics. An avid boater, he’s been in the vinyl

wrap and boat graphics game since 1993 and the backlighting scene for a few years now. As with all things in boating, there’s more to it than meets the eye.

NWY: Can you talk a bit about how backlighting entered the fray at Prism Graphics?

One of my interests growing up was electronics engineering. I went to school for it for a bit, but quickly realized I needed to focus my attention on vinyl graphics if I was going to make that successful. As time went on, more and more customers have been asking for backlit names on boats. I honestly turned them down for some time; however, with the prices of LED lighting becoming so affordable and easy to work with, it just made sense to get into the market.

NWY: How long have backlit boat names been in the industry and how has backlighting changed over the years?

I think people have been putting backlit names on boats for many years. However, I feel only recently (within the last five years) has it become cost effective for your average boat owner to be able to afford them due to the cost of LED lighting.

NWY: What are the various components at play with a backlit boat name? How does it work?

As with anything you install on a boat, it needs to last in a pretty harsh environment. Honestly, the reason I didn’t get into the backlit name business earlier than I did is that I only wanted to be able to do it if I could produce them so they last. There are a lot of things to consider with backlit names. Things I have to take a hard look at are the mounting surface and access to the back. These are rigid, dimensional letters, so they don’t go on a curved surface quite as well as vinyl lettering does. Also thickness of the actual letter comes into play, as they usually need to be a bold font style to be able to fit the lights inside the letter.

NWY: What kind of materials are used? Are there pros and cons?

I have come up with a process where I use an acrylic background to the letters, I then rout out the face and give myself a channel. In that channel I run a strip of LED lights. I then fill the remaining channel with clear silicone. I then put the actual letter on top with studs going through the acrylic. The face letter is usually polished stainless steel; however, I can do aluminum or colored plastic as well.

The pros are that the names come out stunning. They look so nice and classy, it’s hard to not love the look of a backlit boat name.

The cons. While my process of creating the names has become more cost-effective, they are still quite a bit more expensive than vinyl names.

NWY: What kind of lighting is used and why?

As previously mentioned, we use LED strip lights. I tend to spend a little more on materials and get the silicone-sealed, waterproof light strips. I then line the inside of the letter with them, then seal the remaining space with clear 100% silicone to make them watertight. We can do solid color lights or RGB (red-blue-green) ones that come with a wireless remote to change the color as you wish.

NWY: Each boat name is, by definition, a custom job. Is this where the artist comes into play? What's the process from concept to execution?

Ah yes, you are very correct. We start by designing what the customer wants, but we then see if that design will work in a backlit/stainless format. We do keep that in mind along the way and advise the customer as needed to adjust the thickness of the design so the end result will work in the format we need it to.

NWY: What does the electrical side of things look like? What kind of draw on the batteries does a backlit boat name have?

Most of the lights we use only draw about 1-2 watts per foot. A typical letter has 1-2 feet of strip lights in it, so the total draw is usually anywhere between 10-30 watts of 12-volt power for the entire name. I always recommend installing a dimmer switch, which I provide, on the 12-volt source. This does two things; the first is you're able to dim down the lights on the name. Say you're at anchorage in a very dark bay with five other boats. Turning the brightness down on the name may quickly become important as to not irritate other boaters. The second is that the dimmer regulates the voltage on the actual light diodes, which can be

Prism Graphics

Prism Graphics was founded in 1976 and has been in South Seattle since 2015. The company specializes in signage of all kinds and is widely used for vinyl wrappings and graphics for boats. "I estimate that since I bought the company in 1993, I have done over 20,000 vinyl boat names. With that kind of experience and knowledge, we have become well known in the marine industry as 'the guys to go to,'" says owner Brad Cole.

Web: prismgraphics.com

Address: 7609 5th Ave. S, Seattle, WA 98108

Phone: (206) 282-1801



sensitive to voltage spikes when either running the engines or plugging into shore power and the charger kicks on.

NWY: Are backlit boat names for power only, or can a sailboat also pull them off?

They can certainly be installed on anything with a 12-volt power source. However, I will say that the names, being that they stick out anywhere from three quarters of an inch to an inch and a half, make much more sense on a powerboat. I can honestly say that I have not done any on a sailboat yet, but it certainly could be done.

NWY: Should anyone worry about how backlighting could mess up navigation lights, or no?

Backlit names should not have any effect on navigation lights. The name should be on a completely separate electrical circuit from the navigation lights. I believe it is up to the discretion of the boat owner as to when the name should be on or not.

NWY: What are the hallmark signs of a bad backlighting job vs. a good one?

I think there are two parts to a quality name. One is the quality of the product, and two is the quality of the install. I have worked pretty hard to develop a process to produce the lettering that I feel is a high quality prod-

uct. On the install side of it, I actually don't do the final install. I have three or four high-end yacht outfitters that I trust to install my names. I work with them closely to make sure the result is a very high-quality product and install.

NWY: Is there an easy way to approximate the cost of a backlighting job? What factors determine the final price tag?

Honestly, I have not been able to come up with a formula that makes it easy to estimate the cost of these names. Since every job is custom and can vary in attributes, it is nearly impossible to accurately estimate the costs. The main factors that govern the costs are the material used for the face letter (stainless, aluminum, or plastic) and type of lighting desired (RGB or solid colors). Then on the install side, there is access to the back where wires need to be ran and where the power comes from that can drive the costs.

NWY: Is a backlighting installation job an in-water process with quick turnaround, or a longer job that requires a haulout?

As long as there is easy access to the area where the names are going, there's no reason for a haulout. Most can be done in the water.

NWY: What about backlighting projects do you enjoy most as a craftsperson?

Well since these backlit names pretty much take all three things I really enjoy and combine them, I just love to design and build them in general. Boats, art, and electronics have been a part of my life for as long as I can remember, and the fact that I get to work with them on a daily basis makes me really enjoy what I do. And I feel if you have a passion for what you do, you will do a good job.

NWY: Do you foresee any kind of disrupting technology when it comes to displaying boat names in the near-future? 3D? Virtual reality?

Fifty years ago, all the boat lettering on boats was painted. No one saw the development of vinyl stick-on letters that would outlast paint. I'm now doing full wraps on boats that cost one third of the cost of a paint job and last up to 10 years.

I'm sure things will change over the next 25 years. I heard recently that you could get a digital license plate for your car that automatically renews your tabs when they are due. That being said, a digital reader board of some kind that displays a fully changeable digital boat name is probably not out of the question. I believe it's not a matter of if things will change, more of when will it and what will it be? **NWY**

Every backlighting project for a boat name is a custom job. However, every backlit name utilizes LED lighting in conjunction with stylized lettering to pull off the desired effect. Prism Graphics works with talented installation experts to pull it all together.



Kevin's Catch

By Kevin Klein



Continued from Page 59

will knock the air right out of your lungs. Add tidal currents and vessel speed underway and the odds of survival are pretty slim, especially in the winter with fewer vessels around that may see you.

Some good remote engine shut-off systems are available now, and I would strongly suggest investing in one. A tethered kill switch is not always practical while actively fishing and moving around the boat. However, my main mantra to the crew while fishing is "STAY IN THE BOAT!" Actively fishing requires bending over the gunwales at

times. Keep your feet on the deck. Remember the game of jumping from chair to coffee table to couch as kids, pretending the carpet is hot lava? Think of it that way, except this ain't no game and that water ain't hot.

We've got the Friday Harbor Salmon Classic, part of the NMTA derby series, this month. Whether you're fishing the tournament or just out trying to catch some seafood, think about making it back unscathed. Common sense and good judgement goes a long way. Until next month, stay safe and let's go get some!

NWY

Kevin's Pick:

COSTA SUNGLASSES

Hardcore anglers love to be on the water. While much discussion goes into lines, lures, rods, and reels, eyewear is often overlooked. I like Costa polarized sunglasses for a variety of reasons, not least among them is safety. Terminal tackle flying out of a fish's mouth can easily damage the eyes. Having sunglasses on provides at least some protection. In conditions we encounter often, such as the rising and setting sun, Costa sunglasses can make it easier to see obstructions and obstacles ahead while piloting a boat. They look as good as they function too, in many styles and colors. See them all at costadelmar.com.



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-Proud owner, Howie Slausen

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LENGTH & TYPE	YR	PRICE	BROKER	PG	LENGTH & TYPE	YR	PRICE	BROKER	PG	LENGTH & TYPE	YR	PRICE	BROKER	PG	LENGTH & TYPE	YR	PRICE	BROKER	PG
10 Atkin	2018	2000	PT Boat Co.	96	26' Tollycraft Sedan	1973	25000	Elliott Bay	25	31' Sea Ray Sundancer	2010	108900	Waterline	47	34' Luhrs Convertible	2002	109000	Stan Miller	15
106' Horizon MY	2005	3775000	Chuck Hovey	17	27' Grady-White Canyon	2016	185000	Stan Miller	15	32' Back Cove 32	2018	399900	MarineSC	39	34' Mainship 34 Sedan	1977	25000	Waterline	47
110' Cantieri di Pisa	1998	2495000	Chuck Hovey	17	27' Maple Bay Trawler	1987	49000	West Yachts	43	32' Bayliner MY 3270	1985	39900	La Conner YS	97	34' Sabre Salon Express	2007	299000	Stan Miller	15
114' Nordlund Custom	2006	6495000	Emerald Pc.	10	27' Ranger Tugs	2014	139500	Bellingham	11	32' BC 32 Tri-Cabin	1986	69000	Waterline	47	34' Sea Ray Sundancer	2005	99500	Stan Miller	15
115' Crescent Tri-Deck	94/15	4995000	Chuck Hovey	17	27' Ranger Tugs R27	2015	150000	Elliott Bay	25	32' Cabo Express	2006	239000	Stan Miller	15	34' Sea Ray Sundancer	2007	125000	Hampton YS	6
12 Atkin	2018	2000	PT Boat Co.	96	27' Ranger Tugs R27	2017	174000	Waterline	47	32' Grand Banks Sedan	1972	37500	Elliott Bay	25	34' Tollycraft Sport Sedan	1989	67500	Waterline	47
14 Whitehall Sliding Seat	2016	9950	PT Boat Co.	96	28' Albin Tournament	2001	75000	Stan Miller	15	32' Grand Banks Sedan	1972	57000	Waterline	47	35' Cabo Express	2003	335000	Stan Miller	15
15 Custom Peapod	2016	8950	PT Boat Co.	96	28' Cutwater C-28	2015	169000	MarineSC	39	32' Grand Banks Sedan	1976	79250	La Conner YS	97	35' Chris-Craft 35	1956	38500	Waterline	47
21' Thunder Jet Luxor	2015	55000	Bellingham	11	29' Blackfin Combi	1998	98500	Stan Miller	15	32' Monk Express Cruiser	1964	17200	PT Boat Co.	96	35' Luhrs Tournament	1990	79900	Stan Miller	15
22' Devlin surf Scoter	1992	49900	West Yachts	43	29' Ranger Tugs	2013	189000	Stan Miller	15	32' Seasport Catamaran	2001	159000	Hampton YS	6	35' Skipjack Flybridge	1991	119000	Stan Miller	15
23' Grady White 232	2015	139900	Bellingham	11	29' Ranger Tugs R-29S	2015	209000	Bellingham	11	32' Trojan F-32 Flybridge	1978	28800	Waterline	47	35' Viking Convertible	1976	45000	Stan Miller	15
24' Elliott Bay Launch	1983	39900	West Yachts	43	29' Tiara Open 2900	2000	74995	Hampton YS	6	33' Back Cove Express	2008	239000	Bellingham	11	35' Viking Sportfish	1977	59500	Waterline	47
25 Bayliner Ciera	1991	13900	PT Boat Co.	96	29' Topaz Spotfisher	1990	49900	Stan Miller	15	33' KINGFISHER	2017	299900	West Yachts	43	36' 1996 Monk Trawler	1996	180000	NW Explor.	111
25' SHEARWATER CR	2005	76000	West Yachts	43	30' Bayliner 3055 Ciera	1999	38500	Waterline	47	33' Riviera Convertible	1990	79900	La Conner YS	97	36' Albin Trawler TriCabin	1979	49500	Waterline	47
25' Surf Runner	2004	99900	West Yachts	43	30' Cutwater Command	2016	279000	Bellingham	11	33' Tiara 3300 Open	1996	69900	Emerald Pc.	10	36' Egg Harbor	1978	44950	Elliott Bay	25
26' Skipjack 262 FB	2000	75000	Stan Miller	15	30' Grady White	2007	149900	Hampton YS	6	33' Tiara Express	1991	68500	Stan Miller	15	36' Grand Banks	1972	48500	La Conner YS	97
					30' Maple Bay PH Trawler	1998	55000	Waterline	47	34' Back Cove	2018	479000	Bellingham	11	36' Grand Banks SOLD	1973	22000	Waterline	47
					30' Willard Vega	1973	39900	La Conner YS	97	34' Bayliner 3486	1989	27500	Waterline	47	36' Grand Banks Cl.	1973	49000	Stan Miller	15
					31' Helmsman Trawlers	2018	289000	Waterline	47	34' Boston Whaler	2008	215000	Stan Miller	15	36' Grand Banks Cl.	1973	95000	Stan Miller	15
														36' Grand Banks Cl.	1986	139500	NW Explor.	111	
														36' Grand Banks Cl.	1988	154000	NW Explor.	111	
														36' Grand Banks MY	1995	249000	NW Explor.	111	
														36' Monk Trawler	1988	109000	West Yachts	43	
														36' Tiara 3600 Sovran	2004	249000	Stan Miller	15	
														36' Union 36 Cutter	1982	59000	MarineSC	39	
														36' Wellcraft Coastal	2007	169000	Stan Miller	15	
														37' Cold Water PH	2008	259000	Waterline	47	
														37' Island Packet 370	2008	275000	MarineSC	39	
														37' Sea Ray 370 Aft Cabin	1997	84500	Emerald Pc.	10	
														38' Bayliner 3888 MY	1989	58500	La Conner YS	97	
														38' Bertram Convertible	1978	69000	Stan Miller	15	
														38' Egg Harbor Sportfish	1990	89000	Waterline	47	
														38 Grand Banks Eastbay	1998	259000	Stan Miller	15	
														38' Helmsman	2008	SOLD	Waterline	47	
														38' Helmsman Trawlers	2017	419000	Waterline	47	
														38' Helmsman Trawlers	2017	469900	Waterline	47	
														38' Mediterranean Sport	1990	59500	Stan Miller	15	
														38' Ocean Alexander	1987	150000	West Yachts	43	
														38' San Juan 38	2000	295000	Emerald Pc.	10	
														38' True North	2007	249000	Elliott Bay	25	
														39' Azimut Flybridge	2000	215000	West Yachts	43	
														39' Bayliner Flybridge MY	1998	139900	West Yachts	43	
														39' Carver Cockpit MY	1993	64900	West Yachts	43	
														39' Eastbay	2006	359000	Hampton YS	6	
														39' Pacemaker A39	1965	29900	Waterline	47	

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40' Ocean Alexander	1989	160000	NW Explor.	111	48 Riviera 4800 SY	2018	1175000	Emerald Pc.	10
40' Pacific Trawlers 40	2000	219000	Waterline	47	49' Grand Banks MY	1995	449500	Stan Miller	15
40' Riviera Flybridge	2002	289000	Stan Miller	15	49' Grand Banks MY	1993	499000	NW Explor.	111
40' Tollycraft TCMY	1977	79900	La Conner YS 97		49' Hyundai Elegant MY	1988	134900	La Conner YS 97	
41' Bracewell 41 Flybridge	2019	539000	Waterline	47	49' Meridian PH	2006	297500	Elliott Bay	25
41' Cheer Men Marine PT	1982	69000	Waterline	47	50' Bertram Convertible	1994	189000	Stan Miller	15
41' Roughwater PH	1977	63000	La Conner YS 97		50' Delta PH	1992	249000	NW Explor.	111
41' Tiara 4100 Open	2002	205000	Stan Miller	15	50' Grand Banks 50	1972	179000	Waterline	47
41' Tiara 4100 Open	2001	199000	Stan Miller	15					
42' Grand Banks	1989	220000	Elliott Bay	25					
42' Grand Banks Cl.	1977	116000	MarineSC	39					
42' Grand Banks Cl.	1970	75000	Waterline	47					
42' Grand Banks Europa	1979	146000	NW Explor.	111					
42' Grand Banks Cl.	1996	299000	NW Explor.	111					
42' Grand Banks Cl.	1999	309000	NW Explor.	111					
42 Grand Banks Cl.	1969	72500	Stan Miller	15					
42 Grand Banks Cl.	1984	189000	Stan Miller	15					
42' Grand Banks Cl.	1984	149000	Stan Miller	15					
42 Grand Banks Cl.	1970	49500	NW Explor.	111					
42' Grand Banks Cl.	1988	179500	NW Explor.	111					
42' Grand Banks Cl.	1999	329000	NW Explor.	111					
42' Mikelson Sportfish	1988	74500	Stan Miller	15					
42' Monk Bridgedeck MY	1960	17000	Waterline	47					
42' Roughwater 42 PH	1988	69500	Waterline	47					
42' Sabre Salon Express	2016	729000	Emerald Pc.	10					
43' Blanchard Boat Co	1947	169000	Bellingham	11					
43' Sabre Sabreline 43	1995	299000	Waterline	47					
43' Viking Open	1995	219000	Stan Miller	15					
44' Atlantic Sundeck MY	1977	99500	La Conner YS 97						
45' CHB Grand Mariner	1981	115000	Waterline	47					
45' Chris-Craft Corsair	1955	65000	Waterline	47					
45 Viking Convertible	2007	599000	Stan Miller	15					
46' Grand Banks	1988	245000	Emerald Pc.	10					
46 Grand Banks Alaskan	1968	72000	PT Boat Co.	96					
46' Grand Banks Cl.	1994	279000	Hampton YS	6					
46' Grand Banks Cl.	1990	259000	Stan Miller	15					
46' Nielson Trawler	1981	249000	West Yachts	43					
46' Ocean Yachts Sport	1983	99500	Stan Miller	15					
46' Sea Ray 460 Sund.	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.	96					
48' Ocean Alexander	1987	199000	Hampton YS	6					
48' Offshore PH	2001	550000	Stan Miller	15					
48' Offshore Yachts	1986	149000	Waterline	47					

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49' HYUNDAI ELEGANT MY 1988, T/3208TA Cats, 12kw gen, 2500W inverter, 13' Whaler, wide 15'8" beam, bow thruster, Espar diesel furnace, asking **\$134,900**



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



42' CHB EUROPA 1984, single Volvo 310hp, 13'7" beam, huge bridge, AP, Radar, GPS, inverter, gen, Espar furnace, sea kindly, asking **\$105,000**



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



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



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



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



36' GRAND BANKS 1972, Philippine Mahogany, single factory Cat 3208, 210hp, inverter, GPS/Radar, dinghy, OB, asking **\$48,500**



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



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



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



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



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LENGTH & TYPE	YR	PRICE	BROKER	PG	LENGTH & TYPE	YR	PRICE	BROKER	PG	LENGTH & TYPE	YR	PRICE	BROKER	PG	LENGTH & TYPE	YR	PRICE	BROKER	PG
50' Riviera Sport Yacht	2012	795000	Elliott Bay	25	60' Grand Alaskan PH	2000	849950	Irwin YS	13	76' Lazzara MY	1994	999995	Chuck Hovey	17	26' MacGregor 26M	2007	SOLD	Waterline	47
50' Sea Ray Sundancer	2010	575000	Hampton YS	6	60' Ocean Alaskan Mk1	2002	849950	Irwin YS	13	78' West Bay SonShip MY	2000	1595000	Emerald Pc.	10	27' Island Packet 27	1988	32500	MarineSC	39
50' Spencer MY	1959	29500	PT Boat Co.	96	60' Riviera Sport Yacht	2016	1725000	Emerald Pc.	10	82 Horizon MY	2006	2295000	Emerald Pc.	10	28 British Channel Cutter	1982	69000	PT Boat Co.	96
52' Grand Banks Europa	1998	439000	NW Explor.	111	62' Boeing Custom	1931	199950	Irwin YS	13	83' Monk McQueen	1980	389000	Chuck Hovey	17	28' Freedom Sloop	1978	32000	West Yachts	43
52' Sea Ray 520 Fly	2018	1800000	Stan Miller	15	65' Hatteras Convertible	1988	325000	Irwin YS	13	86' Nordlund McQueen	1998	2400000	Emerald Pc.	10	29 Ericson	1979	9500	PT Boat Co.	96
53 Aluminum LRC Trawler	1974	199000	Waterline	47	65' Malahide Trawler PH	1972	795000	Waterline	47	88' Jack Sarin Custom	2006	1999000	Emerald Pc.	10	30 Bristol Bay Schooner	1930	22500	PT Boat Co.	96
53' Prima Flybridge Sedan	2001	495000	Emerald Pc.	10	65' Moonen	1990	785000	Chuck Hovey	17	88' Ocean Alexander	2010	3350000	Stan Miller	15	30' C&C 30	1988	29500	MarineSC	39
54' Kadey Krogen Trawler	1991	359000	Waterline	47	66' Grand Banks Sky.	1997	649999	Irwin YS	13	89' Nordlund PH CPMY	1995	1749000	Stan Miller	15	30' Catalina 30	1981	14500	MarineSC	39
54 Selene NW PH Trawler	2013	1095000	Selene NW	9	67 Regency 670	2007	1295000	Hampton YS	6	92' Selene NW	2016	4990000	Hampton YS	6	30' Catalina Tall Rig Sail	1981	8900	Stan Miller	15
55' Jones-Goodell PH	1974	179000	Stan Miller	15	67 Tollycraft PH	1987	395000	Stan Miller	15	103' Cheoy Lee	2011	4595000	Chuck Hovey	17	30' Hunter 306	2002	39950	Signature	21
55 Navigator	2012	675000	Hampton YS	6	70' Hatteras Sport MY	1998	749000	Waterline	47	110' Akhir-Cantieri di Pisa	1998	3495000	Chuck Hovey	17	32' Evelyn 32	1985	17500	MarineSC	39
55' Phoenix	2005	769000	Bellingham	11	72' Hatteras Cockpit MY	1981	419000	Waterline	47	16 Haven 12 1/2	16	19500	PT Boat Co.	96	32 Hunter 326	2002	49900	Signature	21
57' BAYLINER PH MY	2000	459000	West Yachts	43	72' Monk McQueen MY	1977	525000	West Yachts	43	18' Seascope & Trialer	2015	28900	West Yachts	43	32' Islander 32	1978	19500	MarineSC	39
57' Carver Voyager	2003	449000	Emerald Pc.	10	73' Northcoast Custom	1998	939000	Elliott Bay	25	20' Laser Performance SB3	2008	19500	MarineSC	39	32' Kettenburg Pacific	1934	19000	Stan Miller	15
57' Nordhavn PH Trawler	1998	1095000	Emerald Pc.	10	73' Northcoast Custom	1998	939000	Elliott Bay	25	20' Pacific Seacraft Flicka	1983	32500	West Yachts	43	33 Ebbtide 33	1985	88000	PT Boat Co.	96
58 Bertram Sportfisher	1980	179000	Stan Miller	15	74' Stephens MY	1983	389000	Hampton YS	6	24 Corsair Sprint MkII	2014	49500	PT Boat Co.	96	33' Nauticat MS Fin Keel	1987	99900	MarineSC	39
58 Hampton YS 580	2008	995000	Hampton YS	6	75' Northern Legacy	1998	1490000	Hampton YS	6	26 Hunter	1995	14500	PT Boat Co.	96	34' Columbia 34 MKII	1972	30000	MarineSC	39
58 Ocean Alexander	2009	995000	Hampton YS	6	76' Converted Tug	1906	190000	Waterline	47					34' Gemini 105Mc	2005	115000	Elliott Bay	25	
60' DeFever 60 PH	2015	1345000	Irwin YS	13	76' Lazzara	1994	999995	Chuck Hovey	17					34' Jeanneau 349	2019	189942	MarineSC	39	
														34' KMV Gambling	1974	29000	MarineSC	39	
														35 Bristol	1972	35000	PT Boat Co.	96	
														35' C & C Landfall	1983	23900	Signature	21	
														35' Nauticat NC-35 PH	2000	194500	MarineSC	39	
														36' Colvin 36	1993	79000	MarineSC	39	
														36' Gulfstar 36 PH	1971	27500	Waterline	47	
														36 Herreshoff	1964	46000	PT Boat Co.	96	
														36 Newland 368	1992	79000	PT Boat Co.	96	
														36' Tanton Custom 36.5	1981	27000	MarineSC	39	
														37' Beneteau First 375	1985	49950	Signature	21	
														37' J Boat 37C	1989	79900	Elliott Bay	25	
														37' Nautor Swan 371	1980	87000	West Yachts	43	
														37' Saturna Truant	1980	45000	MarineSC	39	
														37 Tayana 37	1977	79000	PT Boat Co.	96	
														38' Alajuela 38	1972	46900	Waterline	47	
														39' Beneteau 393	2003	124900	Signature	21	
														39' Cal 39	1978	35900	Waterline	47	
														39' CAL Mark III	1981	79000	West Yachts	43	
														39' Jeanneau Odyssey	2007	139500	MarineSC	39	
														39' Jeanneau Odyssey	2008	159500	MarineSC	39	
														40' Beneteau Oceanis	2011	169900	Signature	21	
														40' Beneteau Oceanis	1994	93500	Elliott Bay	25	
														40' Hinckley Bermuda	1970	129500	Elliott Bay	25	

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40' Jeanneau Odyssey	2002	130000	MarineSC	39	49' Transpac Ketch	1986	185000	Waterline	47
40' Lagoon 40	2019	529854	MarineSC	39	50' Herreshoff Ketch	1975	78500	MarineSC	39
40' Nauticat 40	1985	149900	MarineSC	39	51' Custom German Frers	1981	49900	MarineSC	39
40' Schucker 436	1977	69000	MarineSC	39	51' SKYE 51' Alden Ketch	1980	139500	MarineSC	39
40' Ta Shing Panda	1982	165000	PT Boat Co.	96	53' Skookum Motorsailer	1984	258000	West Yachts	43
40' Ta Shing Panda 40	1981	150000	Swiftsure	23	53' Spencer PH Ketch	1978	158000	Waterline	47
40' Ta Shing Panda 40	1984	175000	Elliott Bay	25	56' Herreshoff Marco Polo	1956	215000	Waterline	47
41' Beneteau 411	2000	119900	Signature	21	57' Alden Trawler Ketch	1964	79500	Waterline	47
41' Ericson Sloop	1968	37500	West Yachts	43	61' C&C 61	1972	222000	MarineSC	39
41' Hunter 410	1988	104900	MarineSC	39	65' MacGregor 65 PH	1990	159000	Bristol	96
41' Islander Freeport	1979	64900	West Yachts	43	83' Custom Schooner	1934	250000	Waterline	47
410' Hunter 410	2000	120000	Swiftsure	23					
42 Beneteau 423	2007	169000	Signature	21					
42' Catalina 2-Cabi	1994	114500	MarineSC	39					
42' Hinckley Sou'wester	1984	250000	Swiftsure	23					
42' Hunter 426 Deck Salon	2003	149950	Signature	21					
43' Beneteau Cyclades	2005	134000	Elliott Bay	25					
43' Luengen Offshore	1987	99500	Waterline	47					
43' Saga 43	2001	225000	Swiftsure	23					
43' Slocum Cutter	1986	139900	West Yachts	43					
43' Wauquiez Amphitrite	1984	149900	West Yachts	43					
44' Bruce Roberts PH 44	1993	49500	MarineSC	39					
44' Island Packet '07	2007	SOLD	Signature	21					
44' Island Packet SP	2007	319000	MarineSC	39					
44' Jeanneau Odyssey	2019	399982	MarineSC	39					
44' Nauticat NC-44	1980	185000	MarineSC	39					
44' Roberts PH MS	1990	37500	West Yachts	43					
44' Spencer 44	1973	40000	MarineSC	39					
45 Bruce Roberts Cruiser	1983	69000	Waterline	47					
46' CAL 2-46	1973	89900	West Yachts	43					
46' Jeanneau Odyssey	2000	179500	MarineSC	39					
46' West Indies	1977	99900	Signature	21					
47' Bayliner 4788	1995	179900	Emerald Pc.	10					
47' Vagabond	1983	249900	MarineSC	39					
49' Jeanneau SO	2007	349500	MarineSC	39					

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49' DEFEVER CPMY 2001 "Pride of Ownership" is the only way to describe this 49' DeFever CPMY, Two-Staterooms, Twin 135 Perkins, Generator, Inverter, Stabilized, 10 hp. Bow-Thruster, Air-Conditioning, Davit, SOLAS 6 person Life-Raft, 600 GPD water-maker and updated electronics: Furuno TZ Touch 14" MFD with 4' 6 KW Open Array Radar, AIS. The engine-room is immaculate, renewed varnish, full Barrett enclosure on flybridge, Recently hauled to renew bottom paint and props have been balanced and tuned, NAIAD stabilizers serviced and updated hydraulic lines upgraded. LLC owned **\$ 389,000. Contact Jim Johnson 619-784-9002. P863-197**



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. **\$83,500. San Juan Sailing - Bellingham Wa. (360)-671-0829, Cell 360-201-2459 or 425-260-7881 sanjuansailing.com wes@sanjuansailing.com. P792-196**



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**



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



42' OCEAN ALEXANDER SPORT SEDAN 1989 READY FOR CRUISING IN THE SAN JUAN'S OR LIVEABOARD 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, driplless 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**

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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**



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.**



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**



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



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



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**



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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**



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**



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FORE & AFT

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FAQ

Have questions about Classified Advertisements? Look no further!

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

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

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

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

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

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

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

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

How do I know when my ad expires?

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

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

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M862-192

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Tollycraft 34 Sport Sedan



Is there a more quintessential Pacific Northwest boat than a Tollycraft? Born from the mind of legendary local boat designer Ed Monk (and later his equally esteemed son, Ed Monk Jr.) and bred in the Kelso, Washington, factory from the 1960s to 1996, this family of mostly mid-sized yachts is widely praised for bringing common sense seaworthiness, flair, and affordability to the motor cruising lifestyle. Even today, more than 20 years after Tollycraft production ceased, you would defy the odds if you cruised these waters for a summer and didn't regularly run into a venerable Tolly, likely immaculate thanks to its dotting owners.

The Tollycraft 34 Sport Sedan is one of the many iterations of Tolly builds in that size range. If you hear the term "Tolly 34," it could refer to several builds where the

basic structure is similar but interior layouts and flybridge schemes differ greatly. The Sport Sedan model features that sumptuous island-style berth in the V (before it was mainstream) and guest stateroom with twin bunks below. Everything seems made to go the distance in comfort: large stall shower in the head, spacious salon and galley, and plenty of stowage.

The exterior is where the "sport" in the name comes in, it is a decidedly sleeker look. The large open cockpit is also quite angler friendly. While not known for breaking records at top speed, Tollys are known to be economical fuel sippers and generally

clock in a respectable 20-plus knots of cruising speed. The Sport Sedan also commonly features twin inboard diesel engines.

That there are still Tollys built in the '70s plying the waters and looking great while doing it is perhaps the ultimate testimony to the design. They can be a bargain too. At the time of this writing, a newer Tollycraft 34 Sport Sedan (1989) is for sale with Elliott Bay Yacht Sales for a listed price of \$69,500. Consider this: a brand-new Ranger Tug R-23, another build celebrated for the virtues of good sense and affordability, is over \$90,000. Which one would you rather take to Alaska?

Specs

LOA: 34' • Beam: 12' 6" • Draft: 2' 10"

Displacement: 17,000 lbs.

Tankage (Fuel/Fresh/Black):
288 gals./77 gals./28 gals.

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

Web: elliottbayyachtsales.com

Cal 39



There's good reason why J.C. Chandor—writer and director of the survival-at-sea movie *All is Lost*—picked the Cal 39 as the sailboat upon which Robert Redford's character is depicted taking on the elements solo.

The unassuming Cal 39 and its close cousin the Cal 40 are widely considered the most popular Cal sailboats ever built, the origins of which date back to the legendary partnership between builder Jack Jenson and designer Bill Lapworth in the 1960s. The Cal 39 popped up in 1978 during a time of turmoil for the company as it was sold to larger corporate conglomerates and as the manufacturing migrated from the West Coast through Florida and then Massachusetts.

Like many boats of this era, when you hear "Cal 39," the name refers to a subfamily of similar builds: original Cal 39s, MK IIs, MK IIIs, and even a brief run of a model beyond. They all are considered performance cruisers, known for comfortable open water passages with features like the small working cockpit and the generous accommodations below. Cals also clip along at a decent pace with its fin keel and narrow, seaworthy shape. A 50-horsepower Perkins inboard diesel is commonly standard and seems like a good match.

What is appealing about these boats is the price point. Built to be affordable to mere mortals back in the day, they are extra affordable now in 2019. Long as you get a trustworthy survey and make sure everything is in good shape, you could walk away with a sweet world traveler for a steal.

There's a Cal 39, one of the originals from 1978, for sale at the time of this writing from Waterline Boats in Seattle for a listed price of \$35,900.

Specs

LOA: 39' • Beam: 12' • Draft: 6' 7"

Displacement: 17,000 lbs.

Tankage (Fuel/Fresh/Black):
50 gals./40 gals./15 gals.

Local Broker: Waterline Boats,
(206) 282-0110

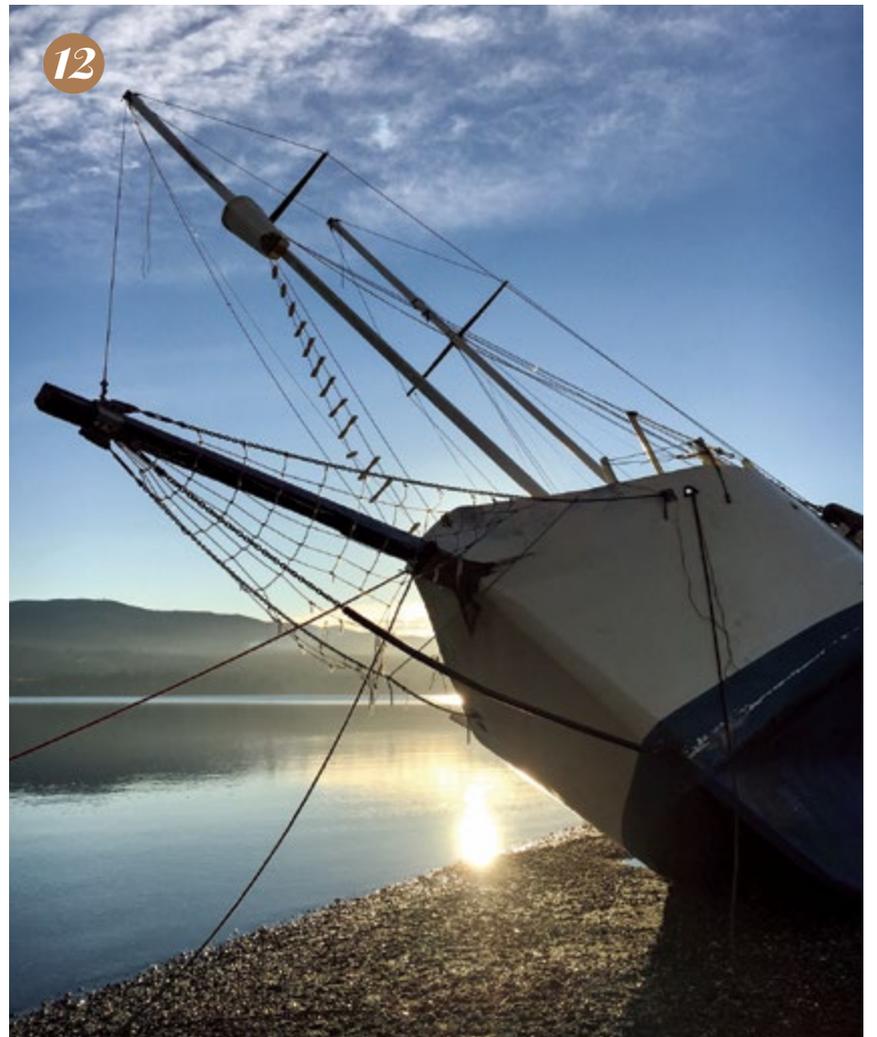
Web: waterlineboats.com

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. **To New Zealand and Beyond:** Harry and Sara live aboard their CS (Canadian Sailcraft) 36 in the Salish Sea with their dog, Woody. This Kiwi-Canadian couple, while currently keeping it local, hope to sail to New Zealand and beyond in the future. Read about their adventures at mamakusailing.com.
2. **Ice, Ice Baby:** We got this January greeting from the intrepid Breskell, a custom 51' sailboat that explores the arctic sea ice near Greenland that's associated with Northwest School of Wooden Boatbuilding teacher, Oliver Huin. Clearly, winterizing isn't on the itinerary for these hardy sailors. Check out the blog at breskell.com.
3. **Attention to Detail:** Instructor Ben Kahn and students look over a work-in-progress during a class at the Center for Wooden Boats (CWB). The CWB offers a host of classes year-round for both kids and adults interested in getting on the water or learning woodworking.
- 4&5. **No Worries Atoll:** What do NWY employees do on vacation? Boat, duh! Eva, one of our assistant editors, spent a couple days sailing around Kwajalein Atoll in the Marshall Islands aboard No Worries, her family's new(ish) Gemini 105mc charter cat.
6. **Derby Triumph:** Roche Harbor Resort Head Chef—and our Galley Gourmet columnist—Bill Shaw holds up a 14.9-pound salmon at the Roche Harbor Salmon Classic 2019. Fifth place, \$1,000 prize. Nice, chef!
7. **Special Delivery:** A Hampton 650-27 arrives in Seattle in time for the boat show. She's got a flurry of commissioning ahead of her before going on display! Photo: @hamptonyachtgroup
8. **Some Work, Mostly Play:** Eva, one of our assistant editors, snagged a selfie with Karl Kruger and his friend Rick Laursen (far left) aboard Ocean Watch at the end of their Where the Mountains Meet the Sea feature day. Not a bad day in the office!
9. **May the Fish Be With You:** Here we see Beth Lucier casually "catching bull trout on the fly in the heart of the Kootenays." Photo courtesy of Brennan Lund. Check out Lucier's Instagram: @beth_lucier
10. **Honoring the Mary B II:** Tragically, the Mary B II—a 42' wood commercial crabbing boat pictured here during happier times—capsized going over the Newport bar of Oregon's Yaquina Bay on January 8, resulting in the loss of all three lives aboard. Our hearts go out to the loved ones of Stephen Biernacki, Joshua Porter, and James Lacey. Photo courtesy of Mark D. Ludwick.
11. **Meanwhile, in Germany:** The world-famous Düsseldorf boat show recently concluded. Here the Beneteau team poses as their Oceanis 46.1 earns the 2019 European Yacht of the Year Award in the "Family Cruiser" category. Well done!
12. **Sorry Ship:** This 80' schooner wreck was photographed on Beckett Point on Discovery Bay, Washington, by Rob Sanderson, who said she ran up on the beach during a gale on December 20, 2018. Thanks for sending, Rob! Awesome photo, unfortunate circumstances. Photo: @porttownsendboatco

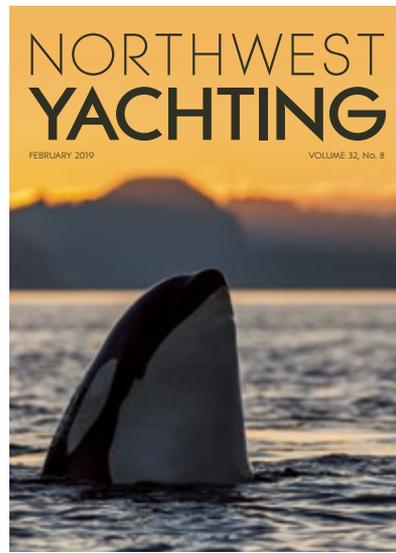




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36' Monk Trawler

1996-S-6BTM hp Cummins

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\$180,000



MAGIC BEAN

42' Grand Banks Classic

1988 - S-210 hp Caterpillar

Bow & stern thrusters, new tender.

\$179,500



INTREPID II

40' Ocean Alexander - 2 cabin

1989-T-210 hp Cummins

Boathouse-kept. 4kw Onan generator.

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DUTCHESS

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