

# NORTHWEST YACHTING

APRIL 2019

VOLUME 32, No. 10



**boat with us**  
*let your adventure begin*



**88' OCEAN ALEXANDER**  
*Seattle | 2019*



**90R OCEAN ALEXANDER**  
*Seattle | Summer 2019*



**85' OCEAN ALEXANDER**  
*San Diego | 2018*



**70e OCEAN ALEXANDER**  
*Seattle | 2018*  
*Newport Beach | 2019*



**55' AZIMUT S**  
*Seattle | 2018*



OCEAN ALEXANDER®

Tiara

REGAL

PURSUIT

CARVER

YACHTS

AZIMUT

GALEON

AQUILA

YACHTS

GALEON

AQUILA

YACHTS

AQUILA



**44' AQUILA**  
*Newport Beach | 2018*



**51' GALEON SKYDECK**  
*Newport Beach | 2018*



**38' TIARA SPORT LS**  
*Seattle | 2019*



**39' TIARA OPEN**  
*Seattle | 2018*

call for special pricing



**66' AZIMUT Magellano**  
*Seattle | 2019* TrawlerFest

SISTERSHIP  
*Seattle Inventory with Hard top*



**33' REGAL SAV**  
*Seattle | 2019*



**40' CARVER COMMAND BRIDGE**  
*San Diego | Sale Pending*  
*Newport Beach | 2019*  
*Seattle | 2019*



# ALEXANDER MARINE USA™

BROKERAGE | NEW CONSTRUCTION | CONSULTING



*select trade boat inventory*

2002 | **80' GRAND HARBOUR** | \$1,295,000  
AMUSA | 206.344.8566



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



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



2008 | **33' CHAPPARAL** | \$65,000  
Michael Vrbas | 949.632.1414



2017 | **31' SEA RAY** | \$238,500  
AMUSA | 206.344.8566

*sell your boat with us //  
we take trades*

Let the **boating experts** do the work for you. Our comprehensive marketing program is the most efficient in the industry.



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



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



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



2009 | **74' QUEENSHIP** | \$2,250,000  
Jerry Todd | 206.963.6543



2007 | **74' OCEAN ALEXANDER** | \$2,399,000  
Paul Groesbeck | 425.829.3551



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



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



OCEAN ALEXANDER

Tiara

REGAL

PURSUIT

CARVER

YACHTS

AZIMUT

GALEON

AQUILA

YACHTS

YACHTS

YACHTS

YACHTS



1996 | **71' ADMIRAL** | \$1,250,000  
Jason Smith | 206.331.2523



1986 | **68' NORDLUND** | \$639,000  
Jerry Todd | 206.963.6543



2002 | **68' QUEENSHIP** | \$949,500  
Jerry Todd | 206.963.6543



2000 | **65' PACIFIC MARINER** | \$699,000  
Greg Wilkinson | 714.331.7131



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



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



1999 | **64' FAIRLINE** | \$425,000  
Bill Luck | 760.533.6761



1979 | **60' HATTERAS** | \$339,000  
Paul Groesbeck | 425.829.3551



1979 | **60' C&L MARINE** | \$350,000  
Henry Wold | 206.427.7167



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



2004 | **58' WESTBAY** | \$849,000  
Jerry Todd | 206.963.6543



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



2007 | **52' OCEAN ALEXANDER** | \$599,000  
Mark White | 310.968.9376



2006 | **52' SEA RAY** | \$439,000  
Mark White | 310.968.9376



2008 | **52' CRUISERS SC** | \$469,000  
Henry Wold | 206.427.7167



2015 | **50' TIARA COUPE** | \$1,049,500  
Henry Wold | 206.427.7167



1995 | **48' OCEAN ALEXANDER** | \$279,000  
Jerry Wheeler | 949.375.2323



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



1950 | **47' MONK** | \$249,000  
Henry Wold | 206.427.7167



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



2005 | **45' CRUISERS** | \$265,000  
Michael Vrbas | 949.632.1414



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



2006 | **43' TIARA SOVRAN** | \$349,500  
Bill Luck | 760.533.6761



2002 | **41' FORMULA PC** | \$149,900  
Mark White | 310.968.9376



2016 | **39' TIARA** | \$579,000  
Paul Groesbeck | 425.829.3551



2015 | **37' SEA RAY** | \$248,000  
Tyler Benson | 615.339.8075



2002 | **35' TIARA OPEN** | \$175,000  
Jason Smith | 206.331.2523



2014 | **28' PURSUIT** | \$169,000  
Michael Vrbas | 949.632.1414





**HAMPTON**  
YACHT GROUP

206.623.5200

901 Fairview Ave. N, Suite A-150

Seattle, WA 98109

hamptonyachtgroup.com



EXPLORE THE 2019  
**Endurance** 720  
AT OUR SEATTLE DOCKS

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



AVAILABLE NOW!

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



FOR ORDER

**65' HAMPTON 650 PH 2019**  
Displacement: 89,500 lbs | Beam: 17'8" | Cabins: 3 | Heads: 3



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



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



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



AVAILABLE NOW!

**72' ENDURANCE 720 LRC 2019**  
Displacement: 116,600 lbs | Beam: 20 ft | Cabins: 4 | Heads: 6



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



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



UNDER CONSTRUCTION

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



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



JOIN US FOR OUR:  
**HYG**  
*Rendezvous*  
MAY 30 - JUNE 1, 2019

**LOOKING FOR QUALIFIED BROKERS:**  
EMAIL [JENNY@HAMPTONYACHTGROUP.COM](mailto:JENNY@HAMPTONYACHTGROUP.COM) OR CALL 206.623.5200

# NORTHWEST YACHTING

April 2019 || Volume 32, Number 10

BECOMING A PNW

## SUB-MARINER

**68** You've spent countless hours on our Pacific Northwest waterways. Now it's time to go under! We set you up for success for your new life exploring the local depths. Bottom line: it's just as awesome down there as it is up here.

## B.C. MARINAS 2019

PART 2: LOWER MAINLAND, HOWE SOUND & THE SUNSHINE COAST

Behold the second of our two-part B.C. marina and fuel dock guide. Use in conjunction with part one to conquer the Inside Passage this summer.

**74**

**80**

**86**

**92**

**94**

## RIDING THE RIP

Currents and tides around here are no joke, and local cruiser Greg Van Belle learned lessons the hard way takin gon the Point Wilson Rip.

## 30 YEARS THROUGH THE INSIDE PASSAGE

Peter Marsh recounts 30 years journeys through the Inside Passage interwoven with local shipbuilding, trimaran adventuring, and more!

## PORTS OF CALL *Vancouver: False Creek*

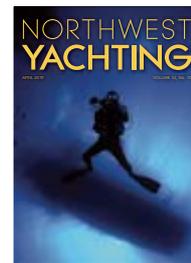
Where to tuck in after you've been cruising the wilds? Vancouver, B.C.'s False Creek area is loaded with urban fun for visiting boaters.

## ASK THE EXPERTS *Propane & Propane Accessories*

Propane systems have been making great meals possible aboard for decades. Learn the basics from ace marine tech Graham Milgate of Sure Marine.

## On the Cover

Rich Carey || RichardCareyPhotos.com



This month's cover spotlights a diver with boat, a winning combination and focus of this issue's scuba feature. Whether you charter or take that extra step to dive off your own boat, underwater adventure awaits.

## Departments

- 14 From the Helm
- 16 Nautical News
- 30 Business Notes
- 36 Letters
- 38 Arrivals
- 46 Goods & Gear
- 54 No Helm, No Problem
- 56 Hotwire
- 58 Perfect Lines
- 61 Kevin's Catch
- 62 On Watch
- 64 Galley Gourmet
- 90 Racing Sheet
- 97 Pets on Boats
- 100 Boats for Sale
- 104 Classified Ads
- 109 Broker's Best
- 110 Spyglass
- 112 Advertiser Index



**BEAUPORT 52M > 169FT > DAVIE & SONS > 1960/2008 > 2,495,000 USD**  
Constantly upgraded, comfortable and in very good condition. A true expedition yacht.  
JOAQUIN.GENRICH@FRASERYACHTS.COM +1 619 225 0588 SAN DIEGO



PRICE REDUCTION

**CHALLENGE 19M > 64FT > SPARKMAN STEPHENS > 1963 > 625,000 USD**  
She is a stirring performer and is very pleasing in layout and decor below.  
JOHN.GLADSTONE@FRASERYACHTS.COM +1 619 225 0588 SAN DIEGO



PRICE REDUCTION

**DUN DIGGIN 28M > 93FT > NORDLUND/MCQUEEN > 1988 > 1,100,000 USD**  
Classic West Coast long range yachtfisher, Ed Monk Jr. design, in family for 20+ years.  
NEAL.ESTERLY@FRASERYACHTS.COM +1 619 225 0588 SAN DIEGO



**PATEA 29M > 95FT > ALIA YACHTS > 2012 > 3,950,000 EUR**  
A beautiful, artistic design by Warwick, stunningly executed build quality.  
JAMES.NASON@FRASERYACHTS.COM +1 619 225 0588 SAN DIEGO



**DELIA 22M > 74FT > FORT MYERS > 1992/1995 > 635,000 USD**  
LRC, 4000 mile range, built strong for offshore cruising, three staterooms, large beam.  
PATRICK.MCCONNELL@FRASERYACHTS.COM +1 619 225 0588 SAN DIEGO



**SEA HAWK 26M > 85FT > AZIMUT > 2002/2012 > 1,200,000 USD**  
CHRIS.FEPPER@FRASERYACHTS.COM +1 206 382 9494 SEATTLE  
JOSH.GULBRANSON@FRASERYACHTS.COM +1 954 463 0600 FT. LAUDERDALE



**SEYCHELLE 34M > 111FT > NORTHCOAST > 1992 > 2,950,000 USD**  
Unrivaled in her size for quality of space on board. Great outside areas.  
NEAL.ESTERLY@FRASERYACHTS.COM +1 619 225 0588 SAN DIEGO



**ALCHEMY 40M > 133FT > FEADSHIP > 1970/2014 > POA**  
Classic Feadship recently completed an extensive refit, turnkey and needs nothing.  
JOAQUIN.GENRICH@FRASERYACHTS.COM +1 619 225 0588 SAN DIEGO

NEW CA



NOT FOR SALE OR CHARTER TO U.S. RESIDENTS WHILE IN U.S. WATERS.

**SOLAIA 40M › 131FT › HAKVOORT › 2001/2016 › 10,500,000 USD**  
High Dutch pedigree with a fantastic cruising history, excellent condition in all areas with detailed maintenance records. An elevator servicing three deck levels: lower, main,

and bridge decks. Lloyds cert, 4200 nm range.  
NEAL.ESTERLY@FRASERYACHTS.COM +1 619 823 9034 SAN DIEGO  
DENNISF@FRASERYACHTS.COM + 33 6 07 04 26 60 MONACO



**PACIFIC PROVIDER 49M › 160FT › BLOUNT MARINE › 1978/2015 › 3,850,000 USD**  
Hard to find go anywhere expedition vessel that is ready to go. US built, refit in 2008. Excellent family yacht to explore the world or as a shadow boat for larger yacht.

Low operating costs. 6 guest staterooms, big on-deck garage, 17 ton crane, rebuilt main engines in 2014.  
NEAL.ESTERLY@FRASERYACHTS.COM +1 619 823 9034 SAN DIEGO

## 1999 MAXUM 4600 SEDAN



Bow thruster, Twin 330 HP Cummins diesels, Garmin electronics, Inverter, Generator, Air conditioning/heating, Dinghy with stern davit, Bimini top with enclosure, and much more!

Sale Priced at \$159,000 Call Dave Boynton at 206-949-6866.

## 2003 NAVIGATOR 53 PILOTHOUSE



Twin Volvo 370 HP diesels, cherry wood interior, bow thruster, generator, inverter, diesel heater, crane davit, dinghy with outboard, 3 staterooms, 2 heads with showers, full electronics, bimini top with enclosure, excellent yacht!

\$319,000 Call Dave Boynton at 206-949-6866.

OFFERED EXCLUSIVELY BY

# BOYNTON *Yachts*



OWNER  
**DAVE BOYNTON**

TAKE ADVANTAGE OF  
**MY 34 YEARS  
OF EXPRIENCE**  
IN THE YACHT  
BUSINESS, WHETHER  
BUYING OR SELLING.

206.949.6866 • DAVE@BOYNTONYACHTS.COM • EXPERIENCED SERVICE, QUALITY BOATS

### 1999 DUFFY 35 PH LOBSTER BOAT



Single John Deere 225 HP diesel with 770 hours, Bow thruster, separate head and shower, inverter, diesel heater, dinghy and davit, updated electronics, satellite TV ant, and much more!

Sale priced \$89,000 Call Dave Boynton at 206-949-6866.

### 2003 MERIDIAN 341



Twin Cummins 250 HP diesels, bow and stern thrusters, radar, GPS plotter, autopilot, diesel furnace, inverter, bimini top with enclosure, anchor windlass, dinghy with outboard, and much more!

Priced at \$115,000 Call Dave Boynton at 206-949-6866.

### 2012 SEA RAY 540 SUNDANCER



Absolutely Stunning! freshwater boathouse kept since new! Twin Cummins 715 Zeus drives with only 168 hours, full electronics, generator, inverter, air conditioning heating, oil change system, upgraded stereo, washer/dryer and much more!

Priced at \$699,000 Call Dave Boynton at 206-949-6866.

### 2012 CHRIS CRAFT 25 LAUNCH



Heritage trim package, 8.2 Ltr. Mercruiser Mag 380 HP with 125 hours, captains choice exhaust, depth sounder, GPS Plotter, enclosed head, includes trailer!

Priced at \$84,000 Call Dave Boynton at 206-949-6866.

### 2003 SKORGENES 330 SONIC



Single Yanmar diesel, Bow and stern thrusters, Full bridge and cockpit enclosures, Diesel furnace, Panda generator, Full Simrad electronics package, Two staterooms, Head with shower, Gorgeous and economical!

Sale Priced at \$125,000 Call Dave Boynton at 206-949-6866.

### 2003 SEAHORSE 35 TRAWLER



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

Priced at \$139,000 Call Dave Boynton at 206-949-6866.

WWW.BOYNTONYACHTS.COM



68' HORIZON V68 2019- EMERALD EDITION  
NOW AVAILABLE - LOCATED IN SEATTLE



39' RIVIERA 395SUV 2019- AVAILABLE NOW  
LOCATED AT OUR DOCKS IN SEATTLE



60' HORIZON PC60 2020 - COMING SOON!



54' RIVIERA 5400 SPORT YACHT 2019 \$1,775,000  
AVAILABLE NOW - SCHEDULE A TOUR



114' NORDLUND 2003 \$6,495,000



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



86' NORDLUND MCQUEEN YACHTFISH 1998 \$2,400,000



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



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



72' NORDLUND 1990 \$499,000



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



57' NORDHAVN 1998 \$1,095,000



57' CARVER VOYAGER 2003 \$395,000



54' MERIDIAN 2005 \$550,000



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



47' BAYLINER 4788 1995 \$179,900



45' TIARA 2012 \$599,000



40' ALBIN NORTH SEA CUTTER 2006 \$249,000



42' SABRE 2016 \$719,000



38' SAN JUAN 38 2000 \$295,000



29' BEAVER PICNIC LAUNCH 2016 \$239,000



37' SEA RAY 1997 \$79,500



33' TIARA 3300 OPEN 1996 \$69,500

# IRWIN yacht sales

## PORTLAND

Mike Maynard • Jim Taylor

## SEATTLE

Matt Maynard • Kevin Blake  
Jon Heisel • Kirk Lamb



OUTER REEF  
YACHTS



OUTER REEF  
TRIDENT

EXCLUSIVE OUTER REEF YACHT REPRESENTATIVE

## SEATTLE

(206) 632-2900

## PORTLAND

(503) 381-5467



2002 | 60' Ocean Alexander MK1 Classico | \$799,950  
Available in Seattle (206) 632-2900



2006 | 58' Ocean Alexander 58 PH | \$875,000  
Contact Seattle Office (206) 632-2900



2002 | 57' Carver Voyager | \$439,950  
Available in Seattle (206) 632-2900



2005 | 57' Compass 57 Pilothouse | \$499,950  
Available in Seattle (206) 632-2900



2011 | 51' Navigator 5100 PH | \$499,000  
Contact Seattle office (206) 632-2900



2015 | 51' Sea Ray 510 Fly | \$1,050,000  
Available in Seattle (206) 632-2900



1988 | 65' Hatteras Convertible | \$325,000  
Available in Seattle (206) 632-2900



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



2005 | 52' Sea Ray Sedan Bridge | \$449,950  
Available in Seattle (206) 632-2900



2004 | 49' Meridian 490 PH | \$249,950  
Available in Seattle (206) 632-2900



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



2007 | 39' Meridian 391 Sedan | \$259,500  
Available in Seattle (206) 632-2900



2004 | 39' Sea Ray 390 Sundancer | \$169,900  
Available in Seattle (206) 632-2900



2014 | 36' Pursuit 365i Sport Coupe | \$295,000  
Available in Seattle (206) 632-2900



2005 | 36' Selene Archer 36 | \$325,000  
Available in Seattle (206) 632-2900



2017 | 31' Ranger Tugs R-31 CB | \$269,990  
Available in Seattle (206) 632-2900



2008 | 31' Sea Ray 310/330 Sundancer | \$117,990  
Available in Seattle (206) 632-2900



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



OUTER REEF  
TRIDENT

# www.IrwinYachtSales.com

1001 Fairview Ave N | Ste 1200 | Seattle, WA 98109  
909 N Tomahawk Island Dr | Ste 104 | Portland, OR 97217



OUTER REEF  
YACHTS

# BELLINGHAM YACHTS

SALES AND SERVICE

Bellingham : 1801 Roeder Ave. #174 | Bellingham, WA 98225 | 360.671.0990  
 Everett : 1135 Craftsman Way | Everett, WA 98201 | 425.609.1100

BellinghamYachts.com

**NUMBER ONE  
 CUTWATER DEALER  
 IN AMERICA!  
 TWO YEARS IN A ROW!**



**NOW IN STOCK!**  
**CUTWATER 30 302**  
 WITH YOUR CHOICE OF SUZUKI  
 OR YAMAHA OUTBOARDS.

**SABRE**  
*Yachts*



**CUTWATER**

## QUALITY BROKERAGE LISTINGS!

Take advantage of our expert sales team and brand new premium sales docks located at the Everett Marina featuring new 70ft slips and lateral moorage for smaller boats. Please call our Everett sales office at 425-609-1100 for details.



John



Richard



Matt



Jason



Nick

**CALL US TODAY! QUALITY YACHT SALES & SERVICE**

Bellingham : (360) 671-0990 | Everett : (425) 609-1100



**NEW! PREMIUM 70'  
 EVERETT SALES DOCKS**  
 CONTACT OUR EVERETT OFFICE FOR DETAILS.

## *No Rain Bashing for this Spring*



Norris Comer

Complaining about our winter and spring rains is often the Pacific Northwest response to “Hello, how are you?” A safe topic for any occasion, no matter how awkward the circumstances, bonding over some good old-fashioned rain bashing has reliably brought people of different backgrounds together since time immemorial. Even the journals of William Clark of the Lewis and Clark expedition contains plenty of weather complaints, commonly “we are all wet and disagreeable” during the 1805-06 wintering in Fort Clatsop on the Oregon coast. Let that sink in for a second; you, Clark, and Merriwether Lewis, separated by over 200 years of culture, could commiserate about the Pacific Northwest winter and spring rains over casual conversation.

What happens when, like this year, we’ve had a very mild, even mostly sunny, season? A week and a half of Snowpocalypse aside, I write this in March while eyeing forecasts for 70-degree sunny weather. Just like that, the old rain-bashing mainstay I’ve been relying on in

awkward conversations with strangers at parties is gone. What am I going to do?!

Go boating, that’s what! A sunny spring in the Pacific Northwest is the best gift in the world, full of cherry and tulip blossoms and visiting gray whales and trumpeter swans. You see sailboats dueling in regattas regularly and anglers chasing rockfish and lingcod. Boatyards are bustling as boaters who sat on their hands through the winter rush to get whatever work they need done for May and the unofficial official start of the season. But is May truly the start of the season if I’m already out there in 70-degree weather? Semantics.

While it’s all understandable to relish a warm, sunny spring, let us not forget that we need that uncelebrated rain to keep our nook of the world green and healthy. I’m sick of August being hijacked by wildfires like the last two years. A third smoked-out August in a row may just set a new norm, and who knows how climate change fits into it all. But for today? I’m just a boater enjoying the sun.

Make every day Opening Day and I’ll see you out on the water.

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

**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  
Peter Marsh

**Contributing Artists & Photographers**  
Jan Anderson  
Rich Carey  
Tom Heinecke  
Jack Riley

**Copy Editor**  
Seanna Browder

**Design Assistant**  
William Dodson

**Facilities**  
Maurice McPherson

**Official Mascots**  
Pearl & Rudder



## *This Month's Feature Contributors*



Peter Marsh grew up in Greenwich, UK, started dinghy sailing in 1963, and witnessed the start of the Single-handed Trans-Atlantic Race in 1964. He was involved in early trimaran development, then joined Major H.W. Tiltman for a voyage to the Arctic in 1971.

He came to the United States in 1972 and has only built one more multihull, a small open trimaran that he cruised to Alaska twice in the 1980s, plus a 1986 voyage on the Great Lakes. He described those voyages in his first stories for Northwest Yachting magazine. He has lived in Astoria since 2002. Read many of his stories at [www.sea-to-summit.net](http://www.sea-to-summit.net)



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

[www.nwyachting.com](http://www.nwyachting.com)

### SUBSCRIPTION PRICING (POSTAGE FEE ONLY)

\$40\* per year (US) \$79\* per year (Canada)  
\$79\* per year first class (US & Canada)  
\*includes Sales Tax

General Inquiries: 206-789-8116

Published monthly by SKT Publishers, Inc.  
7342 15th Ave. NW, Seattle, WA 98117

©2019 Northwest Yachting. All rights reserved. Any use of Northwest Yachting materials without the expressed written permission of the Publisher is specifically prohibited. While we welcome letters and photos, we can not be responsible for unsolicited materials.

Special photo credits:

Jan Anderson (Leukemia Cup, P18); Stanford Siver (Ziska, P20);  
Katherine Hashita Lee/iStockphoto.com (Street Festival, P93).

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

## YOUR NEW KADEY-KROGEN AND SUMMIT MOTORYACHTS DEALER!



**NEW KADEY-KROGEN 48 AE**  
Classic Raised PH; 2 Staterooms & Heads



**NEW KADEY-KROGEN 50 OPEN**  
Bright, Spacious and Open Layout



**NEW SUMMIT 54**  
New 26kt Contemporary MotorYacht



**NEW VIKING 37 BILLFISH**  
At Our Docks in California



**NEW VIKING 44C**  
Perfect West Coast Sportfisher



**NEW VIKING 82 CPMY**  
In Stock in Florida

### SELECT BROKERAGE LISTINGS



\$3,350,000

88' Ocean Alexander 2010



\$395,000

67' Tollycraft Pilothouse 1987



\$550,000

48' Offshore Pilothouse 2001



\$259,000

46' Grand Banks Classic 1990



\$289,000

40' Riviera Flybridge 2002



\$309,000

39' Krogen 39 2001



\$249,000

Tiara 3600 Sovran 2004



\$92,500

36' Grand Banks Classic 1973



\$119,900

35' Tiara 3500 Express 1997



\$279,000 - \$299,000

34' Sabre Hardtop Express 2007



NOW IN SEATTLE

32' Cabo Express 2006



\$189,000

29' Ranger Tugs 2013



SANLORENZO



SUMMIT  
MOTORYACHTS

[www.stanmilleryachts.com](http://www.stanmilleryachts.com)

#### LONG BEACH

245 Marina Drive  
Long Beach, California 90803  
562.598.9433

#### NEWPORT BEACH

2600 Newport Blvd., Ste. 106  
Newport Beach, California 92663  
949.675.3467

#### SAN DIEGO

2805 Dickens St., Ste. 105  
San Diego, California 92106  
619.224.1510

#### SEATTLE

2292 W. Commodore Way, Ste. 100  
Seattle, Washington 98199  
206.352.0118

Events

## Trawlerfest 2019 Arrives

### The Event, now at Seattle's Bell Harbor Marina, Packs New Seminars and Content

By Eva Seelye

Trawlerfest is returning to Seattle's waters after years of hopping from Anacortes to Bremerton and now Bell Harbor, April 23 to 27. But what does that mean for the mélange of trawler-centered events?

Many great things, but first thing to note is the return of Nigel Calder as the instructor for the Trawlerfest flagship seminar, "Everything You Need to Know About Diesel Engines," joined this year by Mike Beemer, department chair for the Marine Maintenance Technology school at Skagit Valley College. Choose to attend either class (April 23 or 24) for the all you can learn buffet from 0830 hours to 1700 hours; stick around for the graduation ceremony on Wednesday's where attendees will receive a certificate of completion, which could even save you money on boat insurance. It is important to note that this seminar is not included in the TrawlerFest VIP Pass.

Beemer will also present "Watermaker: Build It, Buy It, Use It," inspired by his desire for a freshwater bath while sailing his vessel. With more than 25 seminars, 2019's Trawlerfest attendees will have plenty of learning opportunities in various trades and lots of fodder to inspire and ignite the ocean cruiser in you. Topics include everything from boat handling and multi-function display (MFD) navigation to cruising over the horizon and beyond.

Heard of commuter cruising? Cruising guide author Patricia Rains will talk about this trend in one of her two seminars where she covers two cruising itineraries in Central America, leaving her vessel behind for a visit home, then hopping back aboard and continuing the excursion. Her second seminar discusses three Mexico cruising itineraries with invaluable tips, like where to find good marinas, fill up on fuel, and avoid hurricanes – take notes!

For the navigation buffs, make sure to stop by the "Multi-Function Displays, Hands On" seminar for instructor Eric Kunz's earned knowledge from his life-long pursuit developing marine electronics for Furuno.

Dr. Jim Chimiak of DAN Medical Services will coach you on how to prepare for remote emergencies in his seminar, Medical Preparedness and First Aid for Boaters. Ever wanted to cruises the Inside Passage? There's a seminar for that too! The Slowboat team is prepared to offer you their expertise on every aspect of the journey, from food, clothing, first aid, and spares to ground tackle, boat systems, and how and where to get parts and supplies along the way.

And of course, what's a Trawlerfest without an inspirational talk? Seattle couple Rob and Deanna Piwowarczyk offer their story as landlubbers gone rogue. From the mountains of Colorado to the waves of Southern California, they casted off aboard their Selene 55 with two 90-pound dogs, leaving their business and house in their wake, yet still found a way to earn a paycheck. Learn what it takes to "sell it all and move on a boat" at their seminar: "Making the Leap: A Cruising Couple Tells Their Story."

For the full list of seminars, check out [passagemaker.com/trawlerfest](http://passagemaker.com/trawlerfest) to make a plan of attack and attend the seminars that resonate with you. Our recommendation? Purchase a VIP Package for unlimited access to all seminars from \$449. 



**Above:** Picturesque Bell Harbor of Seattle will host Trawlerfest for the first time this year from April 23 to 27.

**Left:** Nigel Calder (far left facing the camera) is known for his popular books on marine electrical systems. He will be teaching one of the many top notch seminars at the event.

QUALITY LISTINGS WANTED -  
DISPLAY SLIPS AVAILABLE



# Chuck Hovey Yachts, LLC

Trawler  
Fest  
SEATTLE  
April 23-27, 2019

DEALER OF FINE YACHTS



West Coast Dealer for FLEMING 55, 58, 65, 78

Fleming Yachts offers new and flexible layouts. NEW FLEMINGS Available for inspection! Over 30 years of consistent quality from Fleming Yachts. Solid fiberglass hulls, safe Portuguese Bridge with easy to board, low profile, serious cruising designs, NMMA Certified using ABYC standards, great performance & fuel economy and factory & dealer support make the Fleming Yachts difference. Contact us for the latest Fleming updates.



**67' STERLING SHIPYARDS** Northwest triumph of design & engineering. Simplicity for easy use. Recent refit.



**65' FLEMING 2014** Late model Fleming 65 with deluxe outfitting, ready for Pacific Northwest cruising. **\$2,995,000**



**75' FLEMING 2001** "Practically perfect!" **\$2,588,000**  
**55' FLEMING 2004** Continuous upgrades. **\$1,495,000**



**55' OFFSHORE 1991** Constantly upgraded. New davit, epoxy bottom. Stabilized. Boathouse kept! **\$589,500**



**65' KNIGHT & CARVER 1985** Bow & stern thrusters. Haulout & bottom paint 2017. **NOW \$465,000**



**57' REAL SHIPS PILOTHOUSE 2002** Meticulously kept! True expedition yacht. See on Lake Union. **\$934,000**



**30' RAMPAGE 2001** Twin diesel performance fishing hull with great interior comforts. **NOW \$79,000**



**53' VIC FRANCK 1986** Two staterooms, 2 heads. Fiberglass construction. Walk-in engine room. **\$346,500**



**83' MONK MCQUEEN 1980** Legendary Northwest yacht. Many substantial updates. Select trades considered. **\$389,000**



**CRUISERS 3075 ROGUE 1999** New tender & davit, genset, Garmin radar/plotter. **\$53,995**



**90' STAR SHIPYARDS EXPEDITION YACHT** Fully modernized in 2010-2016 refit. Four double staterooms plus crew. **NOW \$749,000**



**48' DEFEVER 1983** All-updated version of this popular Defever package. Must see! **\$389,000**

WWW.CHUCKHOVEYYACHTS.COM

INFO@CHUCKHOVEYYACHTS.COM

**NEWPORT BEACH**

Lido Yacht Anchorage  
717 Lido Park Drive, Suite A, Newport Beach, CA 92663  
(949) 675-8092 | Fax: (949) 673-1037

**SAN DIEGO**

Sunroad Resort Marina - Harbor Island  
955 Harbor Island Dr. #112, San Diego, CA 92101  
(619) 222-0626 | Fax: (619) 222-1695

**SEATTLE**

Chandlers Cove Marina, Lake Union  
901 Fairview Ave. N., Suite C150, Seattle, WA 98109  
(206) 624-1908 | Fax: (206) 624-3870





# CROW'S NEST YACHTS

ANACORTES

SEATTLE

NEWPORT BEACH

SAN DIEGO

LLC OWNED



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



LOCATED AT OUR DOCKS

**98' VERSILCRAFT 1987**  
Fresh re-fit, paint, interior, electronics, must-see. Dan Wood, Seattle.



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



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



**57' BAYLINER 2002**

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



**83' BURGER 1967**

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



JUST REDUCED

**61' KNIGHT & CARVER YACHTFISHER 2000**

Custom built, nicely equipped, offshore capable, 3406 CATs. Dan Wood, Seattle.



**65' CHEOY LEE 2000**

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



JUST REDUCED

**65' CUSTOM HOUSEBOAT 2014**

Original owner, legal liveaboard condo slip. Contact Dan Wood.



**91' DELTA 1982**

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



JUST REDUCED

**46' WESTCOAST 2005**

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



**60' M2 POWER CAT 2007**

Twin M.A.N. power, 2 staterooms, 2 heads, kevlar construction. Dan Wood, Seattle.



NEW LISTING

**49' MERIDIAN 490 PH 2005**

Exceptionally clean, popular NW model, larger 370 hp Cummins, bow thruster. Dale Partna, Seattle.



**47' BAYLINER 2000**

Great layout, popular layout, open & airy salon. Mike Manning, Seattle.



**46' OCEAN ALEXANDER 1987**

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



**28' JEANNEAU 2016**

Innovative 2 stateroom pocket cruiser, twin outboards, clean & ready to go. Lee Koetje, Anacortes.



NEW LISTING

**43' SILVERTON 2006**

Very clean, many custom upgrades, new John Barrett full enclosure, Dale Partna, Seattle.



**38' LINDELL 1999**

Popular locally-built Northwest cruiser, full elects pkg on all 3 helms. Contact Dan Wood.



JUST REDUCED

**61' NAVIGATOR 2000**

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



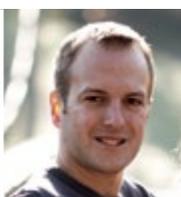
LOCATED AT OUR DOCK

**56' VIKING SPORT CRUISERS 1998**

New teak decks, upholstery aft deck & bridge outside, foam & upholstery. Contact Vic Parcels.



**42' SABRE HARD TOP EXPRESS 2004**  
Twin CATs, fresh water kept, at our docks. Dan Wood, Seattle.



**MATT PARTNA**  
ANACORTES



**LEE KOETJE**  
ANACORTES



**DALE PARTNA**  
ANAC./SEATTLE



**DAN WOOD**  
SEATTLE



**VIC PARCELLS**  
SEATTLE



**MIKE MANNING**  
SEATTLE



**KEITH WALSH**  
SEATTLE

WWW.CROWSNESTYACHTS.COM



For instant listing updates, follow us on social media!

**ANACORTES**  
(360) 299-3988

**SEATTLE**  
(206) 625-1580

**NEWPORT BEACH**  
(949) 574-7600

**SAN DIEGO**  
(619) 222-1122



My Boat Story

## Ziska Restoration Nears Completion

By Evin Moore

A 116-year-old, gaff-rigged "Lancashire nobby," a type of sailboat evolved from fishing vessels around Lancashire and the Isle of Man, is expected to make her return to the water this spring. Currently being restored in Port Townsend, *Ziska* has seen many owners over the years; she was launched in 1903 and spent time racing off the coast of Ireland. She was then used as a family cruiser before World War II. The boat ended up in Cowes, England, in the 1970s, where what would become a 30-year rebuild began.

In the late 90s, *Ziska* was in a bad state and purchased by a 19-year-old sailor who completed the repairs and spent the next four years sailing her all around the world. She spent her 100<sup>th</sup> birthday racing in the West Indies. She was eventually sold to a shipwright who moved her to Port Townsend, Washington. A few years and an owner or two later, she was spotted by Stanford Siver.

"I'd seen the boat in town for 10 years, but I had never seen it sail," Siver said. "I was rowing by it one

day about a year and a half ago and it looked really bad. It's heartbreaking to see a gorgeous old boat from 1903 going down the tubes," Siver said in an interview with the *PT Leader*.

A shipwright at the Northwest School of Wooden Boatbuilding, Siver purchased the boat and began a restoration. With the help of his fellow shipwrights, Siver created a new mast and riggings, varnished the boat, added new sails, and fixed up the salon. *Ziska* has been through several restorations and Siver wanted a balance between adding modern conveniences and preserving history. *Ziska* is currently engineless, and Siver plans to keep her that way.

Siver hopes to have the restoration completed by late March. "I was really lucky to have some amazingly talented people, the whole crew has kind of come together and rallied around this boat," he said. "Port Townsend is such a magnet for brilliantly talented people." Siver plans to sail *Ziska* in the 2019 Race to Alaska, and then find her a new owner. 

# ADVENTURES BEGIN HERE



ANACORTES  
**BOAT & YACHT**  
 SHOW

**MAY 16-19**

CAP SANTE MARINA  
 ANACORTES, WA

AnacortesBoatAndYachtShow.com

Community

# Cruise Underway to Baja Rally 2019 Registration Opens

By Eva Seelye

Registration for the Cruise Underway to Baja Rally, otherwise known as CUBAR 2019, is now open. Join a fleet of 50 or so power boats as you cruise from San Diego's docks on November 4 to La Paz, Mexico, on this 925-nautical-mile journey/party! Participants are recommended to have some sort of coastal cruising experience.

Without stops, the journey would take about five straight days, but CUBAR broke it up into three legs to lighten the mood: San Diego to Ensenada, Ensenada to San Jose Del Cabo, and Cabo to La Paz, each with their own arrival party for a total of 16 days of entertainment, parties, and likely lots of tequila while cruising CUBAR 2019.

To participate, navigate to [cubar.sdyc.org](http://cubar.sdyc.org) and submit the online application form. Once complete, the CUBAR committee will review your application and if your vessel meets the CUBAR criteria, you'll receive a notification that you've been accepted as well as your registration link to pay your \$990 fee. A waitlist will be established if applicable. Have your vessel info, onboard equipment, and crew lists on hand to make the application process quick and easy. Once registered, participants are expected to partake in medical provisioning, safety, fishing, and other planning seminars happening October 5-6. Boaters should arrive to San Diego by November 1 for courtesy boat inspections, immigration check-in, and additional seminars.

CUBAR is a charity event, so make sure to stop by the San Diego Yacht Club on May 18 for the Kickoff Dinner and Fundraiser. Proceeds from the charity event will go to the Sea Scouts and Junior Sailing in Southern California.



Ensenada, Mexico, marks the end of CUBAR's first leg.



**BENETEAU**  
AMEL ensemble



**Signature Yachts**  
SEATTLE  
(206) 284-9004



**FOUNTAIN PAJOT**  
NACRES YACHTS

[WWW.SIGNATURE-YACHTS.COM](http://WWW.SIGNATURE-YACHTS.COM)



BENETEAU OCEANIS 46.1

IN STOCK

**COME SEE US AT THE ANACORTES BOAT & YACHT SHOW MAY 16-19**



ARRIVING

BENETEAU OCEANIS 31



IN STOCK

BENETEAU OCEANIS 38.1



IN STOCK

BENETEAU OCEANIS 41.1



IN STOCK

BENETEAU OCEANIS 45



ARRIVING

BENETEAU OCEANIS 62



IN STOCK

FOUNTAIN PAJOT - LUCIA 40



This CUBAR participant fills up at the fuel dock in Turtle Bay.

**2476 WESTLAKE AVE N. #101, SEATTLE, WA 98109 (206) 284-9004**  
OPEN MONDAY - SATURDAY 10AM - 5PM. SUNDAY BY APPOINTMENT.



Racing

# Last Call for Seventy48 and R2AK

By Evin Moore

Applications for two unique Northwest races are now coming to a close; the Seventy48, a seventy-mile race to be completed with only human power, and the Race to Alaska, a 750-mile trek with only wind or human power. Applications for Seventy48 are due by April 15 and all applicants and their vessels must be approved by the race organizers.

If approved, you have until April 30 to officially register. Successful applicants will be proficient in navigations, first

aid, trip planning, radio use, collision avoidance, and other skills. Head to [seventy48.com](http://seventy48.com) apply if you're curious.

Those interested in the R2AK also have until April 15 to apply. They, too, must be approved by race organizers; this is extra important due to the distance of the race and the creative vessels that racers attempt to sail to Alaska. If you're interested in the Race to Alaska, head to [r2ak.com](http://r2ak.com) for more information. Good luck!



Education

# MY SAIL Youth Sailing Camp

By Evin Moore

Registration is now open for youth summer sailing camps, hosted by the Multihull Youth SAIL Foundation (MY SAIL). The foundation exists to encourage and grow the next generation of multihull sailors. Sailing camps are taught by US Sailing certified instructors and boats are provided by MY SAIL or a sponsoring foundation. Camps are a mixture of classroom instruction and coaching time on the water. Racing strategies and techniques are introduced based on the experience of the camper. The MY SAIL camps

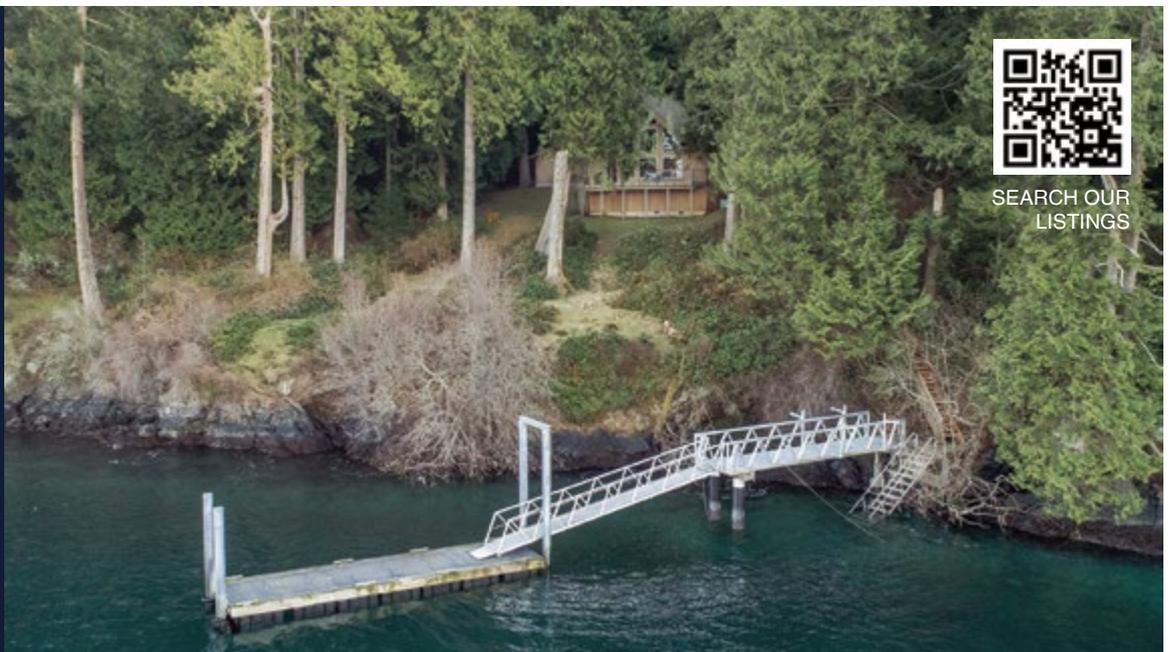
are a great way to introduce kids to sailing and to meet other kids with the same interest.

Sail camps will be held at Seattle's Corinthian Yacht Club and at Lake Quinault. Both locations are known for their steady wind conditions and Lake Quinault is noted for its beautiful mountain backdrop. The Corinthian Yacht Club camps take place June 26-28 and July 16-18 and the Lake Quinault camp takes place August 13-15. Register at [mysail.org](http://mysail.org). Space is limited to eight per class.




**Windermere**  
REAL ESTATE  
San Juan Island

WATERFRONT home near Roche Harbor with DOCK & mooring buoy!  
3 bed/2 bath on 1.3 acres has 227 ft of med. bank wft. Lg 2 car garage. Aluminum ramp & 30' dock. **MLS #1406228 \$1,225,000**  
**SAMANTHA BRYNER**



SEARCH OUR LISTINGS



ENCHANTING 840+/- ft of no bank Henry Island Waterfront on 15 acres. Beach house, guest studio, art studio, and float plane friendly dock. **MLS #1405486 \$1,897,500 GREG KING & SYBIL MAGER**



EXCEPTIONAL, sunny west facing 21 acres in 4 tax parcels with over 1500' of waterfront on Shaw Island's Wasp Passage. 50' deep water dock and pocket beach. **MLS #1322044, \$1,779,000 GREG KING & SYBIL MAGER**



QUALITY home on 300+ feet of protected west-facing waterfront. Beautiful finishes throughout. **MLS #1285039 \$895,000 BILL GIESY & KATIE SCHMIDT**

Community

# B'ham SeaFeast Gains New Director

By Eva Seelye

Liz Purdy was hired as Bellingham SeaFeast's Executive Director by its Board of Directors in February. The local festival celebrates Whatcom County's rich maritime history, commercial fishing and seafood industries, its thriving working waterfront and, of course, the Pacific Northwest's bountiful seafood.

Purdy stated in a press release that she's honored. "Bellingham



Liz Purdy

SeaFeast represents what I love about living in Whatcom County," she said. Deborah (Debbie) Granger and her husband Pete Granger

"started this event with a vision to showcase the significance of the working waterfront," Purdy continues. "I intend to carry that vision forward to host a family-friendly celebration with plenty of fresh seafood for an experience that keeps people coming back each year."

The festival began in 2016 to increase tourism in the off-season and continues to attract thousands of attendees each year. Bellingham Mayor Kelli Linville says that "Bellingham SeaFeast is everything we hoped for when we asked the community for ideas for a new signature event." According to Debbie Granger, over 6,000 people in Whatcom County have jobs created or supported by the maritime sector.

Purdy has a BA from Gonzaga University and an MA in Sustainable Development, and has spent time living in Southeast Alaska

and commercial fishing in Bristol Bay. The SeaFeast Board of Directors Chair and Port Executive Director Rob Fix thinks Purdy is the "ideal candidate to serve as Executive Director for Bellingham SeaFeast." She has "the working waterfront background and event planning experience necessary to hit the ground running and continue to grow attendance at this

incredible event." She worked last year's festival and, according to Fix, has "proved herself to be a tremendous asset."

The 2019 Bellingham SeaFeast will take over the city's streets on September 21 and 22 upon the commercial fishing fleets' return from their summer season. Learn more about the event at [bellingshamseafeast.org](http://bellingshamseafeast.org).



SeaFeast (Sep. 21-22) is family friendly!

QUALITY YACHTS FROM [SWIFTSUREYACHTS.COM](http://SWIFTSUREYACHTS.COM)

**Tyrando**  
2005 Garcia Passoa 47  
\$375,000

Garcia is renowned for crafting aluminum sailing yachts; in particular, the round-hulled, shoal draft Passoas described by *SAIL* magazine as a "French Metal Surfboard." These yachts are prized by world cruisers looking to go off the beaten path. **Tyrando** is optimized for high latitude/adventure sailing. By 2002, most of the Garcia Passoas were fitted with twin rudders and saildrives. With an eye on the Arctic and Antarctic, **Tyrando** was fitted with a single rudder, aft daggerboard instead of twin rudders, and a propeller shaft instead of a saildrive. Fuel tankage was increased to 1000 liters to maximize range under power and provide heat in cold climates. An Espar hydronic heating system is backed up with a dependable Taylor's bulkhead-mounted heater with a gravity feed tank. The mainsheet arch and hard top dodger along with canvas sides and back provide a fully enclosed watchstanding position. Recent updates include new standing rigging, bow thruster, electronics, and canvas.

Jeanneau 53 • 2011 • \$375,000

Back Cove 33 • 2008 • \$259,000

Catana 472 • 2001 • \$449,000

Baltic 50 • 1999 • \$499,000

Able Apogee 51 • 2000 • \$499,000

Oyster 53 • 1999 • \$410,000

Hinckley Sou'wester 42 • 1984 • \$230,000

Waterline 48 • 1997 • \$395,000

Hallberg-Rassy 46 • 2001 • \$329,000

|                            |                 |                           |                |
|----------------------------|-----------------|---------------------------|----------------|
| 59 Outremer 5X             | 2012 €1,190,000 | 41 Hunter 410             | 2000 \$109,000 |
| 56 Custom Morgan           | 1981 \$195,000  | 40 Perry Bella            | 1994 \$120,000 |
| 50 Farr PH                 | 2003 \$475,000  | 40 Panda                  | 1981 \$115,000 |
| 50 Lavranos                | 1990 \$169,900  | 39 Cal 39                 | 1971 \$44,000  |
| 48 Chris White Atlantic    | 2010 \$625,000  | 39 Nauticat               | 2003 \$265,000 |
| 47 Chris White Atlantic    | 2013 \$799,000  | 36 Vancouver              | 1981 \$59,999  |
| 44 Morris                  | 1995 \$375,000  | 36 Hallberg-Rassy         | 2002 \$184,000 |
| 44 Nordic                  | 1983 \$115,000  | 34 Hallberg-Rassy         | 2000 \$155,000 |
| 43 Hans Christian (Trad.)  | 1978 \$115,000  | 34 Red Wing               | 2008 \$115,000 |
| 43 Hans Christian (Chris.) | 1986 \$99,000   | 33 J/100                  | 2007 \$76,500  |
| 42 Island Packet 420       | 2000 \$259,000  | 30 Sabre 30 mKIII         | 1988 \$39,500  |
| 42 Hallberg-Rassy 42E      | 1983 \$154,000  | 27 Pacific Seacraft Orion | 1979 \$35,000  |

**TWO OFFICES**  
to serve Northwest Yachtsmen

Bainbridge Island • The Chandlery  
133 Parfitt Way SW

Seattle • 2500 Westlake Ave. N.

**Get Gear!**

Now you can buy Northwest Yachting hats and T-shirts! Check it out at:

[NWYACHTING.COM/SHOP](http://NWYACHTING.COM/SHOP)

**SwiftsureYachts**

206.378.1110 | [info@swiftsureyachts.com](mailto:info@swiftsureyachts.com)  
[www.swiftsureyachts.com](http://www.swiftsureyachts.com)

[www.facebook.com/swiftsureyachts](https://www.facebook.com/swiftsureyachts)

NEW SAILING YACHTS FOR WORLD CRUISING

ALLURES YACHTING

GARCIA YACHTS

OUTREMER

OUTBOUND YACHTS

Hallberg-Rassy



**Get Gear!**

Now you can buy Northwest Yachting hats and T-shirts! Check it out at:

[NWYACHTING.COM/SHOP](http://NWYACHTING.COM/SHOP)



In Memoriam

# Passing of Lowrance Founder

By Evin Moore

Navico, the parent company of Lowrance Electronics, announced the passing of Lowrance founder Darrell J. Lowrance due to a stroke on March 16 at age 80. Lowrance was a pilot, inventor, and businessman, serving as the President and CEO of

Lowrance Electronics from 1964 to 2006 and was involved in many breakthroughs in marine electronics, such as the first sonar products for recreational anglers, the Fish Lo-K-Tor. Lowrance also led the development of the first graph recorder and the first integrated sonar/GPS unit. "With his passing, the world has lost a great man and a true visionary," said Navico CEO Leif Ottosson in a press release.

The idea of the fish finder came to Lowrance while he was flying over a lake in Oklahoma in the 1950s. He looked down and could see schools of fish in the water. He wondered if sonar could be used to locate fish and he began work on the "little green box" with his father Carl, and brother Arlen. The device was introduced in 1959 and revolutionized fishing. At its height, Lowrance employed 3,000 people in Tulsa, Oklahoma, and manufactured 1 million units a year.

Lowrance also served as the President of the American Fishing Tackle Manufacturer's Association (AFTMA) and was on the Board of Directors from 1978 to 1986. He was inducted into the Bass Fishing Hall of Fame in 2013. Lowrance was the first company to sponsor the Bass Anglers Sportsman Society more than 50 years ago and a moment of silence is planned in his honor at the Bassmaster Classic. "Darrell's passion for fishing, innovative design and dedication to driving the marine electronics industry forward, led to innovative ideas and products that have shaped the fishing experiences for millions of anglers globally during the past 60 years," said Ottosson.

"The fishing world and our Navico family mourn this loss, and we offer our sincere condolences to Darrell's wife, Kathleen, and to his family."



Pilchuck E-Bikes  
Electric Bikes & Scooters  
Marysville, WA  
(360) 659-5557

## BLACKMAX

# Electric Bikes and Scooters

Kitsap  
TRACTOR & EQUIPMENT  
Silverdale, WA  
(360) 692-9312

[www.BlackMaxBike.com](http://www.BlackMaxBike.com)

### "Black Max Folding Bike"



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

**Price: \$1,495**

### "Black Max Step Through"



The "Black Max" Step Through Folding Bike is our newest and most popular e-bike! This bike allows for easy access for riders of all ages!

**Price: \$1,495**

### "Black Max Extreme Rover"



The "Black Max" Extreme Rover is our best-selling Electric Bike because of its power and versatility! With a 48V Battery, 750W Motor, and Fat Tires, this E-Bike can get you anywhere in style!

**Price: \$1,495**

# ELLIOTT BAY YACHT SALES



73' Northcoast "Gal Sal"



52' Emerald/Nordic



72' Ferretti "Diamond Girl"



49' Meridian



50' Riviera "Serena"



42' Grand Banks



34' Tollycraft



34' Boston Whaler



27' Ranger Tug



49' Transpacific "Flying Cloud"



47' Beneteau



44' Worldcruiser



43' Beneteau



40' Beneteau



40' Hinckley



37' Bavaria



36' C&C

## POWERBOATS

- 73' NorthCoast MY '98.....\$889,000
- 72' Ferretti 731 '98 ..... \$685,000
- 52' Emerald/Nordic PH '96..... \$199,000
- 50' Riviera Sport Yacht '12.....\$795,000
- 49' Meridian 490 PH '06..... \$285,000
- 42' Grand Banks Classic '89 ..... \$205,000
- 36' Egg Harbor '78..... \$44,950
- 34' Boston Whaler 340 Defiance \$149,900
- 34' Tollycraft Sport Sedan '89..... \$69,500
- 32' Grand Banks Sedan ..... \$37,500
- 28' Albin TE '01 ..... \$69,000
- 27' Ranger Tugs R27 '15 .....\$150,000

## SAILBOATS

- 49' Transpacific '80..... \$129,000
- 47' Beneteau 47.7 '05.....\$189,000
- 44' Worldcruiser Schooner '79 .....\$218,000
- 43' Beneteau 443 '05 .....\$119,500
- 40' Beneteau Oceanis '94.....\$85,000
- 40' Hinckley B-40 '70..... \$129,500
- 37' Bavaria '02.....\$84,500
- 36' C&C 110 '04..... \$110,000
- 34' C & C 34 '89..... \$29,900
- 34' Gemini 105Mc '05..... \$115,000

## BROKERAGE TEAM



**Paul Jenkins** 206.793.3529  
**Bill O'Brien** 206.849.8497  
**Mark Lindeman** 253.851.4497



Elliott Bay Marina  
 2601 West Marina Place, Suite D  
 Seattle, Washington 98199

Phone: 206.285.9563  
 Fax: 206.676.3704  
 Email: info@elliottbayyachtsales.com  
 Web: www.elliottbayyachtsales.com



## Potions for the Oceans *Near Beers: Perfect for Boaters?*

By Greg Van Belle

There is no arguing that boating culture and beer culture overlap quite a bit, especially here in the Northwest where the true craft beer culture got its start and marches forward with few signs of slowing down. There is a brewery on every corner and at nearly every marina, and we sailors do love a cold beer on a hot day. But operating a boat under the influence, in addition to being seriously dangerous, is a serious crime. What is a beer-loving captain to do? Not that long ago, the options for the beer lover who wanted a break from the alcohol were very slim and not that appealing. Luckily, craft brewers are catching on, and a nice selection of non-alcoholic craft beers that taste like craft beer are hitting the market.

These “near beers” have less than .5 percent alcohol and are very low calorie while still packing the flavor of true craft beer. Each brewery achieves the very low alcohol content in their beers through different processes, but the emphasis is on retaining true beer flavor. The “near beer” you know achieves its non-alcoholic status by heating alcoholic beers to the point where the alcohol dissipates. New craft near beers are brewed from scratch to be non-alcoholic, leaving them with a true beer taste. In the name of science and journalism, we loaded the icebox on *Kokua*, our trusty CHB 34 boat, with a variety of non-alcoholic beers and did some serious testing. Here are the results.

### *Partake Brewing*

Canada’s Partake Brewing makes several alcohol-free craft brews that are available in the U.S. and can be ordered directly from the brewer. Partake’s IPA is a very flavorful, hoppy beer with strong citrus notes and a fresh finish. The consensus is that this IPA tastes the most like a true IPA, and it has a refreshing, crisp flavor.

The Pale Ale from Partake is a classic American Pale Ale with a smooth finish. It is a little thin compared to a true pale, but at less than .3 percent alcohol and only 10 calories, we’ll take it. We eagerly await the brewery’s two newest additions, a lager and a stout, which at press time were still “coming soon.” Partake’s

beer can be purchased online and shipped to the US: [drinkpartake.com](http://drinkpartake.com).

### *Athletic Brewing Co.*

Athletic Brewing Company, located in Connecticut, puts out several high-quality non-alcoholic brews.

The “Upside Dawn” golden ale is flavorful and crisp, and just screams for a hot summer day onboard. The “Run Wild” IPA has hoppy notes and a bitter finish but doesn’t drink heavy. It won’t satisfy the typical West Coast IPA drinker, but it sure comes close. And the “No Doubt Stout” is rich and satisfying. Athletic Brewing has done an excellent job with their beers, and they promise more are coming soon. Their beers can be found at some local bottle shops and ordered directly from their website: [athleticbrewing.com/about-athletic](http://athleticbrewing.com/about-athletic).

### *Surreal Brewing*

Surreal Brewing, based in California, produces an excellent red IPA and porter. The Red IPA feels like the non-alcoholic beer that is most true to its “real” cousin. The porter is rich and drinkable and will certainly satisfy dark beer lovers onboard. Surreal is available in California or by ordering straight from the brewer: [surrealbrewing.com](http://surrealbrewing.com).

### *Bravus Brewing*

Bravus, in Southern California, takes pride in being the first non-alcoholic craft brewer in the United States. They currently offer an IPA, stout, and a stellar amber ale. The IPA has a true hoppy flavor and is indistinguishable from full alcohol brews with similar profiles. The stout is rich with coffee and caramel flavors, and the amber ale has the malty character you would expect. Order Bravus brews from their website: [bravus.com](http://bravus.com).

*We’re thirsty for more recipes, so send yours on to [editorial@nvyachting.com](mailto:editorial@nvyachting.com) for a chance to appear in the next issue.*

License #0E32738

# TWIN RIVERS

MARINE INSURANCE AGENCY, INC.  
“Your Marine Insurance Specialists”

7 Marina Plaza | Antioch, CA 94509 | At The Antioch Marina  
Latitude 38°01'10" N - Longitude 121°49'10" W - Buoy 4 Red - On The San Joaquin River

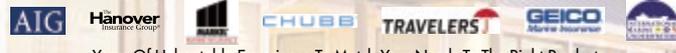
• Shop Your Renewal & Save - Flexible Survey Requirements  
• Broad Navigational Areas • Liveaboards • Agreed Value Policies • Fuel Spill Liability  
Call Us Now For The Most Comprehensive Policy At The Most Competitive Price ~ Get A Quote Online

WEST COAST | HAWAII | EAST COAST




Representing

Marine Insurance Made Simple, Affordable And Effective



Years Of Unbeatable Experience To Match Your Needs To The Right Product

Commercial Marine Insurance | CALL DOUG for a QUOTE



Doug Rader

- Marinas/Resorts
- Yacht Clubs
- Dealers/Brokers
- Rental Vessels
- Yacht B&B
- Charter/Tour/Fishing Vessels

- Vessel Repair Facilities
- Boat Builders
- Marine Contractors
- Marine Products Manufacturers
- Wholesalers & Distributors
- Workboats



Doug Rader - Your Commercial Marine Specialist • Direct: 209-334-2858

[WWW.BOATINSURANCEONLY.COM](http://WWW.BOATINSURANCEONLY.COM)

800.259.5701

Community

# Jamboree by the Sea Swap Meet Returns

By Eva Seelye

Head over to Oak Harbor Marina on Whidbey Island for the third annual Jamboree by the Sea and Swap Meet. Hosted in collaboration with the Deception Pass Sail and Power Squadron, this Jamboree and Swap Meet will offer free activities for the kids, free food for the family, and equipment demos Saturday, April 6 from 1000 to 1600 hours. Activities include flare demonstrations, in-depth boating safety instruction for children, knot-tying tips, crabbing instructions and demos, rides by the North Puget Sound Dragon Boat Club, and more. Stop by the variety of on-site booths, and for your social media page, snap a photo with pirates and their ship.

Step into the Oak Harbor Yacht Club Ballroom for a free two-hour seminar that will cover who, what, when, where, why, and how to shrimp, including equipment to have on board, the best baits to use, an overview of licenses, requirements, and regulations, prime shrimp times and tides, shrimp lore and life cycles, and what to do with them after you catch 'em!

Across the street from the Jamboree, there will be a marine swap meet from 0800 to 1600 hours. Maybe you can find some

of that shrimping equipment you might need.

A \$5 donation to the Power Squadron Education Fund is encouraged. Visit [whidbeycamanoislands.com](http://whidbeycamanoislands.com) to find out more.



The annual Jamboree by the Sea and Swap Meet will be held at the Oak Harbor Marina on April 6.

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

53z

New for 2019

NEW - OUTBOARD EXPRESS CRUISERS

The 43z - New for 2018

The 35z - New for 2018

1999 J/120 \$159,000

2015 Rustler 37 \$365,000

Brokerage Listings

|     |      |                            |               |           |
|-----|------|----------------------------|---------------|-----------|
| 53' | 2003 | J/160.....                 |               | \$575,000 |
| 49' | 1980 | TransPac 49.....           |               | \$109,000 |
| 46' | 2001 | J/46.....                  | SOLD          | \$324,900 |
| 45' | 2011 | Bestevaer 45st.....        | PRICE REDUCED | \$550,000 |
| 42' | 1994 | Grand Banks.....           | SOLD          | \$264,000 |
| 40' | 1994 | J/120.....                 |               | \$99,500  |
| 35' | 2006 | J/109.....                 | SOLD          | \$159,000 |
| 34' | 1999 | J/105.....                 |               | \$49,000  |
| 34' | 1982 | Dash.....                  |               | \$24,000  |
| 33' | 2007 | e Sailing Yacht .....      |               | \$64,000  |
| 33' | 1985 | Soverel.....               | PRICE REDUCED | \$17,500  |
| 30' | 1997 | Henderson w/ Trailer ..... |               | \$23,000  |
| 22' | 2012 | J/70 w/ Trailer.....       |               | \$23,000  |

NEW J/99 - 32.6' SPEEDSTER

Sailnorthwest.com  
206-286-1004  
sales@sailnorthwest.com

## Department of Corrections

### CANADA CORRECTED

We received updated info on the Page's Resort & Marina (#35 on our first B.C. Marina and Fuel Dock Guide, March 2019 issue). They have showers and laundry facilities. There is also a food and book store, kayak and bike rentals, nearby cottages and campgrounds, and nearby shipyard and restaurant. They monitor VHF Channel 66A. We've made corrections to our digital edition to reflect this information."





Education

## STEM Sailing Camp for Girls

By Eva Seelye

For young girls interested in science, technology, engineering, math (STEM), and boats, you won't want to miss the Frog Prints E! STEM and Sailing camps, held in collaboration with the Center for Wooden Boats. The spring session will teach these girls how to sail in an 8-foot El Toro the first week, followed by a week of building, testing, and launching underwater robots in South Lake Union the second week. They'll learn to apply buoyancy, displacement, trim, ballast, and wind and currents both while sailing and designing their robot. In this all-in-one class, students will combine sailing and robotic hands-on-

experiments with ocean exploration in the heart of Puget Sound.

Up to 12 middle school girls, ages 10-14 in grades 6-8, are eligible to attend. It'll take place April 27 through June 8 and costs \$630 per person. A minimum of six enrolled students are required to avoid program cancellation. To register your child, visit [frog-printse.org](http://frog-printse.org). If summer is better equipped to accommodate your schedule, or you want to keep your daughter busy while you're at work, a class also runs from August 12 to 23, Monday through Friday for \$970. Financial aid and scholarships are also available. Visit [cwb.org](http://cwb.org) to find out more.

### Education

## Safety Day at Elliott Bay

By Eva Seelye

What's the number one rule on the water besides having fun? Staying safe. Elliott Bay Marina is putting on a Fisheries Supply-sponsored event this May to get you and your vessel safe and secure in time for cruising season. Meander on over to the marina's docks from 1000 to 1600 hours on May 5 for safety checks by the USCG, educational seminars on weather reading and route planning from Mark Bunzel, fishing seminars aboard the 2019 NW Salmon Derby fishing boat, and get your hands-on fire extinguisher certification.

Fisheries Supply will have equipment for sale and Washington State Parks representatives will be on site to answer your adventure questions. Did we mention that guest moorage is free to attendees?



All trademarks mentioned are owned by, or licensed to, the AkzoNobel group of companies. © AkzoNobel 2019.

9088/0119

Education

# GHHS Announces New Maritime Program

By Eva Seelye

The Grays Harbor Historical Sea-port (GHHS), home to *Lady Washington* and *Hawaiian Chieftain*, is excited to announce the latest addition to their maritime educational experiences: The Explorers Trunk. This trunk is a distance learning platform designed for second-, third-, and fourth-graders who can't quite make it out to see the *Lady Washington* or *Hawaiian Chieftain* when in port.

GHHS understands the challenges many teachers and schools face when trying to book a trip to either ship, whether it's due to financial constraints, time conflicts, travel limitations, or they are simply unable to snag a time slot due to high demand. So, they came up with this digital learning platform that covers the same maritime history topics introduced in the Voyage of Explorers fieldtrip

with an at-home, remote twist made for the classroom. Now, children can learn valuable maritime and Pacific Northwest history from the comfort of their desks.

The Explorer's Trunks covers four lessons that parallel a few of the on-board lessons: why did Americans sail to the Pacific Northwest; how did sailors know where they were going; how did people live on a ship; and what did sailors do for fun? The cost, while yet to be determined, is expected to be lower than the shipboard programs. Orders are set to be filled beginning in fall 2019, so keep an eye on their website ([historicalseaport.org](http://historicalseaport.org)).

On a similar current, raise a glass to celebrate Washington's official ship, the *Lady Washington*, which turned a whopping 30 years old on March 7. Happy birthday, *Lady Washington!* 🎉



*Lady Washington*, Washington's official ship, turned 30 years old on March 7. Happy birthday!



# PROTECTING BOATERS FOR GENERATIONS

For over a century, a league of canned crusaders have been fighting to keep boats safe from barnacles, slime, algae and other aquatic evils that rob your boat of its true performance. With advanced know-how and unique capabilities, each antifouling is tailored to different conditions, and has the power to defeat fouling in all its forms.

Micron® CSC is a highly dependable and steadfast polishing antifouling for boaters, boatyards and builders, providing heroic protection in all waters and trusted by boaters and boatyards everywhere. Its polishing action wears away at a controlled rate, reducing paint build-up and achieving consistent performance across multiple seasons in all waters.

**For super-powered antifouling protection and proven performance, choose Interlux®.**

**THE HERO YOUR BOAT DESERVES!**

[interlux.com](http://interlux.com)

**AkzoNobel**



## Wind Power in Modern Shipping

By Evin Moore

An interesting idea to help reduce carbon emissions from the shipping industry has been proposed, and it's not complicated technology or a new fuel source, but the same power sailors have harnessed for millennium: wind. The International Maritime Organization (IMO) launched an initiative in 2018 calling for a 50 percent reduction in CO2 emissions in shipping by 2050. Maersk, the world's largest shipping company, is the first to take up the challenge, claiming their fleet would be carbon neutral by that date.

The idea of modern cargo ships being outfitted with sails may seem strange at first, but representatives from the International Windship Association (IWSA) say the concept makes perfect sense. "We all face the

immense challenge of rapidly decarbonizing shipping and the technology that can deliver 5 to 20 percent, possibly 30 percent fuel savings as retrofit options and 30 percent upwards for new, optimized vessels can't be ignored – the issue is not why, but when and how we will install wind solutions," said IWSA Secretary Gavin Allwright, who received the Initiate Award at the GREEN4SEA award ceremony on March 12.

The IWSA will be spreading the message about modern automated sails and wind-assisted propulsion at several free seminars in the U.S. and Canada this spring; the first is at the Port of Vancouver on March 27, followed by a seminar in Washington, D.C., on April 1, and another at the San Francisco

Boat show on April 5. "The use of wind propulsion technology is a growing trend in the industry with installations of Flettner rotors increasing strongly over the last 12 months, with six vessels and 14 rotors installed," said Allwright. "However other developments with rigid sail, suction wings, kites and more traditional soft sail are also moving up a gear."

Interest in direct wind propulsion has grown among major shipping lines recently, including Maersk, Airbus, Viking Lines, MOL, and others. The IWSA is hopeful that as wind power proves useful on modern cargo ships, automated sails will become an increasingly common sight.

**By**

## Worth Avenue Yachts Opens in Seattle

By Norris Comer

The international yacht brokerage titan Worth Avenue Yachts announced plans to open its first West Coast office on South Lake Union of Seattle. The branch is managed by Ray Prokorym, a successful manager of Alexander Marine USA's three storefronts in California and Washington for 12 years. He is joined by Niel Steenkamp, a top yacht broker also from Alexander Marine USA.

"We are very excited

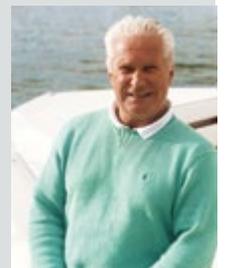


Ray Prokorym

to bring the brand and this level of professionalism to our valued clients on the West Coast of the US," commented

Prokorym in a press release. Brian Tansey, a co-founder of Worth Avenue Yachts, echoes the excitement.

"Some of our best clients are from the West Coast and having a team there will only add to the positive client experience," Tansey said in the same press release.



Neil Steenkamp

Welcome to the Emerald City! A specific opening day has not been announced at the time of this writing. You can reach them by phone at (561) 833-4462 or email at team@worthavenueyachts.com. More info can be found online at worthavenueyachts.com.

**By**

# La Conner Marina

*When you're going places*

Full-Service Marina on the Historic Swinomish Channel

**Shop & dine in the quaint town of La Conner**

*Group rates available*

La Conner Marina | 360-466-3118

VHF 66A | www.portofskagit.com

613 N. 2nd Street, La Conner WA 98257

Port of Skagit

## Get in Touch!

We want to hear from you and see your boating pictures too!

[editorial@nwyachting.com](mailto:editorial@nwyachting.com)

Dan Mundy



## Alexander Marine Names Dan Mundy President

By Eva Seelye

West Coast yacht brokerage agency Alexander Marine USA, Inc. named Dan Mundy as their next president effective immediately. Mundy previously owned and operated marine stores in Colorado, many of which were picked up by MarineMax Inc., Mundy was then hired by MarineMax, becoming regional president for the western United States. During his time there, Mundy played a big part in the company's growth to over a billion dollars in annual revenue.

Chairman and CEO for Alexander Marine Johnny Chueh

looks forward "to leveraging [Mundy's] expertise and track record for success in guiding AMUSA today, and for many years to come."

Alexander Marine USA, Inc. is the West Coast dealer for Ocean Alexander, Tiara, Pursuit, Azimut, Carver, Galeon, Aquila, and Regional Yachts. Dan comments that his ultimate goal is to bring "world-class sales and ownership experience to those who love being out on the water." Chueh continues, "We are very pleased to have Dan on board." *By*

## California Yacht Broker's Assoc. adds New Board Members

By Eva Seelye

The California Yacht Brokers Association announced their 2019 Board of Directors. George Sikich is joining Dennis Moran, Jeff Merrill, Tony Faso, and Nick Friedman on the Association's board, along with reelected board members Dean West, Peter Zaleski, and Mark Rentziperis. Mik Maguire will remain board president for 2019.

The Association is dedicated to conducting business with dignity, integrity, and a high standard of professionalism. To become a California Yacht Broker Association member, one must be sponsored by two broker members, reviewed by the membership committee, and approved by the Board of Directors. Visit [cyba.info](http://cyba.info) for more information. *By*



### Yacht Charter Vacations Cruise the San Juan & Gulf Islands

- Bareboat & Crewed Charters
- Charter Yachts 30-100 ft.
- Private Training Available

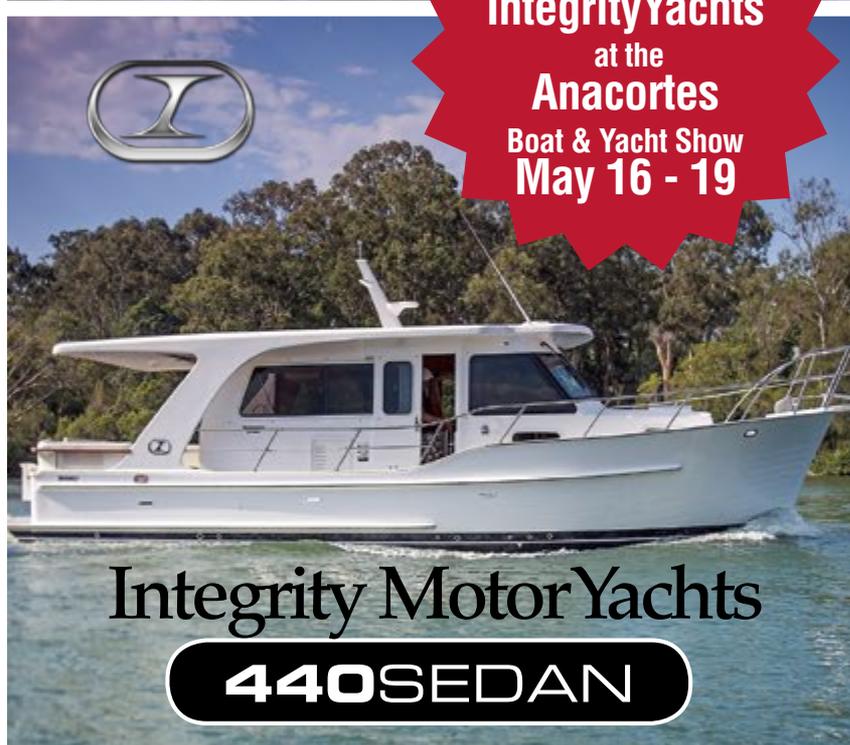


Anacortes • 800.426.2313 • [www.CrownYachtCharters.com](http://www.CrownYachtCharters.com)

# The New 35 Unmistakably Bertram



See the Bertram & Integrity Yachts at the Anacortes Boat & Yacht Show May 16 - 19



## Integrity Motor Yachts

440 SEDAN



2005 Nordic Tug 37 • \$329,000



1999 Kady Krogen 39 • \$339,000



GATEWAY YACHTS

Call Today 360.293.9411

[www.GatewayYachts.com](http://www.GatewayYachts.com) • Anacortes WA



## Olympic View Yachts Opens

By Evin Moore

A new brokerage, Olympic View Yachts, officially opened for business March 7. Headquartered on Bainbridge Island with three satellite offices in Gig Harbor, Port Hadlock, and Pleasant Harbor, the brokerage

plans to specialize in serving customers on the Olympic Peninsula. The main office is based in the recently renovated Eagle Harbor Marina, one of four marina offices Olympic View Yachts operates from.

The venture is co-owned by Bob Wise and Allan Scozzafave; Scozzafave is a lifelong boater and powerboat specialist, and Wise got his start in Silicon Valley before entering the marine industry. He served as President of the

Recreational Boaters Association of Washington and as chairman of the Bainbridge Island Harbor Commission. Joining Wise and Scozzafave is James King, a long-time Peninsula broker who will be handling the sailing community. King is also a Coast Guard Certified Captain and American Sailing Association instructor.

"The Olympic Peninsula, especially Bainbridge Island, lacks a locally owned and full-service yacht brokerage" Wise said. "The market needs a company dedicated to the needs of boaters in Kitsap, Pierce, and Jefferson County and we are the only group that has marina facilities in all three. In addition to our Bainbridge office we have offices located at the Port Hadlock Marina, the Home Port Marina in Pleasant Harbor, and the Harbor Place Marina in Gig Harbor."

Olympic View Yachts has already been granted membership into the Northwest Yacht Brokers Association, a local nonprofit committed to high professional standards in the recreational boating industry. "Each year, more and more Olympic Peninsula residents discover recreational boating and the unique opportunity our region provides. Our company is uniquely positioned to serve this group and dedicated to becoming their preferred service provider for boat brokerage, training and moorage," Wise said. The new brokerage can be found at [olympicviewyachts.com](http://olympicviewyachts.com). *BN*



2019 Subaru Ascent



2018 Volkswagen Atlas

## NORTHWEST DRIVING

Hassle-Free courtesy loan cars • Free annual inspection • Prompt shuttle service • Complementary Wi-Fi  
Courtesy programming of personalized settings • Courtesy Bluetooth programming



Ballard • Shoreline • [CarterSubaru.com](http://CarterSubaru.com) • [CarterVW.com](http://CarterVW.com)

Mobile living made easy.



## ODOR-FREE



Stay on the water longer. Fewer pumpouts are needed with Dometic's low-water-use MasterFlush™ (0.7 liters) and VacuFlush® (0.3 liters) toilet systems. Dometic's OdorSafe® Plus hose and innovative holding tank ECO Vent Filter combine to provide a marine sanitation system that is odor-free from start to finish.

Marine Sanitation & Supply | [www.MarineSan.com](http://www.MarineSan.com) | Call 800 624 9111 to find a dealer near you

# Iconic Marine's Joe Curran Passes

By Evin Moore

Joe Curran, chief operating officer of Iconic Boating, passed away on March 11 after a battle with stomach cancer. Curran was a well-respected member of the industry with over 32 years of experience. He held positions at Crest Pontoons, Forrest River, Brunswick, US Marine, Chris Craft, Harris Kayot, Wellcraft, and Monterey.

At Iconic he led the reemergence of their three brands, Fountain, Baja, and Donzi, introducing five new models and reviving eleven old models in just two years. Curran was multi-talented, serving roles in sales, new product development, strategic planning, marketing, and dealer networking at Iconic. "When Iconic



Joe Curran

was formed, Joe was my first hire," said Managing Partner Fred Ross. "I couldn't have made a better choice. Joe's passion for boating was obvious, his talent and experience in so many areas unmatched. We'll miss Joe as a leader and a driving force at Iconic, but more than anything we'll miss him as a friend."

Curran was born April 27, 1963, in Chicago to Robert and Jeanne Curran. He is survived by his wife of 32 years, numerous siblings, nieces, nephews, and grandnieces and grand-nephews. Before entering the boating industry, Curran was a star defensive tackle for the Michigan State Spartans. He enjoyed lifelong friendships with some of the biggest names in college and professional football. His memorial will be held at Immaculate Conception Catholic Church on April 4, 2019.

# Cutwater Boats Eastern Expansion

By Evin Moore

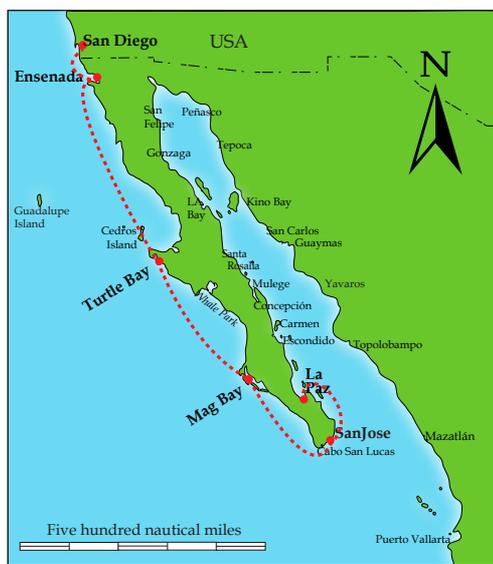
East Coast-based Clarks Landing Boat and Yacht Sales will represent Cutwater Boats in New Jersey, Pennsylvania, and New York, according to a new deal between the two companies. The Cutwater Boats brand, owned by Fluid Motion LLC and based in Monroe, Washington, offers boats in the Downeast style. Clarks Landing operates multiple marinas and boat sales facilities on the East Coast.

"Expanding our offerings here at Clarks Landing Boat & Yacht Sales to include the Cutwater line fits perfectly into what our customers have recently been looking for. We already sell a huge range of new and used boats at all our marina

locations so, it's an exciting addition," explains Michael Longhi, vice president of Clarks Landing Boat & Yacht Sales. Fluid Motion also manufactures the popular Ranger Tug brand and operates six factories in the state of Washington.



**If you have ever dreamed of a cruise to exotic Mexico with friends and planned on having lots of fun in an organized, coordinated group down the coast of Baja, this is your event!**



With warm breezes, beautiful following seas, and soft sand ashore, you will experience the magic of the Baja Peninsula. You will cruise to different ports accompanied by fifty other power cruisers of like mind. In each port, you will be hosted to fabulous receptions and activities all coordinated by the CUBAR Committee of San Diego Yacht Club. This biennial event specifically planned for power boat cruisers makes getting to La Paz, Mexico a load of fun with lots of support.

The CUBAR Committee invites you to a kickoff and fundraising dinner on **Saturday, May 18, 2019** at the San Diego Yacht Club. Learn more information to help plan your trip and to prepare your boat.

Please visit the official website at [www.cubar.org](http://www.cubar.org) to join the Interest List and find out more.

**Cruise Underway to Baja Rally**

[www.cubar.org](http://www.cubar.org)



## *\$20M Invested to Protect Washington Streams*

By Eva Seelye

The Washington state Department of Ecology will invest up to \$20 million to support local river and streamflow protection and improvement projects across Washington. The new grant program carefully selected 15 projects out of 46 applicants in 11 watersheds for funding. Those with existing water rights

to offset new uses, those planning to develop infrastructure to release and store water, and those looking to alter how water is managed to align availability with demand were given priority according to a press release.

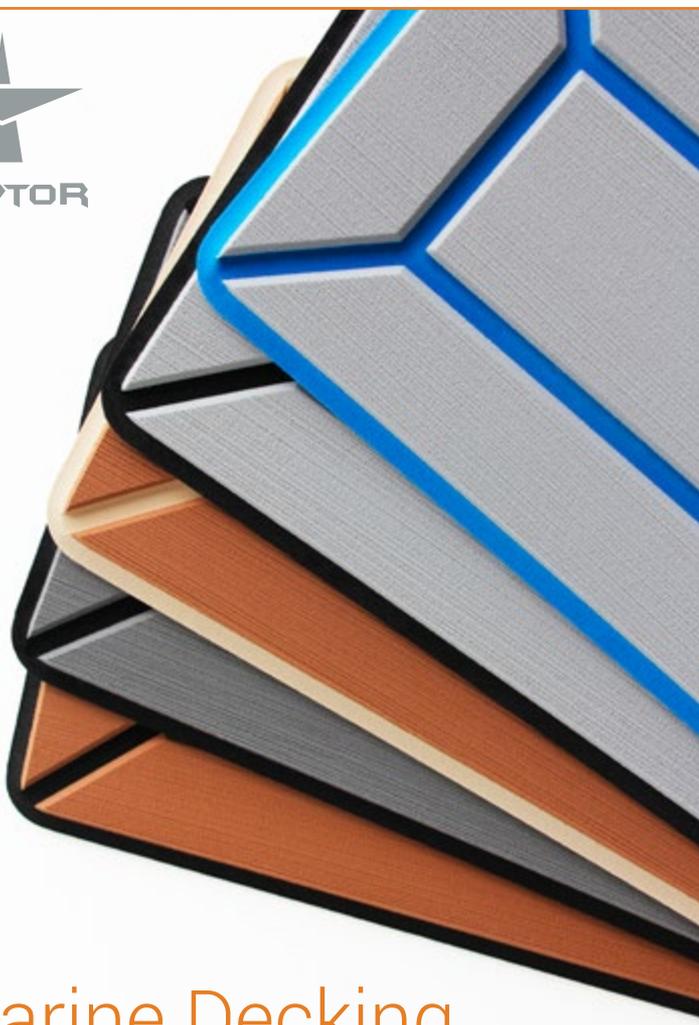
A few of the approved projects include the Clallam County Community Development where

up to \$4 million will be put towards benefitting aquifer recharge and streamflows in the Dungeness watershed. Whatcom County will receive upwards of \$700,000 to relocate water to restore a fish habitat. Spokane and Stevens counties will use approximately \$1 million each to offset water use associated with

rural development and growth, and the Nisqually Land Trust will protect flood plains that provide valuable recharge to groundwater connected to surface streams via hydraulics with a \$1.3 million grant.

This grant was part of the Streamflow Restoration law that seeks to protect streams and rivers while providing water for rural communities. Mary Verner, the manager of Ecology's Water Resources program, comments,

"These grants will help enhance and restore watersheds for threatened and endangered fish and balance the need for secure water supplies." She continues, "We're excited to invest in local solutions to water supply challenges." Discover the full list of applicants as well as the 15 funded projects online at <https://bit.ly/2tBzamY>. *BN*



**Marine Decking**

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



**DRIVE FOR US.**

NORTHWEST YACHTING IS SEEKING A DELIVERY DRIVER IN THE ANACORTES/BELLINGHAM/LACONNER AREA. We deliver once a month and are seeking a reliable, friendly partner with experience in record keeping and a clean driving record, in possession of their own vehicle for immediate start. Call us at 206.789.8116.

# SEATTLE YACHTS

ANACORTES, WA SEATTLE, WA SAN DIEGO, CA PALM BEACH, FL

info@seattleyachts.com 844.692.2487 www.SeattleYachts.com

*Our business is fun!*

Professional, Experienced Brokerage Services with a Global Reach

SeattleYachts.com/WhyList   



**2003 Horizon 92'** \$2,195,000  
5 Staterooms 5 Heads



**1997 Johnson 70'** \$550,000  
4 Staterooms 4 Heads



**2012 Alaskan 70'** \$1,995,000  
3 Staterooms 3 Heads



**2019 Regency P65'** \$3,295,000  
3 Staterooms 3 Heads



**2006 Tayana 58'** \$575,000  
3 Staterooms 2 Heads



**2019 Tartan 53'** Call!  
3 Staterooms 2 Heads



**2016 DeFever 52'** \$979,000  
2 Staterooms 2 Heads



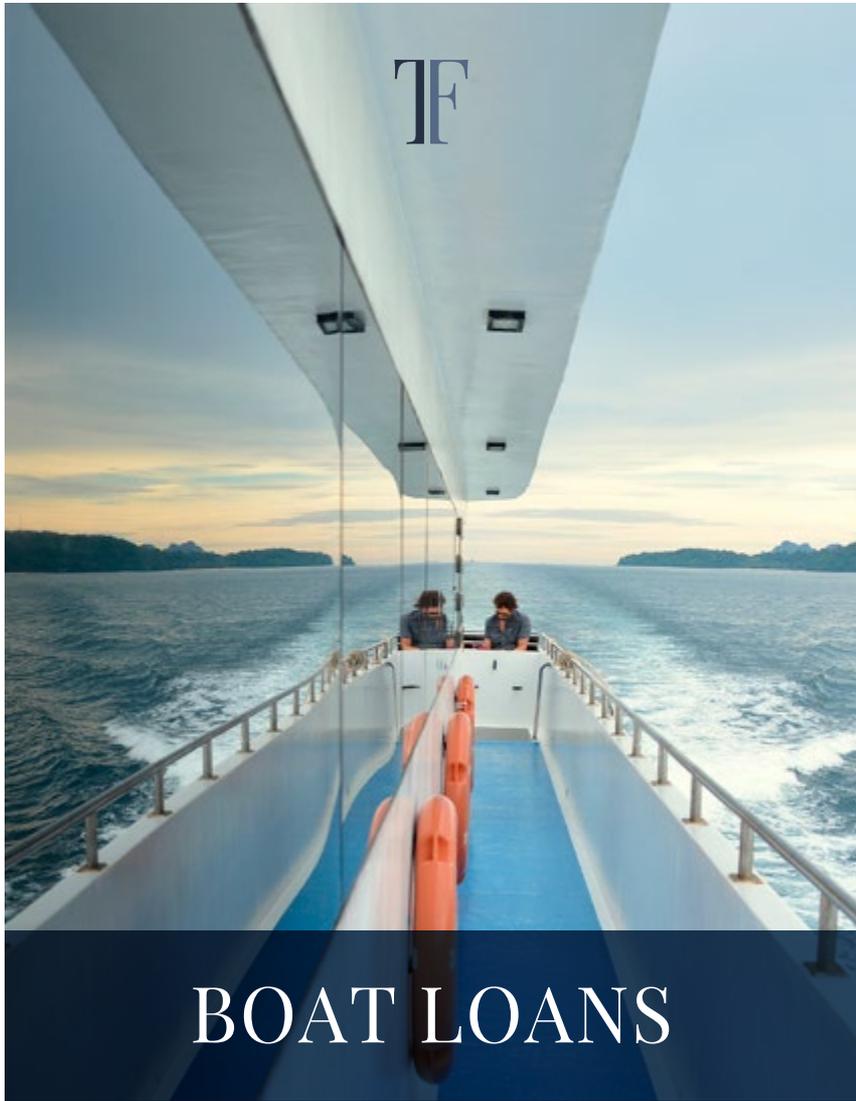
**2019 Elan Impression 50'** Call!  
2 Staterooms 2 Heads



**2018 DeFever 49'** \$895,000  
2 Staterooms 2 Heads

Seattle Yachts has office locations in Anacortes & Seattle, WA, San Diego, CA and Palm Beach, FL!  
Whether you are looking for a boat for long range cruising or a social weekend,  
our team of professional brokers will provide you with seamless service from coast-to-coast.  
Visit Seattleyachts.com to learn more about our new boat lines and professional brokerage services.





## BOAT LOANS

TRIDENT **TF** FUNDING

[www.TridentFunding.com](http://www.TridentFunding.com)

**Michael Jenkins**

[mjenkins@tridentfunding.com](mailto:mjenkins@tridentfunding.com)

**Lesley Bishop**

[lbishop@tridentfunding.com](mailto:lbishop@tridentfunding.com)

TOLL FREE: (866) 255-8800

PHONE: (206) 721-7704

FAX: (206) 352-8514



**Your Pacific Northwest Source  
for White Glove Service in Marine  
and Recreational Finance**



# 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, WA 98117, or an email to [editorial@nwyahting.com](mailto:editorial@nwyahting.com).

## Boat Show Blues

Ahoy Norris,

Couldn't help but notice that there were less exhibitors at this last Seattle Boat Show. Also less people attended (don't believe for a minute it was the Viaduct issue) and less boats were being shown at Lake Union. Seems like it was smaller in every way. Seattle and the Pacific Northwest in general are on fire economically, \$\$\$!!! Why is the Seattle Boat Show getting smaller and smaller? I have some answers:



- 1 - It's too damn long. Exhibitors have to pay for 10 or 11 days of salespeople hotel rooms/ salespeople meals and rental cars. Not going to happen anymore. The biggest boat show in the world in Fort Lauderdale is five days long. New York and Los Angeles are four days. Why does Seattle think it needs nine days?
- 2 - It is not fun.
- 3 - The boat salesmen put in zero effort and only talk to each other.
- 4 - The local manufacturers don't even show up! To name a few, Simrad in Lynwood, Westport in Westport, Furuno in Camas, WA, Norland in Tacoma, nor Magnum Inverters are there. Why?

Regards,

— Anonymous Marine  
Industry Professional

*NC:* You raise good points and I don't have the answers. To cut show organizers some slack, the show was physically smaller, in part, due to the lack of the Bell Harbor location because of the viaduct closure. However, I think you're right, to dismiss the low turnout completely on viaduct worries is probably inaccurate. The Northwest Marine Trade Association reported a 6.3 percent attendance decrease from 2018, quite a dip that only tells part of the story.

Is the Seattle Boat Show in need of cutting some days, attracting local talent, and tweaking the lineup to be more engaging? We're curious as to your thoughts, so write to us at [editorial@nwyahting.com](mailto:editorial@nwyahting.com).

## Recommendation Clarification

Hello Norris,

I was catching up on my articles-to-read list when I read your *The New Way of being Whale Wise*. Really informative and interesting to read until I got to Recommendation #8 and #9. No. 9 could not be more incorrect. I've included below a couple URLs to well documented and cited information. Not sure where you got the idea that the lower four Snake River dams required explosives for removal, but it does sound sensational although absolutely incorrect.

With increased "spill" there is quite a bit more at stake than just water quality. The reason for such a drastic measure is a misguided attempt to increase the numbers of Chinook salmon migration. The process of spill subjects fish to repeated punishment with every dam passage; the act is horrendous.

*Letters continue on page 98*



40' C120 & 32' C100 Cruising at 18kts

Patent No. US 8,109,221 B2

Winner of Seattle Business Magazine's  
**2018 FAMILY BUSINESS AWARD**



34' | C107

**Over 30 Years of  
 Catamaran Expertise**  
 New Builds | Brokerage | Service



## SUMMIT 54

If the yacht line SUMMIT Motoryachts sounds unfamiliar, don't feel too bad. At the time of this writing, SUMMIT is a family of one, the SUMMIT 54, with molds nearing completion at the Asia Harbor Yacht Builders yard in Kaohsiung, Taiwan. Kadey-Krogen Yachts enlisted Michael Peters Yacht Design to create the SUMMIT 54. The 54 is touted as a planing luxury yacht with many of the beloved Kadey-Krogen touches. The classic Kadey-Krogen trawler always had one foot in the old school aesthetically, staying true to its heritage and loyal fanbase. SUMMIT may be what Kadey-Krogen would be if they set up shop in 2019.

Although the SUMMIT 54 isn't cruising the world's waterways yet, the builder claims a 26-knot maximum speed and a 330-nautical mile range at 23 knots. The current plan calls for twin Cummins QSB diesels with engine access via a transom hatch that leads below. This relatively zippy performance

is a departure from the traditional trawler philosophy of 8- to 12-knot cruising speeds.

However, above the waterline the SUMMIT 54 is very much made in the trawler "you can have it all" style. You've got a large swimstep off the stern, which leads into a covered cockpit with dining table and mini bar. Two walkways lead forward to the massive open foredeck. The foredeck, as is the fashion these days, has a large sun lounge area, bench-style seating, and even a retractable canvas cover to spare guests from the elements.

The flybridge with hardtop is accessed from the cockpit via a set of steps. There's the classic trifecta up here: helm station, entertaining space, and dinghy with davit. Some combos are just too good to mess with.

The interior layout is completely open and nearly single level save two steps up between the salon/galley and the helm. Unlike some modernist yachts, the SUMMIT 54 retains

the helm in the cabin, and it's situated near the main interior dining table. No lonely helmsmen on this yacht. Below are the berths and heads. The standard layout has three staterooms and two enclosed heads.

We look forward to seeing a SUMMIT 54 in action. For now, we join the excitement for what looks to be a Kadey-Krogen-inspired Yacht with a modern, sporty look and performance. If interested in more information and pricing, you can contact local dealer Stan Miller Yachts.

### Specs

LOA: 58' 5" • Beam: 15' 10" • Draft (half load): 3' 4"

Displacement (half load): 49,100 lbs.

Tankage (Fuel/Fresh/Black):  
700 gals./210 gals./100 gals.

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

Web: stanmilleryachts.com



# Divergence 45



Fresh off its debut at the recent Miami International Boat Show, the Divergence 45 is a new class of yacht from Alexander Marine. The Divergence 45 attempts to eliminate the divide between luxury yachts and weekend-oriented sport boats, combining the world of sumptuous seating and mini bars with the outboards and fishing derby trophies from the other side of the tracks.

Four Mercury outboards are standard and mounted off the stern. While this does eat up most of the swimstep area, the 45 has a trick up its sleeve to make water access a strength of the build. Both starboard and port sides of the central cockpit and seating area fold outward to create dual overhanging platforms for water access. The cockpit is made to be the main hangout area with tons of seating and ready access to the galley, a range of all that one needs located aft of the helm.

Also notable is the forward position

of the helm, which is a fair bit forward of amidships and sheltered under the hardtop and a windshield. Dual walkways continue forward to a deeply seated foredeck with a dining table and more seating. The layout essentially compacts the yacht's operation to that helm station, making most of the yacht into an open playground for water-based activities. You may not guess by looking, but

there are accommodations below, including the enclosed head with walk-in shower, a galley, and table and seating area that converts into a large berth.

Alexander Marine deserves credit for trying something that's legitimately new and innovative. The Divergence 45 has yet to diverge to our waters, but you can learn more from dealer Alexander Marine USA.

## Specs

LOA: 47' 5" • Beam: 13' 6" • Draft: 2' 6"

Displacement (no engines/engines, fuel, and water): 24,200 lbs./32,000 lbs.

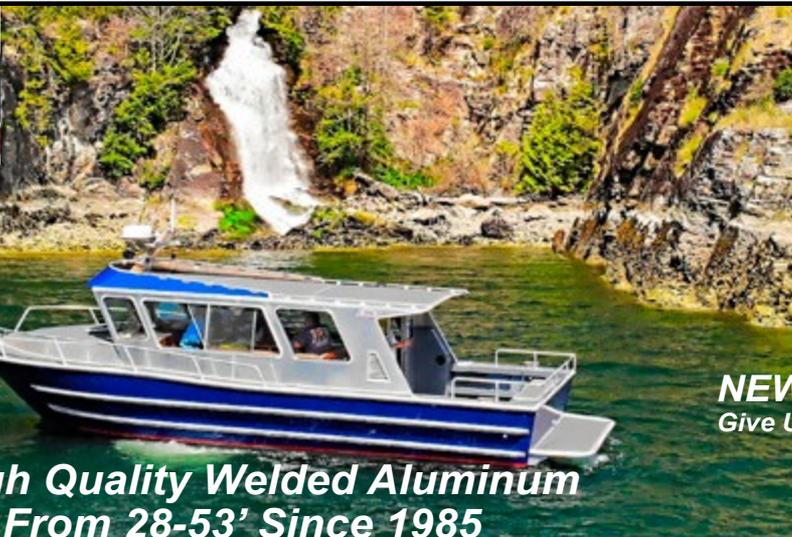
Tankage (Fuel/Fresh/Black): 607 gals./100 gals./40 gals.

Local Dealer:

Alexander Marine USA, (206) 344-8566

Web: alexandermarineusa.com




**NEW 2019 33' Cruiser**  
Give Us a Call or Visit our Website!

**Building Custom High Quality Welded Aluminum Boats Ranging From 28-53' Since 1985**



**New 2019 38' Eagle Craft Cruiser** - Twin Volvo D6-400hp with joystick docking Two Stateroom, 2 head layout, sleeps 6, includes Furnace, Galley, Windlass, Bow Thruster, Inverter, Generator, Choose Colors, Interior, layout, Electronics & equipment.

Call

1-888-393-6464  
boats@eaglecraft.bc.ca

Follow us on  
facebook



**NEW 2019 33' EagleCraft Cruiser** - Powered by twin outboards or Single Volvo Penta diesel. New layout with island berth & quarter berth under L shape settee, sleeping 6. Includes Head, Galley, Furnace, Bow thruster, Windlass, Inverter. Electronics, Pick colors, options, layout & equipment

Call

www.eaglecraft.bc.ca



**2007 32' EagleCraft Cruiser** - Powered by Single Volvo Penta 350 hp diesel stern drive with **only 400 hrs.** Boat is stored indoors since new. Command Bridge, Head with shower, upgraded upholstery, Raymarine electronics, Galley, upgraded stereo system Furnace, Bow thruster, Windlass, Inverter.

**\$259,900 US\***

\*Based upon USD/CAD exchange

2177 Island Highway  
Campbell River, B.C.

Watch us on  
YouTube

New & Notable Boats



# MJM 53z

Fans of MJM Yachts rejoice, for a new flagship build is set to launch this year. The company has announced their third and largest Outboard Express Cruiser build, the MJM 53z. Meant as both a fast sport boat and extended cruiser, the 53z has plenty of all-weather features that should make it right at home here in the Pacific Northwest, rain or shine.

The 53z is powered by quadruple Mercury Verados outboards, 350-horsepower as standard and 400-horsepower optional. This leads into one of the build's primary attributes: speed. The manufacturer reports a 50 miles per hour (about 43 knot) maximum speed. The shape of the hull is narrow like an arrow with a 3.5:1 waterline length-to-beam ratio and designed for speed.

The rest of the exterior is straightforward with a nice-sized cockpit with seating and table. A deployable roof covers the space.

Forward, one can step up and walk to the large, open foredeck which, unlike many modern sport boats, does not have a padded sun lounge or mini bar. It's not missed here.

The interior is a major focus. The cabin is almost completely enclosed with windows for excellent visibility and the layout is conducive to family dining near the helm. Move forward and below, and one starts

to understand why the foredeck has a half-dome shape, namely for headspace below. Down here is the galley, two enclosed heads, and two staterooms with berths.

If you want to go fast and be comfortable regardless of the fickle whims of the weather gods, the new MJM 53z checks a lot of boxes. If curious about pricing or want more information, you can contact the local dealer Sail Northwest.

### Specs

- LOA: 56' 3" • Beam: 15'
- Draft (drives up/down): 2' 3"/2' 11"
- Displacement: 33,669 lbs.
- Tankage (Fuel/Fresh): 910 gals./250 gals.
- Local Dealer: Sail Northwest, (206) 286-1004
- Web: sailnorthwest.com



## Surprisingly powerful. Simple to use.



EP Carry's electric outboard motor for dinghies:

- Motor and waterproof battery total 21 lbs. — light enough to hand carry.
- Provides 2 to 3 days of run time per battery charge in typical ship-to-shore use.
- 5-Hour smart charger lets you charge nightly for worry-free range.
- Easy to set up, operate, and perform beach landings from a seated position.



- Boating Industry's 2018 Top Products
- Miami International Boat Show 2018 Innovation Award



Electric outboard motors for dinghies

\$1600

Visit [epcarry.com](http://epcarry.com)



# MARINE SERVICENTER

Serving Northwest Boaters since 1977



**\$399,985**

2019 SUN ODYSSEY 440 #73995: **SAVE \$18,775**



**\$169,862**

2018 FOUR WINNS VISTA 275: **SAVE \$36,601**



**\$369,807**

2018 FOUR WINNS VISTA 355: **SAVE \$141,648**



**\$519,796**

2019 JEANNEAU 490 #73996: **SAVE \$19,265**



**\$326,638**

2020 SUN ODYSSEY 410: **HOT NEW MODEL**



**\$225,572**

2019 FOUR WINNS HORIZON 290: **SAVE \$28,841**



**\$529,854**

2019 LAGOON 40 #39: **SAVE \$27,448**



**\$189,965**

2020 SUN ODYSSEY 349 #74440: **Save \$12,358**



**\$139,564**

2019 FOUR WINNS VISTA 255: **SAVE \$18,765**



2018 Back Cove 32  
\$379,500



1977 Grand Banks Classic 42  
\$116,000

### ADDITIONAL POWER LISTINGS

|                              |      |
|------------------------------|------|
| 53' SELENE OCEAN TRAWLER '01 | SOLD |
| 42' GRAND BANKS EUROPA '99   | SOLD |
| 42' DEVLIN SOCKEYE '00       | SOLD |
| 28' CUTWATER C-28 '15        | SOLD |

### SAIL LISTINGS

|                                     |              |         |
|-------------------------------------|--------------|---------|
| 61' C&C '72                         | Reduced      | 179,000 |
| 51' ALDEN SKYE KETCH '80            |              | 139,500 |
| 50' GERMAN FRERS '81                | Reduced      | 49,900  |
| 50' JEANNEAU 50 DS '11              | New Listing  | 339,000 |
| 49' JEANNEAU 49P '07                |              | 349,500 |
| 47' VAGABOND KETCH '83              |              | 249,900 |
| 46' BENETEAU 46 '09                 | SOLD         |         |
| 46' JEANNEAU SO 45.2 '00            | Reduced      | 179,500 |
| 46' JEANNEAU 469 '15                | SOLD         |         |
| 44' BRUCE ROBERTS 44 PH '83         |              | 49,500  |
| 44' NAUTICAT 44 MS '80              | Reduced      | 185,000 |
| 44' SPENCER 44 '73                  |              | 40,000  |
| 42' CATALINA MKI '94                |              | 114,500 |
| 42' CATALINA MKI '92                |              | 110,000 |
| 41' ISLAND PACKET SP CRUISER PH '07 |              | 319,000 |
| 41' PASSPORT 41 '89                 |              | 169,000 |
| 41' HUNTER 410 '98                  | Sale Pending |         |
| 40' BENETEAU 400 '95                | Sale Pending |         |
| 40' JEANNEAU 409 '13                | New Listing  | 239,500 |
| 40' J/40 '90                        |              | 99,500  |
| 40' C&C 121 '02                     | SOLD         |         |
| 40' NAUTICAT 40 PH '85              |              | 149,900 |
| 40' SCHUCKER 436 PH '72             | Sale Pending |         |
| 39' JEANNEAU 39I '08                |              | 159,500 |
| 39' JEANNEAU 39I '07                | Reduced      | 139,500 |
| 38' ISLAND PACKET 380 '03           | SOLD         |         |

### ANACORTES

Boatyard, Dry Storage  
Explore Store



More than a Broker/Dealer:  
Sharing our knowledge, service,  
and expertise with you!

|                               |             |         |
|-------------------------------|-------------|---------|
| 37' ISLAND PACKET 370 '08     | Reduced     | 230,000 |
| 37' TRUANT 37 PH '80          |             | 45,000  |
| 36' COLVIN PINKY SCHOONER '03 | Reduced     | 79,000  |
| 36' HUNTER '05                | SOLD        |         |
| 36' TANTON 36 '81             | Reduced     | 27,000  |
| 36' UNION 36 '82              | Reduced     | 59,000  |
| 35' BENETEAU OCEANIS 35I '94  | SOLD        |         |
| 35' JASON BREWER 35 '76       |             | 44,900  |
| 35' NAUTICAT 35 PH '00        |             | 194,500 |
| 34' COLUMBIA 34 '72           | Reduced     | 30,000  |
| 34' GAMBLING 34 '74           |             | 29,000  |
| 34' PACIFIC SEACRAFT 34 '88   | SOLD        |         |
| 33' NAUTICAT 33 MS '87        | SOLD        |         |
| 33' NAUTICAT 33 '88           | SOLD        |         |
| 33' NAUTICAT 33 '85           | New Listing | 99,000  |
| 32' EVELYN '85                | Reduced     | 17,500  |
| 32' ISLANDER 32 '78           |             | 19,500  |
| 32' WESTSAIL 32 '79           | SOLD        |         |
| 30' C&C MKII '88              | SOLD        |         |
| 30' CATALINA 30 '81           | Reduced     | 14,500  |

|                              |            |        |
|------------------------------|------------|--------|
| 27' ISLAND PACKET 27 '89     | Reduced    | 32,500 |
| 26' HUNTER 260 W/TRAILER '04 | SOLD       |        |
| 20' LASER SB3 W/TRAILER '08  | CLEARANCE! | 19,500 |

### NEW POWER

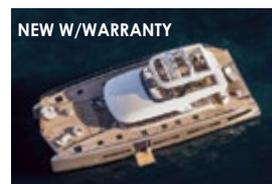
|                                      |                 |             |
|--------------------------------------|-----------------|-------------|
| 78' LAGOON MOTOR YACHT '20           | Inquire         |             |
| 63' LAGOON MOTOR YACHT '19           | Ready Now       | 2,117,093 € |
| 37' FOUR WINNS Vista 375 '18         | SOLD            |             |
| 35' FOUR WINNS Vista 355 '18         | Clearance       | 369,807     |
| 29' FOUR WINNS Horizon 290 '19       | SALE - In Stock | 225,572     |
| 27' FOUR WINNS Vista 275 '18         | Clearance       | 169,862     |
| 25' FOUR WINNS Vista 255 '19         | SALE - In Stock | 139,564     |
| 29' WELLCRAFT 290 Full Enclosure '19 | Inquire         |             |

### NEW SAIL

|                                     |                    |         |
|-------------------------------------|--------------------|---------|
| 51' JEANNEAU YACHT 51 '19           | Come See - 4 SOLD! |         |
| 49' JEANNEAU 490 '19                | SOLD               |         |
| 49' JEANNEAU 490 '19                | Just Arrived       | 519,796 |
| 44' JEANNEAU 440 '19                | 2 SOLD             |         |
| 44' JEANNEAU 440 '19                | Just Arrived       | 399,985 |
| 41' JEANNEAU 419 '11-'18            | 34 SOLD!           |         |
| 41' JEANNEAU 419 '19                | Ready NOW          | 274,870 |
| 41' JEANNEAU 410 '20                | Arriving           | SOLD    |
| 41' JEANNEAU 410 '20                | Arrives September  | 327,645 |
| 34' JEANNEAU 349 '19                | SOLD               |         |
| 34' JEANNEAU 349 '20                | Arrives June       | 189,965 |
| 32' JEANNEAU SF 3200 '19            | Arriving           | SOLD    |
| 44' ISLAND PACKET SP Cruiser PH '20 | Order from         | 479,000 |
| 38' ISLAND PACKET 349 '19           | Arriving           | SOLD    |
| 62' LAGOON 620 '20                  | Sale Pending       |         |
| 44' LAGOON 46 '20                   | Arriving           | SOLD    |
| 40' LAGOON 40 '19                   | SALE - In Stock    | 529,854 |
| 38' LAGOON 380 '19                  | Ready Now          | 439,755 |



2019 Lagoon 630 MY n.45  
2,117,093 €



2020 Lagoon SEVENTY 8 MY n.6  
\$Inquire



Seattle Sales Office  
2442 Westlake Ave N.  
Seattle, WA 98109  
206.323.2405

Anacortes Sales Office  
& Explore Store  
700 28th Street  
Anacortes, WA 98221  
360.293.9521

Full Service Boatyard  
2417 "T" Ave.  
Anacortes, WA 98221  
360.293.8200



Dan Krier

Jeff Carson

Tim Jorgeson



LesleyAnne Moore

Jim Rard

Patrick Harrigan

info@marinesc.com | www.marinesc.com

# Parker 2530 Extended Sport Cabin



Those familiar with Parker Marine boats tend to be big fans. Built in Beaufort, North Carolina, this good-sense family of center console and sport cabin boats are popular in the Pacific Northwest for extended weekend island hopping and chasing down fish in derbies. One such example is the Parker 2530 Extended Sport Cabin, a trailerable sport boat with plenty of versatility.

An outboard model, the 2530 will typically boast one or two engines. A Yamaha 300-horsepower mounted to the extended swimstep is a common and reliable setup. The cockpit itself is deep-set, clearly meant for fishing work. An optional second helm station on-deck will be popular for the drivers who want to be a part of the action, and offers various fishing rod holder options. A high railing supports those

who wish to go forward, although you'll probably do that mostly for anchoring purposes.

The cabin has quite a lot to offer for its size, with a galley to starboard and family-style seating port. The helm station is near the companionway down to the V-berth, which could sleep two in a pinch. There are options between the port-a-potty vs. electric flushing head with holding tank and macerator pump, and no integrated freshwater system vs. full fresh water system. How decked out your 2530 is will depend on your budget and preferences.

Parkers have been the go-to versatile family sport boat and fishing machine for many, and the 2530 seems very much in line with what their fanbase likes. The larger cabin and more luxury options are sure to be appreciated. If interested, you can contact local dealer Inside Passage Yachts for more information and pricing.



## Specs

LOA: 25' • Beam: 9'6" • Draft (max): 1'6"

Displacement (half load): 5,000 lbs.

Tankage (Fuel/Fresh/Black):

156 gals./Fresh and Black tankage varies

Local Dealer:

Inside Passage Yachts, (360) 468-4997

Web: [insidepassageyachtsales.com](http://insidepassageyachtsales.com)



**STABLE. DURABLE. UNSINKABLE.**  
*No deflating!*

[BULLFROGBOATS.com](http://BULLFROGBOATS.com)

**360-714-9532**

## Hylebos Marina

Moorage uncovered slips to 80'



### 75 & 35 TON TRAVEL LIFT

- Haulouts & Launching • Do-it-Yourself or Full Service
- Marine Supplies • Vacuum Sander Rentals
- Mast Stepping & Unstepping • Bottom Cleaning & Painting

**(253) 272-6623**

1940 MARINE VIEW DR. • TACOMA, WA 98422 • FAX (253) 272-3913

**New 50' Open Slips • 50A Power • \$340/Mo.**



**BRISTOL**  
MARINE INSURANCE



*West Coast professionals,  
proudly serving boat owners, dealers,  
repairers, builders and marinas from  
Alaska to Mexico to around the world.*

**[bristolmarineinsurance.com](http://bristolmarineinsurance.com)**  
**206-634-1770**

Salmon Bay Marine Center  
2296 W Commodore Way #110, Seattle, WA 98199

## 57' Bayliner 5788 2000



## 46' Grand Banks Classic 1988



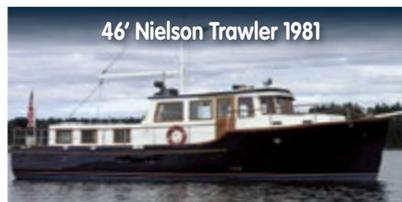
**ANACORTES**  
**BOAT & YACHT**  
**SHOW**  
MAY 16-19 | 2019 | CAP SANTE MARINA  
ANACORTES, WA



72' McQueen 1977



57' Bayliner 5788 2000



46' Nielson Trawler 1981



46' Grand Banks Classic 1988



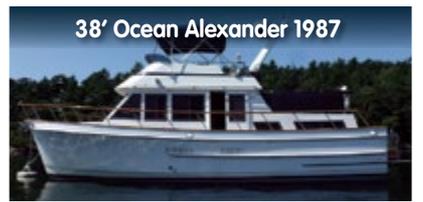
39' Azimut 2000



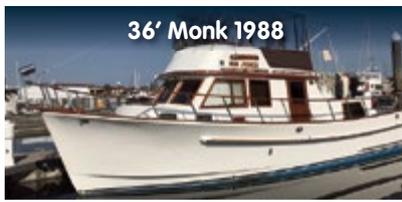
39' Carver Cockpit Motoryacht 1993



39' Bayliner 3988 1998



38' Ocean Alexander 1987



36' Monk 1988



34' PDQ Power Catamaran 2003



33' Sea Ray 330 2008

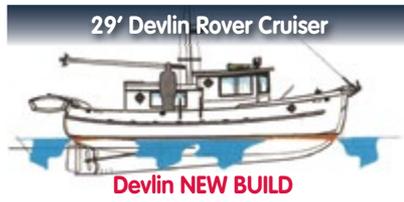


33' Devlin Kingfisher - NEW BUILD  
Devlin NEW BUILD



31', 33' or 36' Devlin Red Salmon

Devlin NEW BUILD



29' Devlin Rover Cruiser

Devlin NEW BUILD



28' Pelican Bay 1990



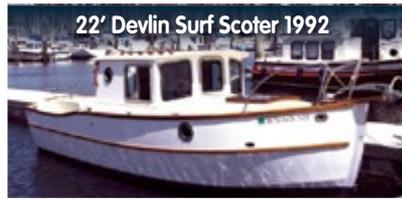
27' Devlin Black Crown 1993



25' Shearwater Cabin Cruiser 2005



25' Devlin Surf Runner 2004



22' Devlin Surf Scoter 1992



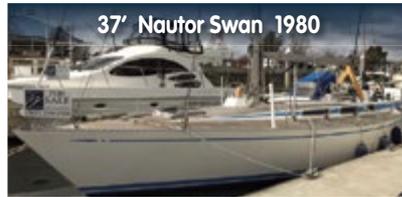
46' CAL 2-46 1973



43' Slocum 43 1987



41' Ericson 1968



37' Nautor Swan 1980



36' Islander Sloop 1978



35' CAL 1983



33' Wauquiez Gladiateur 1983



31' Cape George Cutter 1981



20' Pacific Seacraft Flicka 1983

AT WEST YACHTS YOU PAY ONLY 8.7% SALES TAX. WHY PAY MORE?

[www.west-yachts.com](http://www.west-yachts.com)

Visit us!

1019 Q Avenue, Suite D,  
Anacortes, WA 98221

Cap Sante Marina • Anacortes

**360.299.2526**

## Hallberg-Rassy 48 Mk II

The Hallberg-Rassy 48 Mk II debuted onto the world stage in 2014 and is in production today. What does this bluewater Swedish sloop have to offer?

Of course, the Mk II leans into the Hallberg-Rassy heritage. The Swedish company has been around since 1972, and it'd be hard to find a true fan of proper bluewater sailboats who isn't familiar with the brand. The original 48 Mk I ran from 2004 to 2013 and had a successful run of 69 boats built.

The Mk II carries on the torch as fundamentally the same boat, but with several relatively minor improvements.

In fact, the manufacturer touts a very precise list of 15 such improvements, listed on

their website [hallberg-rassy.com](http://hallberg-rassy.com), under the information on the 48 Mk II. Notable among these mostly aesthetic improvements are the seven slim style ventilators that close whenever water ends up coming in. We can assume that addresses concerns from Mk I owners who ran into foul weather and found that an issue.

The Mk II, like the Mk I, has a center cockpit with aft cabin design, securely keeping the helmsman and crew in the middle of the boat and under a large windshield. Unlike double ender Hallberg-Rassys of yore, the Mk II has a near-plumb transom with permanent steps into the water.

Down below, buyers have several choices of berth layouts with the aft stateroom being the most

sumptuous. Larger portholes are on that 15-point list and it shows with a brighter interior. The Mk II is powered by a Volvo Penta D3-110, 110-horsepower 5-cylinder inboard diesel, that sounds rather robust and ready for the job.

If you're a fan of Hallberg-Rassys, don't fear the change.

The 48 Mk II is fundamentally the same as the 48 Mk I, just a bit brighter on the inside and with a larger TV option. Why completely redesign what isn't broken? If interested in more information or pricing, you can contact local dealer Swiftsure Yacht Sales.

### Specs

LOA: 49' 2" • Beam: 14' 9"

Draft (no weight): 7' 8"

Displacement (no weight): 40,700 lbs.

Tankage (Fuel/Fresh/Black):  
212 gals./241 gals./41 gals.

Local Dealer:

Swiftsure Yachts, (206) 378-1110

Web: [swiftsureyachts.com](http://swiftsureyachts.com)



**AMERICAN TUG**

**Waypoint 36**  
2018 Demo Model  
Great pricing for a quick sale.  
Full warranty and factory support

[www.americantugs.com](http://www.americantugs.com)  
360-466-2961

**Built in LaConner WA** **Ready for spring**

**Unparalleled Comfort and Safety.**

A vessel for those who understand that the sea is not always as we wish it to be. Targa is for true adventure—wherever that may take you, and whatever the conditions may be.

# Targa®

## The 4x4 of the sea



SEAWORTHY  
BY DESIGN.  
LUXURIOUS  
IN DETAIL.

Targa offers a full range of  
boats from 23' to 46'.

INTRODUCING THE  
All-New Targa 27.2



Exclusive West Coast Dealer

**CARDINAL**  
YACHT SALES



northwest  
**DIESEL  
POWER**

Supported by  
Northwest Diesel Power,  
a complete engine and  
vessel systems team.

**VOLVO  
PENTA** AUTHORIZED  
PARTS & SERVICE

FOR MORE INFO VISIT

**CardinalYachtSales.com**  
**360.647.5555**





## Cat to Go

### GUPPY MiniCat

Wouldn't it be sweet if you could bring your vessel on every vacation? Hop off the plane, vessel in-hand and ready to go, and beeline it for the beach? MiniCat made this dream a reality with their brand-new, on-the-go catamaran.

The GUPPY inflatable cat is easy to transport, easy to assemble, and easy to sail, even in next-to-no wind. The 1600x1450mm trampoline remains attached to the GUPPY's two hulls when folded, making assembly quicker than any of their other MiniCat models. With a 10-minute set-up period, you can spend less of your invaluable time prepping and more time on the water.

To assemble, remove your GUPPY from its 165x30x30 cm stowage bag, and simply insert the two keel fins, inflate both hulls, insert the center tube and rudder, and put the three-part aluminum mast together. Then,

pull the sail into place, grab the handles on the trampoline, and launch!

Because of its small and lightweight design, the GUPPY is very fast and sporty with the right wind and can smoothly glide over the surface with just a light breeze. The 3.9 m<sup>2</sup> sail from Dacron doesn't have a boom. It can reach speeds up to 15 knots and will remain stable throughout the entire sail thanks to its keel fins (the same fixing as the 420 models). Low draught makes it possible to sail the GUPPY in shallow and inland waters—perfect for close-to-shore ventures!

The GUPPY was based on MiniCat's 310 model but with a focus on simplicity and quick assembly. At just about 57 pounds, throw a GUPPY in the back of your car, campervan, on roof racks, or on a plane to elevate any water-focused vacations and/or afternoon sail with minimal preparation.

Visit [minicatamaran.eu](http://minicatamaran.eu) to learn more or give local dealer Sailing Awaits a call to purchase a GUPPY for yourself for about \$2,425!

- The GUPPY MiniCat is a sailing catamaran that you can carry to the beach over your shoulder in a bag.



## A Helping Arm

### SeaSucker GoPro Mount

When you're out there catchin' the big ones, you've likely got one hand on the reel and the other on the pole. But what about the vital GoPro footage of that battle of a lifetime? If it's not caught on camera, did it even happen? Unless you have a third arm, you might want to consider the SeaSucker GoPro Mount so you can forget about the footage and put all your focus towards reeling that bad boy in.

This mounting arm is made of sturdy aluminum that attaches well to most hard tops. It requires an adhesive-backed GoPro mounting base (which comes with your GoPro when purchased) to secure your camera to the SeaSucker.

Once set up, you'd be hard pressed to miss another fishing epic. Navigate to [seasucker.com](http://seasucker.com) to pick up a SeaSucker GoPro Mount of your own for \$55.



## Flotation in a Flash

### Life Cell

While nearly every boat has safety equipment of some kind, it's often stored somewhere out of sight. This might help the aesthetic of your vessel but it can also make important gear hard to locate in emergencies. The Life Cell is a floating safety device that's not only easy to locate in an emergency but can also be deployed instantly. The body of the Life Cell is made of thick polyethylene and lined with closed-cell PU foam. Handles around the body of the Life Cell give crew members something to grab onto in the water and lanyards can secure crew members to the Life Cell in rough waters.

The founders of Life Cell have first-hand experience with on-water emergencies; in 2011, Scott Smiles, Rick Matthews, and their 11-year-old sons were on a fishing trip when their boat caught fire and went down in under a minute. All four found themselves in open water 5 nautical miles from shore with nothing but an empty cooler and an Emergency Position Indicating Radio Beacon (EPIRB). They were

rescued after 45 minutes in the water, the only thing that saved their lives was Scott's presence of mind to grab the EPIRB. The design of the Life Cell was inspired by that event.

The Life Cell can hold all necessary safety equipment like flares, EPIRBs, flashlights, and signaling devices with room to spare for wallets, phones, and water bottles. Life Cells come in four sizes, supporting between two

and eight people. They are constructed from materials that are resistant to fire, fuel, UV and impact. Life Cells are mounted with Float-Free brackets, allowing the unit to float free if the boat becomes submerged. If you'd like to upgrade the safety on your vessel with a device that is ready to deploy instantly, head over to [lifecellmarine.com](http://lifecellmarine.com). Units start at about \$300 (safety equipment not included).

The Life Cell is a compact safety and man-overboard device that floats and contains many emergency essentials like EPIRBs and flashlights.



**Fisheries Supply**  
Marine Supplies Since 1928

## Apollo Series Entertainment System

A TECHNICALLY SUPERIOR LISTENING EXPERIENCE MADE SIMPLE



#### TOUCHSCREEN DISPLAY\*

Capacitive touch display with swipe commands. Large 4.3" bright, daylight readable color display. \*RA770 only

#### THE WORLD'S FIRST MARINE WI-FI STEREO

Higher quality audio wireless streaming over Wi-Fi (compared to Bluetooth)

#### INDUSTRY FIRST APPLE AIRPLAY®

Stream high quality audio directly from your favorite music apps. Additional source options include AM/FM radio, Bluetooth, digital optical input, USB audio, AUX x2, UPnP, MTP, SiriusXM-Ready with advanced features (USA only)

#### PARTY BUS NETWORK

PartyBus functionality gives the option to either play different audio sources in different areas of your vessel, or link up all PartyBus-enabled products to play the same perfectly synced audio source throughout the vessel

#### HIGH QUALITY AUDIO THROUGH DIGITAL SIGNAL PROCESSING (DSP)

Load optimized system profiles for each zone, providing a superior listening experience. Enhanced speaker protection.

To learn more go to [www.fisheriessupply.com/fusion-electronics](http://www.fisheriessupply.com/fusion-electronics)



Call us 800.426.6930



[FisheriesSupply.com](http://FisheriesSupply.com)



1900 N. Northlake Way, Seattle



Honda's new 105 Jet Outboard thrives in shallow waters where a traditional spinning prop could be damaged by the bottom.

## Explore Further in Shallow Water

### Honda 105 Jet Outboard

There are many aquatic environments unfriendly to traditional prop outboards such as shallow rivers and lakes, wetlands, white river rapids, and sandbars. The 105 HP Jet Outboard from Honda is like any other outboard except for its jet propulsion drive. The jet drive allows the outboard to operate in minimal depth without the risk of running aground in rocky shallows or getting caught up in excessive vegetation. Based on Honda's BF150 platform, the Jet Outboard runs on the same proven engine as the Honda Accord and CRV. The outboard

features other Honda innovations, like their unique variable intake system, which optimizes air flow to match engine speed, providing increased combustion efficiency and better torque.

A 24-valve dual overhead camshaft pulls in more air for increased horsepower, while the multiport fuel injection delivers a precise amount of fuel and air to each cylinder, leading to instant throttle response and better fuel efficiency. The onboard connectivity allows engine data to be synced to display systems like GPS or sonar. A 51-amp, belt-

driven alternator lowers heat build-up and offers 30-amp battery charging at 1,000 RPM and 40+ amps at 2,000 RPM. An engine alert system notifies the operator of malfunctions while multiple layers of paint, waterproof connectors, and sacrificial anodes protect the outboard from corrosion damage. The 105 meets the highest emission standards from the California Air Resource Board. If you're looking to do some fishing or boating in shallow water, check out the Honda 105 Jet Outboard at [marine.honda.com](http://marine.honda.com), starting at \$19,264.

# SPRING IS HERE...

and with it, the need for seasonal maintenance.

Seaview Boatyard, everything you need.

- Refits & Restorations
- Electrical Systems
- Mechanical Systems
- Electronics
- LP & Topside Painting
- Hull Extensions
- Fiberglass Repairs
- Rigging and Furlers
- Metal Fabrication
- Woodworking
- Heated Storage
- CAD & 3D printing



[www.seaviewboatyard.com](http://www.seaviewboatyard.com)

**SEAVIEW WEST**

At Shilshole Bay Marina  
**206-783-6550**  
[west@seaviewboatyard.com](mailto:west@seaviewboatyard.com)

**SEAVIEW NORTH**

At Squalicum Harbor Marina  
**360-676-8282**  
[north@seaviewboatyard.com](mailto:north@seaviewboatyard.com)

**SEAVIEW YACHT SERVICE FAIRHAVEN**

In Bellingham's Fairhaven District  
**360-676-8282**  
[fairhaven@seaviewboatyard.com](mailto:fairhaven@seaviewboatyard.com)

New Products



## Use Protection

### YETI Cooler Top Cutting Board

It's no secret that YETI's aren't cheap, so it's natural to want to protect, cherish, and keep them out of harm's way like you would any other investment. However, these extremely durable coolers are meant for adventures, not the trophy shelf, so save yourself the stress, put your cooler to good use, and protect it at the same time by purchasing a YETI Cooler Top Cutting Board. This topper snaps onto your YETI's lid and can be removed in seconds with no permanent cooler modification. It also features a ruler to measure your catch.

Now, it can serve as a filleting platform or a bar for drink prep without the stress of cutting a slice in the top of your prized possession. The topper is also low-profile, so you can still use it as a seat, easily lift the lid to access the cold beverages inside, and it doesn't interfere with any of the YETI side mount accessories. Optional shims are included for use on YETI coolers with SeaDek foam cooler pads.

Pick up a YETI Cooler Top Cutting Board from [boatoutfitters.com](http://boatoutfitters.com) for \$73 to be YETI ready.



## HARBOR MARINE

Come in to Harbor Marine for a Seminar Saturday, April 13, 2019 featuring some great demonstrations by reps from Interlux, SMI/Bomac, Canada Metal and more. Find all the details on our website and listen to The Outdoor Line on KIRO radio for a live broadcast.

@harbormarine Interlux. Distributor

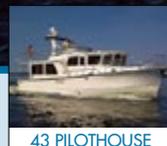
Harbor Marine 1032 W Marine View Dr, Everett WA 98201 (425) 259-3285

## WATERLINE boats

KROGEN EXPRESS | BRACEWELL YACHTS | HELMSMAN TRAWLERS

NEW/USED  
POWERBOATS - SAILBOATS  
TRAWLERS - YACHTS

MORE BOAT LESS MONEY  
TOP QUALITY AT FACTORY DIRECT PRICING



43 PILOTHOUSE



38E PILOTHOUSE



37 SEDAN



46 EXPEDITION

WATERLINE BOATS BROKERAGE POWERED BY BOATSHED

BOATSHED SELLS MORE BOATS, FASTER THAN ANY YACHT BROKER!

[boatshedseattle.com](http://boatshedseattle.com) [boatshedtacoma.com](http://boatshedtacoma.com) [boatshedereverett.com](http://boatshedereverett.com) [boatshedporttownsend.com](http://boatshedporttownsend.com)

VIEW OUR LENGTHY INVENTORY LIST AT [waterlineboats.com](http://waterlineboats.com)



360 VIRTUAL TOUR & VIDEO  
1981 HATTERAS 72 CPMY  
\$419,000 **REDUCED**



360 VIRTUAL TOUR & VIDEO  
1998 HATTERAS 70 SDMY  
\$749,000



360 VIRTUAL TOUR & VIDEO  
1997 BRUCE ROBERTS 65 NY  
\$329,000



360 VIRTUAL TOUR & VIDEO  
1972 MALAHIDE TRAWLER  
\$795,000



360 VIRTUAL TOUR & VIDEO  
1984 DEFEVER 60 TRAWLER  
\$435,000



360 VIRTUAL TOUR & VIDEO  
1991 KADEY KROGEN 54  
\$359,000 **REDUCED**



360 VIRTUAL TOUR & VIDEO  
1974 PILOTHOUSE 53 LRC  
\$199,000 **REDUCED**



360 VIRTUAL TOUR & VIDEO  
1978 SPENCER 53 PH KETCH  
\$149,500 **REDUCED**



360 VIRTUAL TOUR & VIDEO  
1986 TRANSPAC 49 KETCH  
\$185,000



360 VIRTUAL TOUR & VIDEO  
1983 BRUCE ROBERTS 45  
\$69,000 **REDUCED**



360 VIRTUAL TOUR & VIDEO  
1987 LUENGEN 43 OFFSHORE  
\$89,500 **REDUCED**



360 VIRTUAL TOUR & VIDEO  
1995 SABRE SABRELINE 43  
\$299,000



\*\*NEW SHOW BOAT\*\*  
360 VIRTUAL TOUR & VIDEO  
2019 BRACEWELL 41 TRAWLER  
\$499,000 **REDUCED**



360 VIRTUAL TOUR & VIDEO  
2016 HELMSMAN 38 PH  
\$449,000



360 VIRTUAL TOUR & VIDEO  
2017 HELMSMAN 38E PH  
\$459,000 **REDUCED**



360 VIRTUAL TOUR & VIDEO  
2008 COLD WATER 3700  
\$259,000



360 VIRTUAL TOUR & VIDEO  
1995 CAMANO 31 TRAWLER  
\$94,500



360 VIRTUAL TOUR & VIDEO  
2007 C-DORY & EZ-LOADER  
\$65,000

WATERLINEBOATS.COM | 206.282.0110 | 2400 WESTLAKE AVENUE N | SEATTLE



## Espresso Yourself

### Moka "Express" Espresso Maker

Bialetti has seen a steamy 80 years in the coffee-making industry, and their eight-sided Bialetti Moka Espresso Maker has become a staple in the coffee world. The eight sides allow for the perfect diffusion of heat to enhance your coffee's aroma, and the final product is a rich cup of joe in just minutes. Not to mention, its small size is perfect for any galley.

To use, simply fill the lower chamber with water before inserting the funnel and filling it with ground espresso beans. Place the Maker on the stovetop

and heat until the water boils and coffee begins to flow out of the center post with a gurgle. Once the top pot is full of coffee, remove the pot from the stove and watch as a top layer of brown foam appears. Stir in the chamber to equalize all coffee layer and pour into your mug to enjoy.

Purchase the stovetop Moka "Express" Espresso Maker from Fisheries Supply online at [fisheriessupply.com](http://fisheriessupply.com) or in store from \$24.99. Consider picking up a milk frother to complete your espresso experience.

## Track That!

### SPOT TRACE

So, you own a boat and as much as you'd like to sail to visit family or friends in the Midwest, it's not quite feasible. You experience a little separation anxiety – that's normal. You're leaving behind your treasured possession, your precious (cue unsettling Gollum voice).

Sadly, this product won't magically channel Peter Pan vibes and turn your vessel into an airborne ship, but it will help you keep an eye on your boat while you're gone. SPOT TRACE uses satellites to monitor your assets in near real-time using Google Maps.

The design allows it to blend easily into its surroundings. It's lightweight and durable, so it can go practically anywhere. Receive a text notification when SPOT's vibration sensor detects movement, and if you're thinking, "boats are always moving on the water,"

well, SPOT can be configured for that too. You'll receive a daily alert notifying you that your asset is secure, an alert if SPOT has been powered off, and an alert when its battery power is low.

Choose to power SPOT with four AAA lithium batteries (included), four AAA rechargeable batteries (sold separately), line power with a 5v USB connection (included), or the SPOT Trace Waterproof DC Power Cable (sold separately). Also included is a reversible mounting bracket, industrial strength double-sided tape, adhesive grip pad, and adhesive hook and loop tape.

Never get lost again! You can purchase the SPOT TRACE device for \$99.99 from [findmespot.com/trace](http://findmespot.com/trace), download the free app from the App Store or Google Play, and purchase the Basic Service for \$149.99 a year or \$14.99 a month.



CHARTERS  
INSTRUCTION  
BROKERAGE



*Charter and explore the San Juan Islands, Gulf Islands, Desolation Sound and beyond!*

*You haven't missed the boat yet! Openings still available for Spring/Summer/Fall 2016. Or book now for 2017 at 2016 rates!*

#### Bareboat or Skippered Charters

Our fleets of 30 sailboats (monohull & catamaran) and 15 powerboats (trawler, motoryacht & power cat), are maintained to the highest standards of preventive maintenance in the charter industry worldwide! Ask about our San Juan Islands, Gulf Islands & Desolation Sound guided flotillas. One-way or round-trip Alaska/Inside Passage charters also available.

#### Sailboat & Powerboat Instruction

We offer both power & sail instruction. Our sailing school (offering American Sailing Association certification), with 35 years experience, is the largest on the West Coast. Both private and group course formats available.

San Juan Islands · Gulf Islands · Desolation Sound · Alaska

Gate 3 · Squalicum Harbor · Bellingham, WA  
[sanjuansailing.com](http://sanjuansailing.com) · (360) 671-4300 · [sanjuanyachting.com](http://sanjuanyachting.com)



### Solar Sal 27

**100% Solar Electric**

- No fuel dock
- No noise
- No smells
- Barely any maintenance

[WWW.SOLARSAL.SOLAR](http://WWW.SOLARSAL.SOLAR)

Also 38' and 45' cruisers • See us at Trawlerfest Seattle April 25-27

**Come see us at the Anacortes Boat Show, May 16-19!**

**Book a stateroom on an All Inclusive Mini Cruise!**

Prime dates book up fast so  
Call today or visit our website!

360.319.7119



**ADVENTURES**

**COME CRUISE WITH US!**

EXPLORE THE NATURAL BEAUTY OF THE SAN JUAN ISLANDS  
VISIT OUR WEBSITE TO LEARN MORE ABOUT  
SPRING SPECIAL PRICING!

[LADYOFTHESEAADVENTURES.COM](http://LADYOFTHESEAADVENTURES.COM)

## Side to Side

### Sideshift Bow Thruster

After a beautiful day on the water, one of the only potential headaches comes at the end when it's time to dock. Traditional through-hull bow and stern thrusters are awesome, but they often cost thousands of dollars and a big haul-out to install. The new joystick-controlled bow thrusters from Sideshift can be easily installed externally.

The prop-in-water design provides a faster response than traditional thrusters, which move water through a tunnel to provide momentum; in-water requires no tunnel and allows for more control. While standard thrusters are installed into the hull, which can create additional noise and vibrations, externally mounted bow thrusters are reportedly quieter and vibration free. Sideshift makes thrusters for V-hull vessels like trawlers and sports boats, and retractable thrusters for pontoon boats and houseboats. The retractable thrusters for the notoriously difficult-to-dock pontoon boats

are deployed with a single button and automatically find the perfect depth. It works for double or triple pontoons and when it is no longer needed, it folds up into its low-profile housing.

The pontoon thruster comes with a remote-control key fob that allows the user to control the thruster from the palm of their hand; the first mate now has total control while securing lines. If you've been thinking that your boating would be more enjoyable with thrusters, check out the offerings at [sideshift.com](http://sideshift.com). Thrusters start at \$3,895.



## An Organized Galley is a Happy Galley

### SEATEAK Dish, Cup, and Utensil Holder

While underway, it's important that every item has a home, especially in your galley. This solid teak dish, cup, and utensil holder by SEATEAK is a trendy way to keep your galley items safe and secure no matter the adventure. Teak's high oil content makes it ideal for weather exposure like one might encounter aboard, and a little wood is always welcomed when it comes to nautical décor.

This organization piece measures 16 1/4" long by 9 7/8" high by 7 1/8" wide. Combine it with the SEATEAK Spice Rack with Paper Towel Holder and the Wine Glass Rack with Shelf for a complete galley set! Mounting hardware not included. Purchase online at [westmarine.com](http://westmarine.com) for \$144.99.



# MONKEY FIST

## M A R I N E

**KEEPING YOU ON THE WATER.**

STEM TO STERN, WE'VE GOT YOU COVERED:

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



**MONKEYFISTMARINE.COM**

206.285.2600 | 2601 W MARINA PL SEATTLE, WA 98199





## The Healthy Kind of Bubbly

### Aarke Sparkling Water Maker

Sparkling water is life. We get it. But all those excess cans and glass and plastic bottles are not only horrible for the environment, but they can also lead to an insane amount of garbage on board – no one wants that! The Aarke Sparkling Water Maker is a modernized version of the soda makers of the past that will quench your sparkling water thirst and look good while doing it.

The recently launched Carbonator2 exudes similar aesthetics to its first-generation counterpart, but this one is even more robust and smooth to use. It's extremely compact and even comes with a unique safety system. A lever carbonates the water and automatically releases the bottle's pressure. To carbon-

ate, push and hold the lever down until you hear it buzz. Then, simply release the lever and unscrew the bottle from the machine for a portable 14.5-ounce bottle of homemade sparkling water. A CO<sub>2</sub> cylinder is required to carbonate the water, which fits snugly into the device.

The Aarke was developed by industrial designers Jonas Groth and Carl Ljungh, and the brand's name, "Aarke" means "everyday" in the Sweden Southern Sami language, which is spoken by only about 500 people today. Pick up one of these sleek and compact sparkling water makers in Stainless Steel, Matte Black, Brass, or Copper at [aarke-usa.com](http://aarke-usa.com) for \$199 to elevate your next cruising experience.

## Short Take

### Drinking Hardware

#### Copper-Plated Reusable Straws

It's been seven months since Seattle went strawless; do you have your reusable straws yet? These copper-plated, stainless steel cocktail straws are great for the environment while adding a little flair to any onboard beverage – who needs garnishes? They have a slight arch out of a highball glass or tumbler and are about 8 inches long. But handle with care, this pack of four should be handwashed to make them last. Pick up a set online at [kegworks.com](http://kegworks.com) for \$17.99.



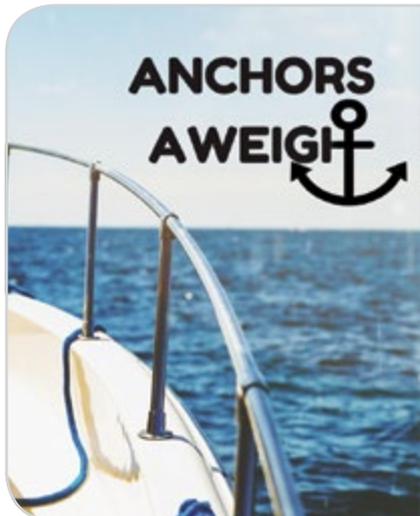
**FOLLOWING A 2 YEAR RENOVATION, THE LATEST PHILBROOKS CUSTOM YACHT EMERGES.**



**AN OWNERS VISION + DEDICATED CRAFTSMAN = EXTRAORDINARY RESULTS!**

CUSTOM YACHT BUILDERS | FULL YACHT SERVICE | SINCE 1955  
 TOLL FREE 877 656 1157 | PHONE 250 656 1157  
 SIDNEY, B.C. CANADA  
[philbrooks.com](http://philbrooks.com) | [yachts@philbrooks.com](mailto:yachts@philbrooks.com)

# Digital Delivery



## Podcast Preview // Anchors Aweigh Podcast

Hosted by Matt O'Hara, *Anchors Aweigh* is a podcast centered around conversations with boating professionals and industry leaders. After 10 years in media sales, Matt and Rebecca decided to open their own Freedom Boat Club on Lake George, New York, to share their love of boating with others. Taking advantage of his experience in media, Matt launched the *Anchors Aweigh* podcast that is full of tips and insight for boaters of all experience levels.

The podcast covers practical topics that include where to store a boat, boating safety best practices, and finding dock space. Episodes also dive into boating lifestyle themes like how to spend more time on your boat, how to have the most fun with kids on board, and how to design a boating lifestyle for yourself. If this sounds like your kind of podcast, head over to [myboatlife.com/boating-podcast](http://myboatlife.com/boating-podcast) to give it a listen.

### App: Boat Master App

Free for iOS and Android



Docking is usually mastered after much trial and error. Now there is an app that allows some of that trial and error to occur from the palm of your hand whenever

you have a free moment. Boat Master is a marina berthing simulation that allows players to berth different boats in the most realistic conditions possible. Pilot motorboats, superyachts, and sailing yachts as you attempt to dock your boat in as little time as possible. Realistic physics present challenges for you to overcome, like wind, currents, and drag.

Navigate prop walk issues on sailboats, and at higher levels, challenges like random thruster failure can occur. The app provides different marina maps to practice in and will even change the time of day on the map, allowing you to practice boating in day and night conditions. If you'd like to really hone your berthing skills, check out the Boat Master app. Available on iOS and Android for free with in-app purchases.

### App: Dark Sky Finder

\$2.99 for iOS



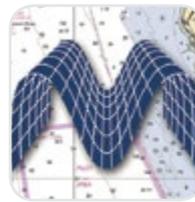
How often do you find yourself gazing up at the night sky wishing you could see the billions of stars shielded by the city lights? Dark Sky Finder can help

with that. This app helps locate nearby dark skies for ultimate stargazing by using a Clear Sky Chart and the Bortle Scale, which measure brightness. It includes a light pollution world map that can be viewed on top of a standard map, a satellite map, or both; look for the red pins to find the best stargazing locations near you. Then, break out the telescope or camera for a beautiful evening under the stars. Take in the Milky Way, make a wish on a shooting star, or capture that meteor shower you've been waiting for.

Each Dark Site includes user reviews, directions, sky conditions, and important notes, as well as additional information on parking, fees, bathrooms, camping, weather, and more. Available for iOS devices for \$2.99.

### App: Maptech iPlot App

\$39.99 for iOS



The iPlot app from Maptech fits many of Maptech's software features into your smartphone. Utilizing NOAA charts, the app allows you to quickly plan

trips, set waypoints, and zoom in and scale charts with the touch of your fingers. The chart quilting engine makes jumping from chart to chart seamless. Users can create unlimited custom routes and mark locations. The iPlot app will display a full route list of every waypoint you've selected as well as the distance to waypoint, bearing to waypoint, and estimated time of arrival for each in real time.

The app comes with access to all US small-scale planning charts; for accurate navigation, iPlot users will have to purchase regional maps from within the app for \$10. Available regions include Puget Sound to the Canadian Border, several different Alaska regions, California, the Great Lakes, and more. If you're interested, head over to [itunes.apple.com](http://itunes.apple.com) or the App Store to download. The app is \$39.99 and currently only available for iPhones.



## CONSTRUCTIVE ENERGY INC

**Commercial & Residential Contracting Specialists Since 1979**

*Building on your imagination...*

*Specializing in residential and light commercial new and reconstruction. Constructive Energy provides over 38 years experience, emphasizing quality craftsmanship, creative use of materials and attention to detail with on time and on budget performance.*

**REMODEL & NEW CONSTRUCTION**

**Complimentary In-Home Consultation**

**206.932.2277**

[www.constructiveenergy.com](http://www.constructiveenergy.com)

LIC# CONSTE110JJ



# No Helm, No Problem

By Eva Seelye

## Tiny Homes and Tall Adventures

**W**hat if you're boatless, whether by choice or not, but still live to cruise the ocean blue? Well then, you're a lot like me, and this new *No Helm, No Problem* column was made for you. My hope is to encourage your lust for waterborne adventures and give you the tools needed to go after those experiences, boat owner or not. Our very first adventure requires you, an optional friend or five, and thirst for a taste of the Pacific Northwest-style tiny home living.

At 500 square feet or less, the touted themes of tiny homes include sustainability and minimalist freedom. These small-scale dwellings have taken over the Pacific Northwest for many reasons, but most will tell you the Tiny Home Movement is in response to the affordable housing crisis combined with the desire to live simply, focusing more on relationships, nature, and experiences rather than things. It's not just for millennials and has become a tourism niche in West Coast culture that can be seen popping up port and starboard, many of which take the form of guesthouses in backyards.

A local charter company, Sail Bainbridge, combines the worlds of sailing and tiny homes into one overnight excursion for those who want to dip their toes in both lifestyles. This close-to-home adventure welcomes you

aboard *True*, a 44-foot Pearson Countess Ketch designed by John Alden, with up to five friends for an afternoon sail before you and one close friend settle into your 200-square-foot tiny home for the night. The destination? Bainbridge Island.

This particular tiny home takes the form of a modern guesthouse on Captain Ben's property complete with a two-person bed, a sink, and a bathroom. Gray exterior walls are interrupted by rectangular windows and the interior is painted white with natural wood fixtures. Before turning in for the night, guests are encouraged to enjoy a steamy soak in the hot tub, and in the morning, they awake to a light breakfast with coffee and tea.

"The Rock," as Bainbridge is often called, is a beautiful year-round escape of its own. Many walk on The People's Yacht (Washington State Ferries) to enjoy the activities along Winslow Way tasting Mora ice cream, sipping on wine from nearby vineyards, enjoying a waterfront dinner, or gazing upon stunning local artwork. Its close proximity to Seattle and small-town vibe make it the ultimate getaway, but boating enthusiasts can take their Bainbridge Island staycation to the next level by hiring a chartered vessel.

By hopping aboard a chartered boat, you're getting a more intimate sailing experience with less of a barrier between you and the Sound and quality time with your favorite people compared to the sky-high decks and the mass of commuters that often accompany ferry crossings. Add the tiny home overnight stay to that and you've got yourself an epic trip that screams Pacific Northwest. Sail Bainbridge owner, Captain Ben Doerr, is a seasoned sailor, competitive racer, family man, and indie-folk band musician who skips the experience.

*True* is decked out with a full canopy cover, and, together with the pilothouse, it offers a fully enclosed heated seating area. Not only does this allow for 360-degree views of the surrounding seascapes, but also provides comfort in any and all conditions, which means these chartered excursions will happen rain, snow, or shine. From the vessel, Sail Bainbridge provides transportation to the tiny home. Visit [sailbainbridge.com](http://sailbainbridge.com) to check out the details and book your charter for \$495.

There are more ways to get out on the chop than seagulls on the Ivar's pier, so stay tuned for next month's aquatic escape, fellow boaters without boats. No helm? No problem.

NWY

Right: This Sail and Stay adventure features a two-hour Puget Sound cruise and an overnight escape to a Bainbridge Island tiny home.

Below: Employing a chartered vessel (like *True* pictured below) is a fantastic alternative to our ferries and a great way to experience our waters up close!



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 adventures at [wanderinraw.com](http://wanderinraw.com) or visit her photography portfolio at [evangelea-seelye.format.com](http://evangelea-seelye.format.com).

# Be Sure To Get Towing Before You Get Going



UNLIMITED  
TOWING  
MEMBERSHIP

**\$159\***

GET THE BOATU.S.  
APP FOR ONE-TOUCH  
TOWING

Once you've been stranded on the water, you'll never leave the dock without TowBoatU.S. again. With 300+ ports and 600+ boats, it's a service no boater should be without.

**TowBoatU.S.**  
BoatUS.com/Towing | 800-395-2628

Details of services provided can be found online at BoatUS.com/Agree. TowBoatU.S. is not a rescue service. In an emergency situation, you must contact the Coast Guard or a government agency immediately.

# Hotwire

By Jeff Cote

## *Echosounders: Black Box vs. Built-in*

**M**

Marine electronics manufacturers originally introduced a black box depth sounder to allow boaters with basic chartplotters to add sounder “fish finder” functionality. These external sounders turned a basic navigation screen into a multifunction display (MFD). As fish finders grew in popularity, manufacturers began to include the sounder capability in the actual MFD. As these all-in-one units became smaller and smaller, it allowed boaters with limited space to enjoy the benefits of a depth sounder without adding a sounder black box and integrating it with the chartplotter. Today, larger boats continue to use black boxes even though the installed multifunction display may already have a built-in sounder. So, what is the difference? And which one is right for your boat?

As a quick refresher, an echosounder transducer emits a signal at certain frequencies into the water that is reflected off the seafloor, underwater structures, or fish. This signal or echo is then received by the transducer and it is the echosounder that translates the information from the transducer to the MFD so that we can see and understand the data. There are a few intelligent or smart transducers on the market that can convert simple echoes into depth readings. However, most of today’s recreational transducers require an echosounder, either built into the MFD or connected externally to display the information.

When computer manufacturers first introduced the all-in-one computer, consumers couldn’t get enough. You no longer had to have a huge computer tower under your desk with all the associated wires, and instead could replace it with one clean looking, all-inclusive screen. A similar digital revolution happened in the marine electronics industry. MFDs with a built-in echosounder took up less space, required less equipment, did not require integration or a network, and came with a much lower “plug and play” price tag. For multiple display installs, the only downside was that if the screen with the built-in sounder failed, other displays connected to the display/echosounder would lose the sounder capability as well.

As an alternative, boaters who do not want to put all their fish in one basket can still install an external echosounder. This black box is installed in a secure space that will not be submerged in water, is adequately ventilated, and not exposed to extreme temperatures.

It is also a good idea to put it somewhere that you can easily see the LED lights for trouble-shooting. It requires power and you will have to run the transducer cable to the unit as well as a cable to the chartplotter or MFD. Because these external sounders are so feature-rich, many boaters terminate the transducer cable to a network cable to make the data available to multiple displays throughout the boat.

Larger boat owners also use an external or black box sounder because they have screens that are over 16”. Most manufacturers have built-in sounders up to and including the 16” model. After that, models such as the 17”, 22”, and 24” MFDs do not have an echosounder built in thus keeping down the size and weight of the unit.

Built-in echosounder modules will support up to 1kW-transducer and are of the same quality and effectiveness as an external version of the same. This will allow up to a theoretical 5,000-foot-depth capability paired with the right transducer; basically covering the mass majority of marine electronics users, both pleasure boaters as well as most fishing boats, while keeping the electronics at a lower price point. Some offshore commercial fishing boats require an echosounder module capable of supporting up to a 3kW-transducer, allowing depth capabilities up to 10,000 feet. These sounders are available at a greater cost.

Once installed, both an external black box sounder or a built-in sounder provide unprecedented shallow target resolution or deep water terrain and bottom tracking. Many spread spectrum or CHIRP sounders scan on multiple frequencies, allowing you to track the bottom in deep water with the low chirp (50 kHz) or fish in shallow water with the high chirp (200 kHz).

The newer black box sounders use an 8- or 12-pin transducer connection. Manufacturers like Garmin offer a transducer adapter box that allows you to compensate from 6- to 8-pin or 8- to 12-pin. There are also wire block adapters if you must modify the end of your transducer cable to fit the echosounder module. In some cases, you can simply use your existing transducer with no need for a haulout, saving time and money. Echosounder black boxes even allow you to connect multiple transducers at the same time to view different depths and sideviews. This allows you the ability to enhance your existing screen.

An MFD with a built-in echosounder is great for boats with limited mounting space and costs less than buying the modules separately. However, if there is a failure, you must replace the whole unit. An external sounder is required for larger screens and offers advanced integration. While black box setups are more expensive, if there is a failure it is just a matter of replacing the echosounder or the MFD. Any route you choose, adding an updated sounder to your boat, either a built-in or black box, provides an almost video quality picture of what is happening underneath. **NWY**



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

# Unforgettable Adventures.



## Feel-Good Savings.

Heed the call of adventure with great insurance coverage.  
Boat insurance serviced by the boating experts. Get a fast, free quote today.



[BoatUS.com/insurance](http://BoatUS.com/insurance) | 1-800-283-2883 | Local Office

Some discounts, coverages, payment plans and features are not available in all states, in all GEICO companies, or in all situations. Boat and PWC coverages are underwritten by GEICO Marine Insurance Company. In the state of CA, program provided through Boat Association Insurance Services, license #0H87086. GEICO is a registered service mark of Government Employees Insurance Company, Washington, DC 20076; a Berkshire Hathaway Inc. subsidiary. © 2019 GEICO

# PERFECT LINES

Photo: Jan Anderson • Words: Norris Comer

## Story of a Lighthouse

The Toliva Shoals Race, one of three regattas that make up the annual Center Sound Series, takes racers right past the Dofflemyer Point Lighthouse of Boston Harbor in South Puget Sound. The landmark lighthouse is familiar to boaters who transit to and from Washington's state capital of Olympia, which lays south on the other side of Budd Inlet.

Like so many old lighthouses, the Dofflemyer Point Lighthouse has a story to tell. The beginnings of the lighthouse traces back to 1865 when Isaac and Susan Dofflemyer filed a land grant for the property. The resulting lighthouse guided ships, largely related to the lumber industry, for decades until taking its current 30-foot concrete tower form in 1934. Generations of lighthouse keepers would ultimately be replaced by automation in 1987 and today the US Coast Guard is charged with maintenance. On May 1, 1995, the Dofflemyer Point Lighthouse was placed on the Washington Heritage Register and the National Register of Historic Places.

For the curious navigators out there, the light characteristic is Fl W 6s (flashing white every six seconds).



# Modern luxury on prime Alki Beach waterfront!



## 3207 Point Place SW - \$2,250,000

An Architectural Achievement! Completed 2017. Select stretch views capture mountain, Sound & City with easy beach access. This beyond belief home struts extensive use of custom African mahogany built-in cabinets, hydronic heat, beachside patio w/mood lighting, chic heated garage/flex space & mega storage. 2 Master Suites & open concept living, dining & chef's kitchen on the sea side. Totally lock & leave or embrace & enjoy every day! 6103 Sq. ft. lot (KCR - includes tidelands).

**Randie Stone • Cell 206-852-8327 • [rstone@windermere.com](mailto:rstone@windermere.com)**

  
**Windermere**  
REAL ESTATE  
Windermere Real Estate Wall St. Inc.

[www.alkibeachrealestate.com](http://www.alkibeachrealestate.com)  
206-935-7200 x212  
Windermere Real Estate  
Wall Street Inc., West Seattle



# Kevin's Catch

By Kevin Klein



## Springers for Springtime

**A** April in the Northwest to me means Chinook salmon! Whether in the saltwater or on the Columbia River (or its tributaries), this is a good month to get out and chase some good-sized and great-tasting springers. We have longer days and warmer weather and I think all of us are ready for that! Remember that looks can be deceiving, and it still gets nasty out in these parts during the spring, so layer up and bring good rain gear. Much better to have it on and take it off than not to have it at all. It's always chillier and wetter on the water. Don't ask me how I learned that.

Chinook fishing should be good north and south of the Canadian border this month. Before you go to B.C., make sure you read the regulations, have the correct license, and know the procedures for crossing. The Washington State Department of Fish and Wildlife has a form that must be filled out online at [wdfw.com](http://wdfw.com) to report your intent to fish Canadian waters. You no longer call the Canadian government if you wish to cross the border without touching land, but you still must not fish when

you return to U.S. waters. Check out the B.C. fishing website at [pac.dfo-mpo.gc.ca](http://pac.dfo-mpo.gc.ca) to brush up.

Tactics for catching kings this time of year in the saltchuck are similar no matter which country you're in. This is mostly a downrigger trolling show. There are still some old-school anglers who jig darts such as the Point Wilson or mooch herring. Some are very productive with these methods. It's definitely fun to fight a fish when hooked, jigging, or mooching because you're not feeling and fighting the resistance of the flasher. However, trolling with heavy downrigger balls lets you cover a lot of water and allows a better handle on where your offering is in the water column.

When choosing a lure or rigging a bait, it helps to think of the way salmon chase and intercept prey. Chinook don't rise from the deep and grab a bait fish underbelly first, like a great white shark smashes a seal. Salmon will draw a bead on a bait fish from behind, then follow for potentially long periods of time. They may make multiple attempts to grab the smaller prey or abort a strike at the last minute.

So, the Chinook's view of your terminal tackle is at the hook end. Getting them to commit to taking the bait is all about action. A tremulous, wiggling spoon; a good rolling herring or anchovy; or a hootchie whipping around may be too much for them to resist. Think about the role the flasher plays in productively drawing strikes as well.

Another way Chinook feed occurs when they are on a ball of bait. The salmon will slash through it, stunning the prey fish and then gobbling them up as they fall through the water column. The flasher mimics a slashing salmon and not bait as some might think. So choosing a lure or bait with good action and a flasher with...well...flash, can help you put fish in the boat.

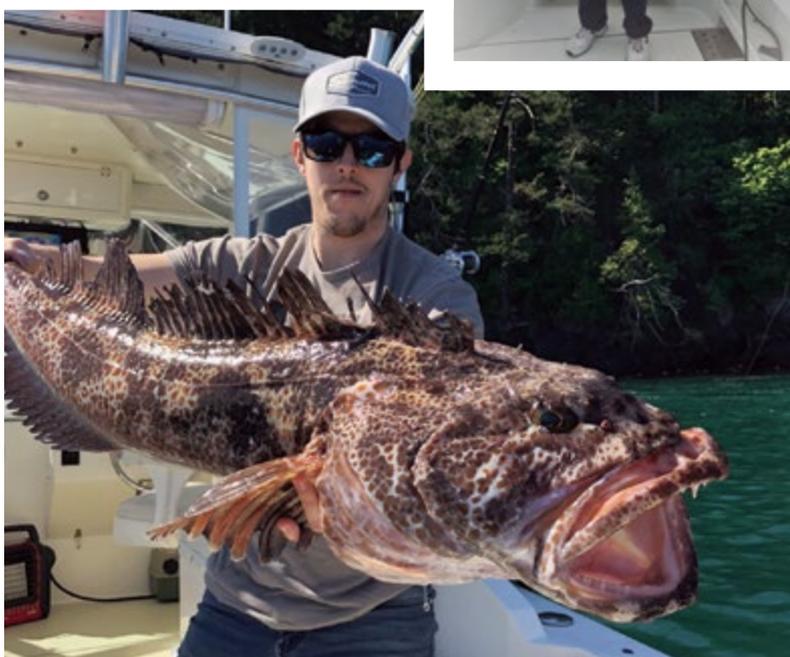
Hopefully, the mighty Columbia River will still be rolling with spring Chinook this month. If you don't have a river-ready boat, then going with one of the many good guides for this fishery is going to be a bonus.

Plus, these guys usually just know how to put you on the fish. There's no substitute for being on the water daily and having up-to-the-minute reports. It's always nice to kick back for the day and let someone else drive the boat too!

Continued on Page 96

**Right:** Larry Johnson with a shiny hatchery Chinook caught while downrigger trolling in the San Juan Islands.

**Below:** This nice lingcod will make some of the best eating fish available in the Northwest. Next month we'll get into how to catch these toothy critters and, just for the heck of it, halibut 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

## Freeing Willy?

**F** For some boaters, the negotiation process is a game. For others, even the word negotiation can trigger fear and dread whether it's the purchase of a boat, car, or house. Certainly, negotiating does not stop at the water's edge. If it's weighing the pros and cons of a destination or whether to upgrade a system, the constant push and pull never ends.

It is no different at the heart of the legislative and political process. Outside of the legislative session, political action committees negotiate internally about how to spend their budgeted amount. Do they make an unlimited donation to a state party or House or Senate party super PAC? Do they reward champions at the maximum limit of \$2,000? Or do these committees "peanut butter" their donations, excuse me—investments—by spreading them around at lower amounts? Do four \$500 donations "buy" you more goodwill than one \$2,000 contribution to one champion? (I would say no.)

As for negotiating in Olympia, Washington, what some interest groups would deem perfect bills are shaved down over time to make them more palatable to a larger group of stakeholders. Considering that 2,121 bills were introduced this year and there are 105 days to: hear bills in committee; vote bills out of committee; schedule a floor vote; debate on the floor; pass the bill in the respective chamber and then repeat in the opposite chamber; the process is fraught with negotiations.

The bill to change the buffer and speed limits around Southern Resident Killer Whales (SRKW) serves as a nice case study. You may remember that the SRKW Task Force put forward a list of recommendations (keep in mind that recommendations equal priorities and priorities are one of two magic ingredients that catalyze legislative success), which included a moratorium on SRKW whale watching and altering the distance between boats and these whales. From the list of priorities (too long of a list?), legislators drafted their legislative "team" of bills. From there the consensus building (the other magic ingredient) started.

If you are not up on the current law, here's a quick refresher. Vessels are not allowed to approach within 200 yards of a southern resident orca whale. We are supposed to position our vessels to avoid an orca's path at any point by 400 yards. If it's impossible to stay clear, boaters must turn off their transmission within 200 yards of a southern resident orca whale.

Enter state House Bill 1580. Out of the gate, the first iteration was aggressive. That bold leap is normal at the outset, staking out a theoretical spot on the negotiation spectrum. As kids, we are taught to dream big and as Dale Carnegie would say "If you don't ask, you don't get."

Bill 1580, at the outset, was no different. The distance within which a vessel or other object may not approach a southern resident orca was increased from within 200 yards to within 400 yards. Plus, it would be unlawful to engage the transmission of a vessel within 400 yards, instead of 200 yards, of a southern resident orca.

A speed limit of 7 knots at any point located within one-half of a nautical mile of a southern resident orca was staked out. To me, that bill language sure beats an exclusionary "no-go zone" for boaters that was thwarted by task force members like Northwest Marine Trade Association (NMTA) President George Harris.

Just like with any other important piece of legislation, as time goes along, interest groups get organized (this time, it was the Pacific Whale Watch Association). They brought on a lobbyist to articulate their position and lawmakers started to see that getting some good passed is better than not getting anything passed. As they say in Olympia, "the perfect is the enemy of the good." House Bill 1580 is no different. As the respectful, yet vocal, opposition grew, the bill changed form.

This original bill morphed. As 1580 wound its way through the committee structure, the temporary 650-yard commercial whale watching approach limit was removed, and the standard approach limit was adjusted to 300 yards instead of 400 yards. An approach limit of 400 yards behind a southern resident orca whale was added. Think of a dog bone with 300 yards on the sides and 400 yards up front and in back with whales in the middle.

The substitute bill provides that the commercial whale watching license is not a limited-entry license. An annual license fee was added, the per-vessel license fees were decreased. This lobbyist was busy.

The bill continues its journey to the governor's desk. It passed the House before a recent cutoff date with vote of 78 in support to 20 opposed. Remember that Democrats control the state House and Senate. Since this issue is so high-profile and lawmakers are always looking for that glitzy headline that shows they are doing the people's work (like saving the whales), expect this bill to become law before the 2019 legislative session ends in late April. **NWY**



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



Like Us on Facebook

# nwyachtnet

The Northwest's Premier Yacht Broker Network

### Olympia Waterfront

700 Marine Dr. NE, Suite 105 • Olympia, WA 98501  
888-219-5485

### Tacoma Waterfront

1717 Dock Street • Tacoma, WA 98402  
888-641-5901

### Lake Union Waterfront

1500 Westlake Ave N, Suite 102 • Seattle, WA 98109  
877-215-0559



### 1936 150' Custom Ferry

Amazing conversion former Wa. State Ferry. Unlimited potential. **\$1,699,000**



### 1989/2007 Custom Aluminum 60' PH

Niadd stabilizers, Two Gensets, Quality built boat! **\$499,000**

## 1998 MONTE FINO 70

### FEATURED YACHT



Celebrity owner history, Lots of updates, WOW!

# \$895,000



### 1976 69' Pacemaker Flushdeck

Possible Lake Union Live-a-board moorage! **\$397,500**



### 1972 62' Trumpy Motorsailer

Stunning craftsmanship on this amazing world cruiser. **\$149,000**



### 1997 50' Symbol Pilothouse

Low hours, Many upgrades, Shows pride of ownership! **\$299,000**



### 1970 Grand Banks 50' Flushdeck

Aggressively priced for quick sale **\$149,900**



### 1985 Grand Banks 49 Classic

Impeccably maintained, High end electronics **\$279,000**



### 1981 48' Tollycraft CPMY

Family owned for 27 years! Nice boat. **\$199,900**



### 2011 Navigator 45 Pilothouse

Hard to find late model loaded pilothouse **\$499,500**



### 2001 Carver 444 CPMY

Boathouse kept, Awesome Tender/Davit combo **\$179,000**



### 2006 Meridian 391

380hp Cummins QSB's, Awesome Dingy/Davit **\$249,900**



### 2016/2017 Fairway 370

Thrusters, Genset, AC/Heat, Hardtop, Flex Teak decks, and more! **\$389,000**



### 2008 32' Nordic Tugs PH

B&S Thrusters, Solar, RIB, Loaded! **\$229,000**



### 2018 Boston Whaler 285

Only 11hrs on twin Mercury Verado 250's **\$289,000**



**We have several boathouses available**  
Contact us for more information



Visit us online to see our large selection of quality sailboats!

# Galley Gourmet

By Bill Shaw

## Top Cuts and Veggie Sides

**A** Along with my passion for cooking, I also have a small family farm on San Juan Island and raise hogs. Home curing bacon, hams, and grinding gourmet sausage during the winter months is a hobby of mine and each year is a little better than the last. Last month, I transported three fat hogs to market and met with Ralf from Oak Harbor who raises purebred Wagyu beef on his ranch. His beef is amazing, and we quickly started sharing stories about our favorite cuts of beef. After a mouth-watering debate of all the great steaks we have tasted over the years, we both agreed that the Spinalis Dorsi or Prime Rib Cap Steak was up there as one of the best steaks of all time. This month, I wanted to share three of my favorite recipes that create an unforgettable meal.

As a starter, Roche Harbor's Maytag® blue cheese salad has been our most popular salad for more than 26 years, and it's all because

of the amazing blue cheese, always among the top 100 cheeses in the world. When I suggest the salad to new guests of the harbor, some tell me right away that they do not care for blue cheeses. After their first bite of this delicately ripened cheese, they are hooked. Our dressing recipe complements the blue cheese, and when the crisp romaine combines with the creaminess of the dressing, it is an experience hard to duplicate with any other blue cheese.

For the main course, it must be the prime ribeye cap steak, pan-seared to medium rare with Tuscan-styled steak butter and accompanied by oven roasted vegetables tossed in fresh lemon oil.



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.



Of all the cuts of beef to choose from, the ribeye is the most popular in the world because of its rich beef flavor and tenderness. The cap of the ribeye is the single most delectable and flavorful steak available. Also known as the ribeye cap, deckle steak, calotte, or Spinalis Dorsi, it is highly prized by top chefs, beef aficionados, and butchers alike. The ribeye cap steak has the tenderness of a filet mignon, the rich marbling of a rib steak, and a mouthwatering flavor and texture all its own. This steak is the richest, butteriest, most tender, and beefiest steak you will ever taste and intended to be eaten slowly with a big, voluptuous cabernet sauvignon. Like the ribeye, the cap steak is best when cooked quickly over high heat in a seasoned cast iron skillet or cast iron grill.

### Ribeye Cap Steak

Serves 6

2 Tablespoons butter

3 Pounds ribeye cap steak, sliced into six to seven 8-ounce steaks

1 Tablespoon kosher salt, coarse ground

2 teaspoons black pepper, coarse ground

1/3 cup Tuscan steak butter  
(recipe follows)

1 lemon

**Directions:** Heat a 10-inch cast iron skillet over medium high heat. Season steaks with salt and pepper. Add butter to skillet and after the butter has melted, place steak in skillet and allow to brown on one side for 3 to 4 minutes. Turn steak over and sear for an additional 3 to 4 minutes or until the steak reaches an internal temperature of 115° (rare), 125° (medium rare), 130° (medium), 140° (medium well), or 150° (well). Remove from pan cover with an aluminum foil tent and allow to rest for 15 to 20 minutes.

After the steaks have rested, squeeze a small amount of lemon juice over each steak, followed by a tablespoon of steak butter. The butter is intended to melt and baste the steak. Serve immediately.

**Chef's Note:** Resting steaks allow the meat to relax and finish, but more importantly prevents releasing all the flavorful juices when steak is cut.

### Tuscan Steak Butter

Steak butter can be made ahead of time and rolled in parchment paper into a 1" diameter log, then frozen. When needed, pull the frozen butter log from the freezer and slice into 1/2" thick coins, place a butter coin on each steak after cooking. As the butter melts, it combines with the steak juices, creating a rich and flavorful sauce.

1/2 cup unsalted butter

1 teaspoon fresh thyme leaves, finely chopped

1/2 teaspoon fresh rosemary, finely chopped

1 Tablespoon fresh garlic, minced

1 Tablespoon Parmesan cheese, grated

2 Tablespoons extra virgin olive oil

1/2 teaspoon lemon zest

1 teaspoon lemon juice

1/2 teaspoon Worcestershire sauce

1/2 teaspoon black pepper, coarse ground

**Directions:** Remove 2 sticks of unsalted butter from the refrigerator and set out for 2 hours to soften. In a small bowl, combine softened butter and remaining ingredients. Blend with a wooden spoon to incorporate all the ingredients.

Tear off a 1 inch length of parchment paper and place the butter compound at one end. Work the butter into a log shape that has a 1 1/2 inch diameter, then roll the paper tightly around the butter, forming a 1 inch diameter log. Wrap log in plastic food wrap and freeze until needed.



Maytag® blue cheese started in Newton, Iowa, in 1919 when the son of the Maytag Appliance Company founder purchased a single Holstein cow to provide fresh milk for his children. Upon his death in 1940, his sons Fred and Robert Maytag collaborated with Iowa State University to pioneer the first great American blue cheese that would compete with the classic European Roquefort. The cheese plant and caves were completed a year later, and the first wheels were formed in 1941. Since that time, Maytag has been creating naturally hand-turned, cave-aged, world-class cheese.

**Chef's Note:** Dressing should be just thin enough to flow from a ladle. If dressing needs to be thinned to the desired consistency, use buttermilk.

## Maytag® Blue Cheese Salad

Makes 4 Salads

- |  |  |
|--|--|
| ½ cup romaine hearts, tips removed and cut into 1 ½ inch bit size pieces | 2 Tablespoons slivered and toasted almonds |
| 1 cup Maytag® blue cheese dressing (see recipe below)                    | 1 cup mayonnaise, Best Foods® only         |
| 2 eggs each, hard boiled, peeled, and finely grated                      | 4 Tablespoons Maytag® blue cheese crumbles |

**Directions:** Remove the outer dark green leaves from the romaine head until the light green leaves are exposed. Remove the bitter dark tip of the romaine heart, then slice in half lengthwise. Slice the romaine by placing the heart-cut side down on the cutting board and running your knife lengthwise from the stem to the tip, creating three 1 ½ inch strips, then slice the strips into 1 ½ inch by 1 ½ inch pieces. Soak the chopped romaine in a bowl of ice-cold water for 20 minutes. This will allow the romaine to absorb the moisture resulting in a crisp bite. Drain the water and dry the romaine on a towel or in a lettuce spinner. Place the lettuce in the refrigerator with a damp towel covering the lettuce until you are ready to serve the salad.

Boil the eggs by placing them in a saucepan with cold water over medium high heat. When the water begins to boil, cover the saucepan with a lid and remove from heat. Allow the eggs to slowly cook for 18 minutes. Place the saucepan in the sink and pour cold water over the eggs until they are cool, about 15 minutes. Crack and peel the eggs in the water. Using a fine cheese grater, grate the eggs into a bowl, then refrigerate.

Preheat your oven to 350 degrees, then place the slivered almonds on a cookie sheet and bake until light golden brown stirring the almonds half way through. Remove the toasted almonds and allow to cool. Place the wedge of blue cheese in the freezer for 15 to 20 minutes. Then slice into ¼" slices. Break up the slices by hand into a fine crumble, then refrigerate.

When ready to serve, pour the dressing over the chilled romaine and toss by hand, being careful not to bruise the romaine. After the romaine is thoroughly coated with the blue cheese dressing, place equal amounts of dressed romaine on 4 chilled plates and build the romaine into a volcano shape.

Garnish each salad started with the equal amounts of chopped egg, followed by toasted almonds, and finally with crumbled blue cheese. Allow the egg, almonds, and blue cheese to cascade down the mound of dressed romaine. Serve immediately with fresh cracked pepper and a chilled salad fork.

### Maytag® Blue Cheese Dressing

- |   |                                 |
|---|---------------------------------|
| 6 oz. Maytag® blue cheese               | 3 Tablespoons red wine vinegar  |
| 1 teaspoon fresh garlic, finely chopped | 1 teaspoon Worcestershire sauce |
| ¼ teaspoon dry mustard powder           | 3 drops Tabasco sauce           |
| ½ teaspoon black pepper, table ground   | ¾ cup sour cream                |
| ½ teaspoon onion powder                 | 2 cups Best Foods® mayonnaise   |
| Pinch white pepper                      | ⅓ cup buttermilk                |

**Directions:** Place the blue cheese in the freezer for 15 to 20 minutes, then slice into ¼ inch slices and break apart by hand into ½ inch pieces. Freezing the creamy cheese makes it easier to slice and crumble.

In a medium-sized bowl, add garlic, dry mustard, black pepper, onion powder, and white pepper and combine with a wire whip. Add red wine vinegar, Worcestershire, and tobacco; mix with wire whip until thoroughly combined.

Add sour cream, mayonnaise, and buttermilk and mix for two minutes, creating a creamy mixture. Add the blue cheese crumbles and gently fold into the creamy mixture, creating a chunky blue cheese dressing. Transfer to a non-reactive dish and refrigerate overnight to allow flavors to blend.

## Lemon Roasted Summer Vegetables

Serves 8 as a side dish

Roasted or grilled vegetables are my favorite style of cooking vegetables, and whether it is a combination of root vegetables and beets or baby squashes and onions, they are always impressive. The trick to making these vegetables taste even more amazing than they look is to allow your oven or grill to do the work while the cook remains patient but attentive. Allow the vegetables to brown and char, then turn over and brown and char again. The crunchy, burnt edges of the peppers are my favorite and can be eaten cold on a bruschetta.

- ½ cup red bell peppers, cored and cut in 2 ½ inch triangles
- ½ cup green bell peppers, cored and cut into 2 ½ inch triangles
- ½ cup yellow bell peppers, cored and cut into 2 ½ inch triangles
- 1 cup zucchini, ends removed, cut in half lengthwise, then sliced on the diagonal ½ inch thick by 3 inches in length
- 1 cup crimini mushrooms, small whole (if using medium-sized mushrooms, cut in half)
- 1 medium red onion, peeled, and cut into ⅛th wedges (root core attached)
- 1 cup carrots, peeled, cut in half, then slice on the diagonal ½ inch by 3 inch in length
- ½ cup olive oil



Continued on Page 99

2 WEEKS VACATION + 8 HOLIDAYS + 52 WEEKENDS

---

# 122 DAYS OFF

*We curate our selection to meet the needs of the year-round PNW boater, so you can make the most of every single one of them.*



Sundance Yachts has been proudly serving Pacific Northwest boaters since 1972



PRESTIGE | 750 \$ 4,558,000    PRESTIGE | 680 \$ 3,469,688    PRESTIGE | 630 \$ 2,672,685



PRESTIGE | 520 \$1,404,833    PRESTIGE | 460 \$1,096,272    JEANNEAU | LEADER 40 \$626,677



JEANNEAU | VELASCO 37F \$573,415    JEANNEAU | NC 14 \$805,269    JEANNEAU | NC 33 \$447,431



JEANNEAU | NC 1095 \$320,132    JEANNEAU | NC 895 \$222,565    JEANNEAU | NC 795 \$138,461



CUTWATER | C-30 CB \$325,740    CUTWATER | C-302 COUPE \$307,733    CUTWATER | C-242 COUPE \$113,933

2016 | 2017 | 2018 **Jeanneau & Prestige** North American Dealer of the Year

Visit us at [SundanceYachts.com](http://SundanceYachts.com) to view our full inventory

Exclusive Portland & Seattle Area **Cutwater Dealer**

Call your local Sundance office today to arrange a personal viewing and demo

BLAINE **360.312.4057**    PORTLAND **503.283.1119**    SEATTLE **206.633.2850**



B E C O M I N G A P N W

# SUB-MARINER

*You've spent your life on Pacific Northwest waters.  
Now it's time to go under them.*

BY NORRIS COMER

**A** As a scuba diver, I find it fascinating that relatively few lifelong sea salts venture below the ocean's surface. Whether I'm nursing a wine glass at a yacht club mixer in Seattle or kicking back a Rainier tallboy at a commercial fisherman's bar in Westport, the same phrase is likely uttered when broaching the topic of entering the brine: "No thanks! I've spent my life on

the water, but there's no way I'm going under." To my sensibilities, this makes about as much sense as claiming to be a foodie but refusing to try any new cuisines. How do such avid ocean junkies resist at least dabbling in underwater recreation? How can we be content to only see a giant Pacific octopus at the aquarium, or to experience a shipwreck as a mere acoustic silhouette on a multi-



exactly make it an idyllic tropical kiddie pool for beginners.

Ultimately, once you're actively diving locally, there's even more to think about if you want to make your boat a proper dive platform. I hope to touch on all these topics, with insight from local dive experts, to set up Pacific Northwest boaters turned would-be aquanauts for success.

### PNW OPPORTUNITIES

Firstly, what's the payoff to Cascadian diving? Jackie Myers, a dive instructor with decades of experience and a school teacher who runs Tacoma-based Bandito Charters with her husband Rick Myers, is quick to tout the unique local sights. Rick started his dive career right here in Seattle's Diver Institute of Technology on Lake Union before moving to the recreational side in the 70s.

"There's many species of animals that only live in the Puget Sound area," Jackie says. "Several species of rockfish are only found here. We also have a big array of nudibranchs—the colorful sea slugs." Marine mammals like seals and sea lions are relatively common. "Of course, this is one of the best places in the world to see giant Pacific octopus."

The Myers' are very familiar with the iconic cephalopod, a crowd favorite among octopus lovers. For anyone acquainted with the History Channel's *Monster Quest* show, their charter boat *Sampan*—a wooden Youngquist commercial boat turned dive charter—is featured in Season Two's episode 11, which is about trying to track down the fantastical 200-foot "octopus giganticus," rumored to live in the Tacoma Narrows.

"You really don't know when they're filming what the final video is actually going to be like," Rick chuckles. While octo-Sasquatch remains fiction, the real deal can commonly be found on drift dives through the Tacoma Narrows. There's even a designated Octopus Hole Conservation Area in Hood Canal. As the name implies, giant octopus are common on the shelf of a natural submarine hole.

"A lot of people incorrectly think there's not as much color down there as say a coral reef," says Jackie. "The funny thing is, you just need a powerful light to reveal all the brilliant reds and oranges. It's just packed with life down there, but you're usually deeper and physics dictate that you need more powerful lighting to truly see the colors."

What's more, there's several interesting manmade sights of note to tempt local divers. The Edmonds Dive Park is one such area, essentially an underwater collection of sunken structures for divers to explore within striking distance of shore. There are many more, from the Maury Island Barges' shipwreck off Vashon Island to the Diamond Knot shipwreck site near Port Angeles. Each has its own history, adding another dimension to the already impressive diving opportunity.

Alright, so there's plenty to see down there—maybe even octo-Sasquatch—and you want in. Assuming that you have your basic diver certification, our area offers several challenges that must be taken into account. The three big ones are currents, temperature, and visibility.

### CURRENTS, TEMPS, VISIBILITY

Seasoned Salish Sea boaters know all about our intense tidal swings. Suffice it

function display? No, boaters, the surface is only a taste of the adventure!

Of course, I empathize with those who yearn to get down there but have yet to navigate the logistics. Getting into scuba diving from square one is no trivial journey. Additionally, while the coastal waters of Puget Sound and north to Alaska are loaded with world-class opportunities, there are several factors at play that don't

**Left:** An up-close encounter over a Puget Sound urchin bed with a friendly sea lion.

**Below:** Sea lions often travel in groups in Puget Sound and can make for a boisterous dive.





*Sampan* from below. Many popular local dive sites like this one have moored buoys, making life much easier for the boat operator. Also note the free-floating tank and BCD, secured to *Sampan* thanks to a trusty lanyard. (Photo: Tom Heinecke/ Bandito charters)

to say that our tides are like this because of the restrictive nature of our glacially carved geography. Basically, the smaller the channel a mass of water is forced through, the faster the water moving through it becomes. You toy with this concept yourself when you adjust the settings on your yard hose; the hard jet stream is made by reducing the opening and the fatter, relaxed stream results from the hose head opened all the way.

“The currents around here are a major factor,” says Rick. For example, the Tacoma Narrows regularly clocks in a current speed of over 5 knots, a decent clip on many sailboats. “You have to do your homework and know what you’re getting into. Also, whoever is operating the dive platform on the surface during the dive has to be on it. In many ways, the person in the boat has to be the most vigilant.” Not only does the boat operator have to

## HOW TO GET YOUR CERTIFICATION

Getting your basic open water scuba certification isn't the focus of this article but it is the first critical step to becoming a bona fide scuba diver. There are many ways to go about certification, but most dive shops are owned and operated by professional dive instructors who offer courses regularly. Most courses will include online, independent study, or classroom coursework, pool dives and assessments, and qualifying open water dives. Inquire with a few local dive shops, compare prices, and shake some hands to see if you have chemistry. Remember, you're doing this because it's fun!



stay on specific coordinates regardless of sea state but picking up divers in a brisk tide current can be a challenge.

“A diver can get away from you, and you have to think of how best to intercept them,” says Jackie. However, as daunting as the currents can be, they also make drift diving a tempting reality. If you can time your dive properly and coordinate with your boat on where to meet, you can dive in these currents to essentially fly effortlessly for miles underwater. An adrenaline rush and magical experience, if done right. While becoming the master of our currents is in some ways a lifelong process of learning, there's only so much one can do with regards to visibility.

“The visibility in Puget Sound is largely effected by runoff brought on by heavy rains and planktonic blooms,” says Rick. “Last year, for example, we had a rainy winter and the diving was lousy for many months. This year we've had a sunny winter and it's been fantastic diving.”

Avoiding poor visibility due to runoff is mostly a matter of avoiding the days before and after heavy rains, while the plankton is more of a wildcard. Essentially, a plankton bloom needs two primary ingredients to happen: nutrients and sunlight. Nutrients come in many forms, including nitrates from sewage spills (or \*cough, cough\*—illegally emptied wastewater tanks of vessels). Unless you're following the water quality and scientific literature like a scrappy oceanography PhD candidate, you're probably going to be keeping an eye on the sun (or lack thereof).

“When it's sunny, a plankton bloom can happen, clouding up the water,” says Rick. “There's a lifecycle to it: the plankton will bloom, then die off. Usually it'll happen a lot in the summer.” Warmer water temperatures also contribute to planktonic blooms. The solution? Dive in the colder months. “Winter is often the best time of year to dive from a visibility standpoint.”

The topic of winter and lack of sun leads into the third big consideration: temperature. While most scuba diving pictures show off smiling models in swimsuits and white sand, you'll want to come layered up properly to our waters.

“I dove today [March 17], and the temperature at-depth was in the 40s,” says Jackie. “Even in the summer, once you're at-depth, it's usually in the 50s.”

Continued on Page 72

PRESENTING SPONSOR:



MAY 2 - 5, 2019

# BC BOAT SHOW AT PORT SIDNEY MARINA

**BC's largest  
in-the-water boat  
show is back and  
bigger than ever!**

Four days of fun  
for the whole family -  
225+ boats of all  
types and sizes,  
tented pavilion,  
marine displays &  
activities, floating food  
& beverage garden,  
and more!

Summer on  
the water  
starts at the  
BC Boat Show!



**BOATINGBC**  
ASSOCIATION™

*Because BC is better on a boat!*



SIDNEY BC CANADA

[www.bcyba.com](http://www.bcyba.com)





**Top:** Blues, oranges, and greens make the subsurface of the Pacific Northwest a colorful place. You just need a powerful light to bring all the colors out. **Bottom:** Giant Pacific octopus are the star of the show for many divers and are relatively common in our area. (Photos: Tom Heinecke/ Bandito charters).

Continued from Page 70

Conventional diving wisdom states that when you're dealing with temperatures below 50 degrees, you're going to want to go for a heavy 7- or 8-mm wetsuit or a drysuit. It's important to keep in mind that everyone's internal thermostat acts a little differently. Erring on the side of too much and embracing experimentation over a few dives is probably the best way to hone your system for maintaining warmth in cold waters.

For those wondering, the difference between a wetsuit and drysuit is implied in the names. A wetsuit traps a layer of water between the suit and diver's body. As heat leaves the diver's body, it becomes trapped in that layer of water, creating an insulating layer. A drysuit completely encases the diver, keeping him or her out of water altogether while also trapping the heat.

### CREATING A DIVE PLATFORM

You have your certification, and you've carefully considered the area's currents, visibility, and temperature factors. You've even chartered a few local dives—maybe with Rick and Jackie—to master these considerations in the field and learn some local trips. Ideally you've even risen up through the Advanced and Rescue Diver certification levels.

Now, you're eyeing your own boat and licking your chops to dive off your own hull. What's next?

"There's a lot of ways to skin the cat and it's fun to see what boaters come up with," says Rick. "You see people diving off all kinds of boats, big and small." While ingenuity can go a long way, there's no denying that some boats are just naturally predisposed to being good dive platforms. The work boat past of *Sampan* sets her up

as a great charter for a few reasons, the start being inside the cabin.

Rick shows off the boat's large medical kit and AED in the V-berth, secured and easily accessible. The V-berth can be closed off for those who want a little privacy while changing. The cabin is always kept warm, in part thanks to the giant, cast iron diesel stovetop with hot coffee and the like ready to go. Food and water are always handy, important as diving burns up a lot of calories and it's easy to get dehydrated. These may seem to be mere creature comforts, but having a sheltered space like this is a good idea. "You really want people to be able to get warm and dry," says Rick. Diver Alert Network (DAN) training and basic CPR/First Aid are highly recommended to be fully prepared for dive-related emergencies.

Moving out onto the deck, *Sampan* shows off the large work space where commercial fishermen in days of yore earned their pay. Rick and Jackie have converted the deck to be open and clutter free, allowing for plenty of maneuvering space for a dozen diving clients wearing awkward gear.

Notably, Rick has rigged up a series of bungee loops secured into a custom wood panel that runs along the inside of the boat. Simple and effective, these bungs can be easily looped around aluminum tanks to keep them in place. Companies make and fabricate hard plastic and metal holding mounts for tanks as well. Regardless of whether you make something or buy something, securing the tanks is vital for safety, yet you also have to keep them accessible to take them on and off.

*Sampan* also has sitting-level bench seating running along most of the interior of the cockpit aft, with the tank bungs positioned so a secured tank can stand on the benches. Having a secure space like this to sit is very helpful for taking tanks and buoyancy compensation devices (BCDs) off and on.

As far as signaling to other boaters, you're to fly two flags and have a specific light scheme ready. Believe it or not, the red and white flag most of us know as the signal for diver in the water is not the legal, official diver-in-water symbol. Used in America, Canada, and some other places as the colloquial diver signal, it's not the internationally recognized flag. The official diver-in-water flag is a light blue and white flag (Alpha), which you should also fly. For night diving, you're going to want three working lights on vertical mounting scheme that are colored thus from bottom to top: red, white, red.

Once you've dialed in your cozy/medical area, the prep deck, and safety signals, it's time to get into the water. On some boats, especially sailboats, this can be easier said than done.

If you're on a boat with a large swim-step, you've got it made. It'd still be wise to have lanyard, like Rick does, with the bitter end attached to the boat and the working end able to reach the water. This





**Above, Left to Right:** *Sampan* in all her glory on a dive trip (Photo: Tom Heinecke/ Bandito charters); Rick Myers of Bandito Charters at home in *Sampan's* wheelhouse; Simple and effective, *Sampan's* prep deck features bungee loops to keep tanks secure and bench seating for easy gear application.

allows a person to take off his or her BCD and tank in the water, secure it via clip on the lanyard, hop aboard, and then pull gear up. Otherwise, you're going to be walrus-flopping with a ton of extra weight.

If you don't have a large swimstep, you can take a page out of *Sampan's* book. Rick custom-made an aluminum ladder that is easily secured and removed from the water access point. The lanyard comes in extra handy in this situation.

Another challenge may present itself if you are in a small sailboat with a canoe stern. In this scenario, you may be leaning on your trusty dinghy to get in and out of the water for a dive. Simply deploy dinghy, load the gear into it, and then hop aboard. Egressing and boarding a dinghy with low freeboard, like an inflatable, shouldn't be

a challenge, especially with the helping hand of whoever stays to operate the boat.

### CHOOSING TO CHARTER

If this all sounds like a lot, it is! Rick and Jackie have devoted their whole professional lives to escorting divers who want to experience the magic of our subsurface. In fact, Tom Heinecke, longtime local diver and photographer, says it best.

"You know, I've always had boats but never really dove off of them. I'd always go with a charter. I'm not entirely sure why, but I think when I dive, I just want to dive, not worry too much about all the logistics of running a boat," Heinecke says.

"When I meet someone whose gung-ho about diving off their own boat, I think it's great," says Rick. "It is a ton to think about,

and the stakes are pretty high if something bad happens. I think a lot of people would prefer just to enjoy the dive and benefit from the local knowledge we have."

In fact, the final excellent reason for diving in the area and a testament to the area's rich underwater rewards is the dense network of dive shops. We're blessed with excellent dive shops just about everywhere we turn. They served as indispensable resources for boaters and divers at any skill level. You may be hunting for octo-Sasquatch before you know it. **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](mailto:norris@nwychting.com).

### Boat Names

- Since 1976
- Completely Custom
- 10+ Year Lifespan



### Wraps

- Cost-Saving Alternative to Paint
- Easily Repaired
- 7-10+ Year Lifespan



### Striping

- Multiple Sizes and Colors
- Quick & Easy Upgrade
- 10+ Year Lifespan



# B.C. MARINAS 2019

## PART 2: LOWER MAINLAND, HOWE SOUND, & THE SUNSHINE COAST

In our constant efforts to further assist boaters to accomplish their Pacific Northwest cruising goals, we're proud to bring to you Part Two of the *British Columbia Marina and Fuel Dock Guide*. Feel free to combine this intuitive guide of mainland British Columbia marinas alongside last month's Vancouver and Gulf Islands coverage for a complete collection of B.C. slips of all sizes to ensure you always have a cozy marina to call your temporary (or permanent) home. Note that we've constrained this guide's geographic scope from Powell

Lake in the north to as far south as the Canadian-US border to save ourselves a headache, our earth some trees, and you some sanity.

As a reminder, these guides are meant as supplements to your primary navigation resources. We recommend that you download the guide as a PDF from [nwyachting.com](http://nwyachting.com) to use on smartdevices for offline use when on the go. If you have any corrections, updates, or additional marinas we may have missed, please let us know via email at [editorial@nwyachting.com](mailto:editorial@nwyachting.com).

## SERVICES GUIDE

|             |         |                 |               |         |
|-------------|---------|-----------------|---------------|---------|
| Restrooms   | WiFi    | Diesel          | Power         | Food    |
| Showers     | Pumpout | Garbage Removal | Potable Water | Laundry |
| Liveaboards | Haulout | Gas             |               |         |

### 1 Vancouver Marina



49° 11' 30.376" N | 123° 08' 0.038" W  
604-278-9787

[mooring@vancouvermarina.com](mailto:mooring@vancouvermarina.com)

Concrete docks with covered outside moorage, individual covered slips for vessels up to 85'. Reservations required. Free pumpout for tenants. Fishing tackle and bait can be found at the fuel dock. One free parking spot comes with each slip. Dock carts are complimentary. Galleon Marina and Power Wave Marine Installations are onsite with a full parts department and marine equipment installation. Monitors VHF 66A.

### 3 Milltown Marina



49° 12' 6.6492" N | 123° 08' 36.7692" W  
604-278-9787

[admin@milltownmarina.com](mailto:admin@milltownmarina.com)  
[milltownmarina.ca](http://milltownmarina.ca)

Full service marina and boatyard. Roughly 220 in-water slips from 10' to 80'. In-water moorage is available for boats 26' to 80'. Drystack storage for boats up to 30' is also available – drystack customers get unlimited haulouts. Repair and maintenance facilities are on site. Ample parking. Haulouts for boats up to 10,000 pounds/30' long.

### 5 Quayside Marina



49° 16' 20.564" N | 123° 07' 5.412" W  
604-681-9115

[qsmarina@ranchogroup.com](mailto:qsmarina@ranchogroup.com)  
[ranchovan.com/marina](http://ranchovan.com/marina)

Large guest moorage for vessels up to 135' with 126 total slips. Reservations are required. Secure marina close to Sky Train in False Creek. Monitors VHF 66A.

### 7 Burrard Bridge Civic Marina



49° 16' 30.709" N | 123° 08' 22.988" W  
604-733-5833

[burrard.marina@vancouver.ca](mailto:burrard.marina@vancouver.ca)  
[vancouverparks.ca](http://vancouverparks.ca)

Reservations required for limited guest moorage at the secured marina. 15-amp power is available. Located on Granville Island with a liquor store, medical services, adventure charters, and the Vancouver Maritime Museum nearby.

### 2 Decksider Marina



49° 11' 27.416" N | 123° 08' 25.991" W  
604-970-4882

[decksidermarina.com](http://decksidermarina.com)  
[info@decksidermarina.com](mailto:info@decksidermarina.com)

Fully refurbished marina with 150 moorage slips for vessels 30' to 100'. Transient moorage is also available. Guests receive 10 percent off at The Deck Kitchen + Bar, 10 percent off the Best Rate of the Day for Pacific Gateway Hotel, use of seasonal pool, 24/7 shuttle service to airport.

### 4 Pelican Bay Marina



49° 16' 08.700" N | 123° 07' 49.600" W  
[pelicanbaymarina@mail.com](mailto:pelicanbaymarina@mail.com)

Year-round permanent moorage and temporary moorage to visitors are available. 30 slips for boats up to 75' on site. Call to reserve. A ferry ride away from downtown Vancouver and a five-minute walk to Granville Island attractions.

### 6 Heather Civic Marina



49° 16' 7.064" N | 123° 07' 5.131" W  
604-874-2814

[heather.marina@vancouver.ca](mailto:heather.marina@vancouver.ca)  
[vancouver.ca](http://vancouver.ca)

Annual and liveboard moorage is available for vessels 22' to 42'. 270 slips in total. Apply for moorage online. Secure marina with free self-service pumpouts. Recycling for oil, oil filters, glycol, batteries, paint, plastics, paper, and organics on site.

SEA ISLAND  
VANCOUVER INTERNATIONAL

# NORTH VANCOUVER

## 11 False Creek Harbour Authority



49° 16' 18.000" N | 123° 08' 20.500" W  
604-733-3625  
info@falsecreek.com  
falsecreek.com

Reservations are recommended for guest moorage. 20-, 30-, 50-, and 100-amp power. Secured marina next to Granville Island Market, stores, and a launch ramp at Burrard Civic. Cranes on-site for loading/unloading heavy gear. Monitors VHF 66A during business hours.

## 12 Bayshore West Marina



49° 17' 34.865" N | 123° 07' 59.257" W  
604-689-5331  
info@bayshorewestmarina.com  
bayshorewestmarina.com

44 slips for vessels 46' to 60'. Reservations are required for limited guest moorage. Secured underground parking is available as well as internet access, and 30- and 50-amp power. Gas and diesel nearby. Stanley Park is just a walk away, as is downtown Vancouver.

## 13 Lions Gate Marina



49° 18' 56.056" N | 123° 06' 38.830" W  
604-985-5468  
info@lionsgatemarina.com  
lionsgatemarina.com

Dryland, indoor, and outdoor storage. Covered boat yards, a sea lift and boat hauling are available. Access to West and North Vancouver as well as a post office, grocery stores, and more.

## 14 Mosquito Creek Marina



49° 18' 53.208" N | 123° 05' 22.067" W  
604-987-4113  
info@mosquitocreekmarina.com  
mosquitocreekmarina.com

530 slips that accommodates vessels 35' to 130'. Guest moorage with 24-hour security; reservations recommended. A snack bar is on site. Ice is available. 18' beam, 55-ton boat lift is available, as well as a marine mechanic and marine repair services. Wet moorage and dryland storage available. Ready access to Groceries, Seabus, Spirit Trail, Lonsdale Quay Market, Public Transit to Downtown Vancouver.

## 8 Harbour Green Dock (Coal Harbour Marina)



49° 17' 33.400" N | 123° 07' 30.6" W  
604-681-2628  
guestservices@coalharbourmarina.com  
coalharbourmarina.com

Beware of occasional rip tides at First Narrows. Guest moorage is available but reservations are recommended. 30-, 50-, 100-amp power is available. 24-hour staffing, video monitoring, and a pub is onsite. Stanley Park is nearby. Monitors VHF 66A.

## 9 Spruce Harbour Marina

49° 16' 4.757" N | 123° 07' 46.438" W  
604-733-3512  
spruceharbour.com

Owned and operated by the Greater Vancouver Floating Home Co-Op so members can live aboard. Visitors can enjoy secure underground parking, moorage for vessels up to 50'. Kayak storage is also available at this gated marina. Contact for availability.

## 10 Maritime Market and Marina



49° 16' 21.223" N | 123° 08' 11.220" W  
604-408-0112  
maritimemarketandmarina.com  
info@maritimemarketandmarina.com

Private moorage available in the heart of False Creek on Granville Island. Boat maintenance and services available through Granville Island Boatyard. Marina includes 24/7 security. No transient moorage. Call for available moorage.

# VANCOUVER

# LOWER B.C.

VANCOUVER ISLAND

VANCOUVER CITY

BELLINGHAM

SIDNEY

# B.C. MARINAS 2019

LOWER MAINLAND, HOWE SOUND, & THE SUNSHINE COAST

## 15 Crescent Beach Marina



49° 03' 22.637" N | 122° 52' 16.792" W  
604-538-9666  
info@crescentbeachmarina.com  
crescentbeachmarina.com

225 slips for vessels up to 60'; boat-houses for vessels up to 90'. Approximately 8 guest slips available. One 30-ton hydraulic trailer, one medium, and one small. Authorized dealers for Mercury, Cummins, Volvo and have 4 technicians in service shop. Now mobile serving the Lower Mainland. Hiking trails, beaches, a liquor store, golf courses, and more are nearby. Monitors VHF 66A.

## 16 Ladner Harbour Authority



49° 05' 30.415" N | 123° 05' 35.671" W  
604-940-6432  
ladner\_wharfinger@telus.net

A float and launch pad is available for paddle sport users. Designated floats for temporary 3-hour moorage is available for recreational power vessels on a first-come-first-served basis.

## 17 River House Marina



49° 06' 59.100" N | 123° 03' 48.100" W  
604-940-4496  
walterriverhouse@hotmail.com  
riverhousegroup.com

140 slips, concrete floats, and moorage are available.

## 18 Captain's Cove Marina



49° 06' 48.452" N | 123° 04' 37.139" W  
604-946-1244  
info@captainscovemarina.ca  
captainscovemarina.ca

The marina has 10 docks with a total of 350 slips accommodating boats 28' to 60' with 30- and 50-amp power. A 60-ton travelift is also available for haulouts. DIY allowed at the secure work yard.

## 19 Deep Cove North Shore Marina



49° 19' 53.500" N | 122° 56' 18.000" W  
604-929-1251  
info@deepcovemarina.com  
deepcovemarina.com

Six slips of guest moorage available. Reservations advised. Max stay of 14 nights. Launch ramp, grocery store, hiking trails, and post office nearby.

## 20 Shelter Island Marina and Boatyard



49° 09' 49.7916" N | 122° 59' 23.0496" W  
604-270-6272  
infodesk@shelterislandmarina.com  
shelterislandmarina.com

208 fresh water moorage slips, 473 dry moorage with cablevision and metered 20-, 30-, and 50-amp power. Two large travelifts are available; one for vessels up to 75' long and 17' wide and the other up to 150' and 28' wide. Long-term and short-term storage is available for 300 vessels year-round. Container rentals and a storage shed is on site.

## 21 Shelter Island Marina and Boatyard (Bracewell Boatworks LTD)



49° 9' 49.788" N | 122° 59' 23.0568" W  
604-270-6272  
infodesk@shelterislandmarina.com  
shelterislandmarina.com

Fresh water short- and long-term moorage for vessels up to 300' with both linear and finger slips available. 208 wet moorage slips and 473 dry moorage slips. Marina store and other food as well as a boatyard are onsite with a 75-ton travelift for boats up to 17' and a 220-ton travelift for vessels up to 150' with a 28' beam.

## 22 Gibsons Landing Harbour Authority



49° 24' 0.968" N | 123° 30' 14.396" W  
604-270-6272  
gha@telus.net  
gibsonsha.org

Some transient moorage with 15- 30-, 50-, and 100-amp power. Gas and diesel also available.

## 23 Gibsons Marina



49° 23' 54.784" N | 123° 30' 14.857" W  
604-886-8686

Guest moorage with 15-, 30-, 50-, and 100-amp power. Restaurant and fuel nearby.

## 24 Thunderbird Marina



49° 21' 22.493" N | 123° 16' 17.803" W  
604-940-6432  
thunderbird@thunderbirdmarine.com  
thunderbirdmarine.com

Full service boatyard with on-site trades or DIY. 600 slips for vessels from 20' to 75' with some transient moorage, reservations required. 15- and 30- amp power. Restaurant and fuel nearby,

## 25 Union Steamship Marine Resort



49° 22' 43.399" N | 123° 19' 46.488" W  
604-947-0707  
marina@ussc.ca  
ussc.ca

50 slips of transient moorage, 150 slips total. Reservations recommended. Boat-er's lounge on site with TV and computer station. 30- and 50-amp power. Pub on site and restaurant and grocery nearby. Monitors VHF 66A.

## 26 Sewell's Marina



49° 22' 34.824" N | 123° 16' 22.613" W  
604-921-3474  
info@sewellsmarina.com  
sewellsmarina.com

Very limited guest moorage, reservations recommended. 15- and 30-amp power, and gas and diesel on site. Restaurant and grocery store nearby.

## 27 Sunset Marina Ltd.



49° 24' 21.276" N | 123° 14' 44.488" W  
604-921-7476  
sunsetmarina@shawlink.ca  
sunsetmarinaltd.com

Some transient moorage, reservations required. Marina is open April 1 to September 30 and offers marine repair service and snacks.

## 28 Lions Bay Marina



49° 27' 17.518" N | 123° 14' 25.332" W  
604-921-7510  
lionsbaymarina@telus.net  
lionsbaymarina.com

Transient moorage with propane, marine store, and snacks available. Grocery and restaurant nearby.

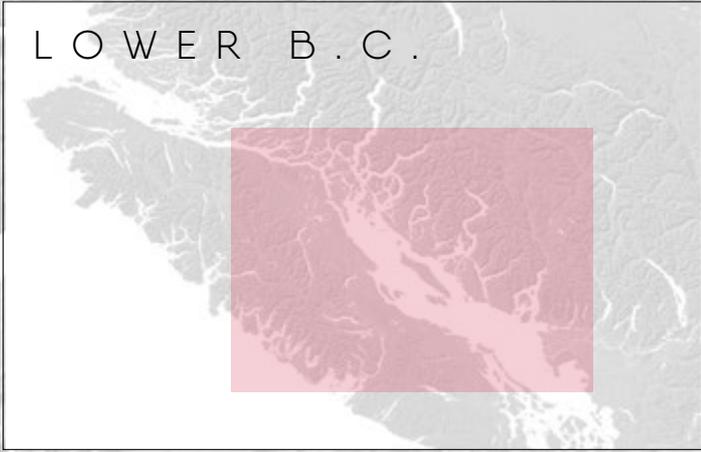
## 29 Squamish Yacht Club



49° 41' 40.002" N | 123° 09' 19.346" W  
604-815-9533  
portcaptainsyc@gmail.com  
squamishyachtclub.com

Reciprocal guest moorage, 45' maximum length. Caution: Keep close to log boom on west side when approaching.

LOWER B.C.



**30** Squamish Harbour Authority



49° 41' 36.262" N | 123° 09' 14.137" W  
 604-892-3725  
 hasquamish@gmail.com  
 Some transient moorage with 15-, 20-, and 30-amp power. Restaurant and grocery nearby.

**32** Lighthouse Marina and Pub



49° 28' 59.488" N | 123° 45' 26.939" W  
 604-885-9494  
 info@lighthousepub.ca  
 lighthousepub.ca  
 Some transient moorage with 15- and 30-amp power. Pub and restaurant on site.

**31** Trail Bay Pier Day Float

49° 28' 11.741" N | 123° 45' 14.987" W  
 604-885-1986  
 ldornbierer@sechelt.ca  
 sechelt.ca  
 Summer day float close to Sechelt.

**33** Porpoise Bay Government Dock



49° 28' 58.609" N | 123° 45' 30.802" W  
 604-740-7528  
 ldornbierer@sechelt.ca  
 sechelt.ca  
 Guest moorage with 20- and 30-amp power. Town of Sechelt is nearby.

POWELL RIVER

NELSON ISL.

TEXADA ISL.

SECHELT

GAMBIER ISL.

SQUAMISH

GIBSONS

VANCOUVER

SURREY

SALT SPRING ISLAND

SERVICES GUIDE

- Restrooms
- Showers
- Liveaboards
- Laundry
- WiFi
- Pumpout
- Haulout
- Gas
- Diesel
- Food
- Potable Water
- Garbage Removal
- Power

SECHELT



# B.C. MARINAS 2019

LOWER MAINLAND, HOWE SOUND, & THE SUNSHINE COAST

## 34 Buccaneer Marina and Resort Ltd.



49° 31' 55.034" N | 123° 57' 17.521" W  
604-885-7888  
buccaneer marina@telus.net  
buccaneer marina.com

Some transient moorage with 15- amp power. Propane is available and a grocery store and restaurant are nearby.

## 35 Secret Cove Government Dock



49° 31' 56.690" N | 123° 57' 28.800" W  
604-883-2234  
penderauthority@telus.net

Transient moorage up to 50' with 20-amp power. Café nearby.

## 36 Secret Cove Marina



49° 32' 1.745" N | 123° 57' 52.650" W  
604-885-3533  
info@secretcovemarina.com  
secretcovemarina.com

30 slips of transient moorage, open spring through early fall with 15-, 30-, and 50-amp power. Café and grocery store, full liquor store, and a marine supply store on site.

## 37 Bathgate General Store, Resort, and Marina



49° 45' 0.943" N | 123° 55' 42.643" W  
604-883-2222  
info@bathgate.com  
bathgate.com

Some transient moorage with 15-, 20-, and 30-amp power. Propane, marine store, grocery store, motel, and restaurant nearby. Caution: Keep reef near dock to starboard side.

## 38 Backeddy Resort and Marina



49° 45' 27.695" N | 123° 56' 20.144" W  
604-883-2298  
info@backeddy.ca  
backeddy.ca

400' of transient moorage with 15- and 30-amp power that accommodates vessels up to 400' in length. Some groceries, restaurant and pub on site. Monitors VHF 66A.

## 39 Whiskey Slough Government Dock



49° 37' 0.646" N | 124° 02' 43.044" W  
604-883-2234  
penderauthority@telus.net

300' of transient moorage with 20- and 30-amp power.

## 40 The Painted Boat Resort Spa and Marina



49° 37' 5.801" N | 124° 01' 48.119" W  
604-883-2456  
reservations@paintedboat.com  
paintedboat.com

Guest moorage for vessels up to 60' and max draft of 6'. 15-, 30-, and 50-amp power available and restaurant on site.

## 41 Coho Marina



49° 37' 12.281" N | 124° 01' 55.47" W  
604-883-2248  
info@cohomarina.com  
cohomarina.com

100 slips for vessels up to 35'. Some transient moorage with 15- and 30- amp power. Restaurant and grocery nearby. Check their website for their new online reservation system this coming season to book your transient slip in advance.

## 42 Madeira Park Government Dock



49° 37' 25.835" N | 124° 01' 31.955" W  
604-883-2234  
penderauthority@telus.net

500' of transient moorage with 15-, 30-, and 50-amp power. Restaurant and groceries nearby.

## 43 Pender Harbour Hotel and Marina



49° 37' 32.437" N | 124° 01' 16.421" W  
604-883-9013  
bikrambrar@hotmail.com  
penderharbourhotel.com

Transient moorage up to 40' with 15- and 30-amp power. Pub and hotel on site.

## 44 John Henry's Marina and Resort



49° 37' 58.444" N | 124° 01' 46.100" W  
604-883-2336  
info@johnhenrysresortmarina.com  
johnhenrysresortmarina.com

2,300' of transient moorage with 20- 30- and 50-amp power. Seasonal Café in John Henry's store open May through September. Fuel dock and grocery store available. Kenmore Air float plane dock with scheduled and charter service. Monitors VHF 66A.

## 45 Sunshine Coast Resort and Marina



49° 37' 30.659" N | 124° 01' 6.031" W  
604-883-9177  
vacation@sunshinecoast-resort.com  
sunshinecoastresort.com

Transient moorage with 15- and 30-amp power. Restaurant and grocery store nearby.

## 46 Garden Bay Marina and Pub



49° 37' 54.138" N | 124° 01' 36.844" W  
604-883-2674  
gbhm@dccnet.com  
gardenbaypub.com

1,200' of transient moorage with 15- and 30-amp power. A restaurant is also available.

## 47 Pender Harbour Resort



49° 37' 58.444" N | 124° 02' 34.004" W  
604-883-2248  
info@phrm.ca  
phrm.ca

100 transient slips for boats up to 50'. 30- amp power, marine supply store, and snacks available.



### Quality Service with a Personal Touch

- Full Service Boatyard •
- 12000 sq ft Heated Building •
- Mobile Service to all Local Marinas •
- Vessel Haul/Launch •
- Dry Dock & Storage •
- Mechanical • Electrical •
- Plumbing • Woodwork •
- Watermakers • Heating Systems •

We want your time on the water to truly be enjoyed.  
(360) 299-1131 contactus@anacortesmarinegroup.com

# BOAT

## Insurance Agency

(800) 828-2446

www.boatinsurance.net • info@boatinsurance.net

LOWER B.C.



**48** Beach Gardens Resort & Marina



49° 48' 000" N | 124° 31' 000" W  
 800-663-7070  
 beachgardens@shaw.ca  
 beachgardens.com

Full service, 50-slip marina that accommodates transient and permanent moorage for vessels up to 110'. Day moorage (up to 4 hours max) is complimentary for those who dine at the Seaside Bistro + Wine Bar + Patio and Cold Beer & Wine Store. Airport nearby with daily flights to and from Vancouver. Marine mechanics and groceries nearby as well as a café/market and bus service to Vancouver. Free shuttle to mall in July and August. Seasonal gas and diesel.

**49** Powell River Westview Harbour Government Dock



49° 50' 7.616" N | 124° 31' 29.734" W  
 604-485-5244  
 www.powellriver.ca

20 slips for transient vessels 20' to 80' from May to September. Marine fishing store, marine mechanics, seasonal shuttle to the mall, hotels, restaurants, shops, playground, hiking, and more. Airport and BC ferry to Texada Island and Vancouver Island nearby.

**50** Powell Lake Marina



49° 53' 7.123" N | 124° 32' 39.991" W  
 604-483-3543  
 reservations@shinglemill.ca  
 shinglemill.ca

The only marina located on Powell Lake. 200 slips are available for daily, monthly, and yearly moorage. Parking space is included in price. Located next to public boat launch and fuel is on site. Water access only.

**50**  
**49**  
**48**  
 POWELL RIVER

**38**  
**37**

TEXADA ISL.  
 NELSON ISL.

SQUAMISH

SECHELT

GAMBIER ISL.

GIBSONS

SERVICES GUIDE

- Restrooms
- Gas
- Showers
- Diesel
- Liveaboards
- Food
- Laundry
- Potable Water
- WiFi
- Garbage Removal
- Pumpout
- Power
- Haulout

MADIERA PARK

**47**  
**46**  
**44**  
**43**  
**42**  
**41**  
**40**  
**39**

SECRET COVE

**36**  
**35**  
**34**

SALT SPRING ISLAND

# RIDING THE RIP



## Accidentally taking on the Point Wilson Rip:

A hands-on introduction to currents, tides, and chaos aboard.

By Greg Van Belle

**Y**ou couldn't ask for a better fall morning in the Pacific Northwest. We left Edmonds for Victoria, British Columbia, riding a nice ebb current out through Admiralty Inlet. Puget Sound was glass. It was one of those rare moments where our massive inland sea was as placid as a small lake. The only thing disturbing the mirror-like surface was the wake and prop wash behind my friend Ron's Tartan 33. We lounged in the cockpit, sipping coffee and listening to music. The ebb current helped us along as planned, adding 1-2 knots to our boat speed. Not that we were in a hurry. Some porpoises swam with us for a mile or so. As the sun rose higher, we peeled off layers as it became shorts and T-shirt weather.

As we motored past Bush Point on the west side of Whidbey Island, we began

pushing through a small northerly swell, but the water remained mirror calm. I glanced at the GPS. We had picked up another knot of helping current. Speed is relative on boats, but for a sailboat under power, we were really moving.

Near the north end of Marrowstone Island, the swell grew, but we lazily rolled over each one, not even at risk of spilling our drinks. We were making great time, and the ebb was going to run for quite a while longer on what was a pretty big tidal exchange. With luck, we would have a helping current most of the way out to Victoria before the tides switched and the flood current began refilling Puget Sound. Given the typical area wind forecast of "variable to 5 knots," we were glad for the help.

Around Point Wilson, the swells were steeper and quicker. We looked around for



Add the thousands of rivers and streams emptying into the Salish Sea and you get a complicated system of fast currents, back eddies, whirlpools, and overfalls that seem to come and go as quickly as we discover them. Being able to recognize and navigate these complicated currents is part of what sets Northwest boaters apart from the rest.

Lower Puget Sound has 1,300 miles of complicated shoreline, pinching and redirecting an average of 1.3 cubic miles of salt water on each tidal exchange, most of it running through Admiralty Inlet. Take a moment and look at a chart of Puget Sound. Go on, I'll wait.

Imagine a flow of water heading north from somewhere between Seattle and Bainbridge Island. Notice the constrictions and side channels. Absent of other forces, that water is going to hit Whidbey Island and split off in two directions. One flow would head northwest toward Port Townsend, the other northeast toward Everett. Except there is a concurrent flow coming south out of Port Gardner, which joins the water coming from the south, creating a tide rip somewhere near the fertile salmon fishing grounds of Possession Point. Travel around the chart and trace where you think the water should flow with different currents. You quickly see the problem areas. It isn't as simple as draining or filling a bathtub twice a day.

Learning to navigate and plan routes in the Puget Sound is as much an art form as it is a science. Current and tide

tables can help give a general sense of where the water is moving and when, but only local knowledge, and a lot of it, can make you a seasoned sailor here.

Even complicated current tables can be off by several factors during rain storms or after a low-pressure system sweeps over the area. In some areas, currents defy all logic, sometimes running counter to the dominant ebb or flood cycle. Colvos Passage, for example, always flows to the north. Some areas never seem to experience any actual slack current between ebb and flood and still other areas never get any noticeable current at all.

Learning the currents pays huge dividends for any boater, but especially those in slower-moving tugs, trawlers, and sailboats. When your typical cruising speed is 7 knots, a 1-knot push or knock can make a big difference in your travel times and fuel economy. And knowing where water comes together with other water is hugely important.

## MEETING THE POINT WILSON RIP

At this point, neither of us had heard of the Point Wilson Rip. We had each crossed the Straits of Juan de Fuca dozens of times over the years, but had never seen what stared us in the face that fall day.

Once we rounded Point Wilson, we saw a thick bank of fog to the west. Massive, steep waves stood straight up and came from three different directions.

the container ship that had to have thrown a huge wake. Nothing. The horizon was clear.

Another glance at the GPS—10 knots. At least 3 knots of current running with us, I figured. The first wave came over the bow not long after that, and in seconds we were in it. The Point Wilson Rip.

## SALISH SEA CONTEXT

The Salish Sea is a maze of channels, islands, deltas, and reefs. There is no single forecast that covers it, and there is no quick way to learn the nuances of its currents. If you drained the water from the Puget Sound, you would see huge canyons and constricted passes. Rock formations lurk just below the surface. Sandbars stretch out far into bays. The underwater topography, in part, dictates how the water moves as the tides ebb and flow twice each day.

Top and below: As the author relates, the Point Wilson Rip can be quite a handful. Here we see the trimaran *Fly*, a R2AK 2016 contestant, during ideal conditions off Point Wilson.





**Top:** Deception Pass is one of the area's most recognizable passages, and boaters should plan their transits through with the tides and currents in mind.

**Above:** The Swinomish Channel can be tricky even when the tides are favorable, and nearly impossible otherwise.

It looked like there were whitecaps on the horizon, but there wasn't a breath of wind. The current, still behind us, started to grab the rudder and slide the stern out from under us, like a pickup truck losing traction.

We barreled headlong into steep waves, taking green water over the bow, and soaking everything in the cockpit. Our leisurely cruise was turning into a bit of an adventure.

We pounded into the waves and waves pounded into us. At one point, we took two waves at the same time, both from different directions. The ceramic mug I had been drinking from crashed onto the cockpit floor and shattered. Just as I was about to dash below to grab our PFDs, a wave tore the anchor from the pulpit, leaving it hanging from two feet of chain so it could bash into the hull.

### LOCAL KNOWLEDGE TIPS

Fast currents and dramatic passes get a lot of attention in the guidebooks and

other boating media. Spectators line up on the Deception Pass Bridge to watch boats navigate the swift, complicated currents that tear past the rock cliffs lining the pass. Boaters wait for hours to transit passes in British Columbia. Those passes and currents demand respect, but they are well known and oft-traveled. Generally speaking, if you aim for either side of the predicted slack current in someplace like Deception Pass, you will be fine. Of course, if you mistime your approach by too much, you could be in for a wild ride downhill or a treacherous slog into the stream.

Timing is the tricky part. The trip from Seattle to Deception Pass on the east side of Whidbey Island is roughly 55 nautical miles. At 7 knots, this is just shy of an 8-hour trip. Add a couple hours of a 2-knot, helping ebb current and you are going to be early. However, you won't have an ebb the whole way up the inside of the island, so you will, at some point, hit slack water and likely, a little current

on the nose. Add some local anomalies like the unpredictable waters in the Skagit Delta at the north end of Camano Island and the chances of arriving at the pass on schedule are further reduced. With a maximum current of nearly 9 knots, missing your arrival window at Deception Pass can mean a long wait or a dangerous passage.

Based in Everett, we are often faced with tough decisions regarding currents and travel distance. On a southbound to Seattle, for example, the ebb current is strongest on the east side of the Sound, whereas you can catch a long stretch of smooth water from Point No Point south to Jefferson Head. Is it worth crossing all of the way over to the west side of the channel, adding 8 miles to the trip just to avoid pushing through a strong current? We also have to consider the fact that the ebb current out of Everett will push us south to Possession Point, but somewhere before Edmonds the ebb will be flowing north out toward Admiralty Inlet. We have found that with our boat speed it is usually impossible to avoid fighting some currents along the way, but we've become adept at knowing which currents to fight and which ones to avoid.

### ROCKING & ROLLING

With Ron at the helm fighting each heave and roll, it was up to me to make my way to the bow and wrestle the anchor back into the chocks. Waves crashed over me and lifted me off the deck. Cold water poured down my back. My favorite hat disappeared into the froth. I finally dragged the anchor into place and lashed it down with some industrial zip ties and made my way back to the cockpit.

We rolled so hard that the starboard rail went under. Then we pitched over a wave and took another soaking across the bow.

# CURRENTS OF NOTE

There are hundreds of notable currents in the Puget Sound and thousands more in the San Juan and Gulf islands. These are a few common areas to pay attention to and learn to navigate.

## CATTLE PASS:

This pass between San Juan and Lopez islands is one of the key entrances to the San Juan archipelago. The narrow channel ebbs to the south and joins the ebb coming out of Puget Sound and Rosario Strait, creating tide rips and whirlpools in relatively shallow water. Rocks constrict the pass on both sides, and when there is a southerly or westerly wind blowing in the Straits of Juan de Fuca, it is an area to avoid. Time your entrance into Cattle Pass for slack before the flood tide if possible.

## SWINOMISH CHANNEL:

The Swinomish Channel is a navigation challenge in the best conditions. It has shoals, is narrow, and confusing; especially at either entrance. It is near impossible to predict where the current flows from and when. Locals claim to know which way it ebbs and floods, but we have never quite figured it out. Luckily the currents here are relatively mild in the central sections. Typically, we try to make it to either channel entrance near high water and hope for the best. Having deep water on the southern end, near Goat Island, is far more important than worrying about 1-2 knot current.

## DECEPTION PASS:

Deception Pass is the most infamous current in the Puget Sound, and with good reason. As one of the main courses to the San Juan Islands, it sees a lot of traffic, and a good number of boaters seem not to understand or respect the dangers it presents. With peak current speeds of up to 9 knots, transiting Deception Pass on anything but a slack tide is a serious challenge. The narrow pass has numerous tide rips, whirlpools and sometimes overfalls that can grab and spin a boat in all sorts of directions. We don't feel comfortable navigating Deception at anything over 3 knots of downstream current or 2 knots upstream. Pole Pass, on the north side of Deception, should be avoided completely. Boats can shelter in Cornet Bay on the east side and Bowman Bay on the west side to wait for favorable currents.

## POINT WILSON RIP:

Seldom talked about, the Point Wilson Rip is typically an avoidable and manageable bumpy ride through chop and shifting seas. However, a strong ebb accompanied by a northwesterly wind can turn this area, just north of the Point Wilson light, into a nightmare for small boats. Avoid the area by transiting the eastern side of Admiralty Inlet.

## PORT TOWNSEND CANAL:

The narrow channel connects Port Townsend Bay with Oak Bay to the south. It is an excellent way to escape weather in Admiralty Inlet but its currents must be respected. The ebb current runs from south to north, creating rips and eddies along the shoreline. The constricted pass amplifies the current, making for a wild ride when running with the current and a tough slog when pushing against it. Time this for the slack tide, before ebb, to get the deepest water and safest navigation.

## RICH PASSAGE:

The main challenge in Rich Passage is boat traffic, including the Washington State Ferries that ply its waters many times a day. With swift currents, staying out of the traffic can be a challenge, and the 90-degree bend in the channel adds confused currents and low visibility. Aim for slack when transiting in either direction.

## COLVOS PASSAGE:

Colvos is easily navigated with few hazards. It is notable mostly for the fact that the current always runs from south to north, making route planning an exercise in compromise. Going around Vashon Island adds many nautical miles to any trip, but might put you in favorable currents. We typically take our lumps in Colvos on the way south, trying to time it as close to slack as possible.

## TACOMA NARROWS:

Peak currents in the Narrows reach 5 knots, and it is a long stretch of water with very few options to bail out from a sudden squall or unfavorable currents. When you can't avoid pushing against the current here, the west side of the Narrows right along shore often flows contrary to the prevailing current. On a recent trip north from Olympia, for example, we avoided pushing into the flood current by staying in 30-40 feet of water along the western shore. Watch for rocks in this shallow water, however.

It was a chaotic mess and the GPS said we were still moving at 10 knots. From inside the battle, it looked like this would be our fate all the way to Victoria. In our haste, we made a decision that in hindsight is one of the stupider ones either of us has ever made as captain. We turned around.

## CURRENTS VS. TIDES

Currents and tides aren't the same thing, but they are related. In a system as complicated as Puget Sound, relying on a falling tide to equate with an ebb current is going to get you into trouble. It just doesn't work that way. Every vessel should have a current prediction table and a current chart. A current prediction table is just like a tide table. It gives you current speeds in knots for specific stations at specific times. A current chart shows general current directions at various times related to slack. I first discovered current charts when I was learning to scuba dive where slack water is by far the preferred time to be in the water. Studying a current chart illuminates the vagaries of the moving water, but even these charts are limited in their precision and detail.

They don't show you, for example, that the ebb current flowing out of Admiralty Inlet is far stronger on the Port Townsend side than it is on the Whidbey Island side, a lesson I learned over many years of sailing the 'Round Whidbey yacht race.

## ...WE TURNED

I'm not sure why we didn't factor in the current when we turned, but Ron found the face of a wave that looked promising and swung us around, pointing the bow for the shelter of Port Townsend. It felt strange to seek shelter when there still wasn't even as much as a breeze, but we were getting battered.

We turned and began what we thought would be a dash into town. Cold beers awaited us. We were initially happy with our changed plans. We could stay in Port Townsend for the weekend. It was a shorter trip home on Sunday. We could visit friends and scrounge around in the boatyard, if we could get there.

The current that had been pushing us out into the Straits was now fighting us. Instead of moving fast over crazy waves, we were barely moving. The GPS taunted



Wind can interact with tides and currents to make a rough trip much worse. It's wise to reassess a cruising plan if unpredictable wind kicks up.

us: 3 knots. For a few moments, I really didn't think the rip was going to let us out.

### OTHER VARIABLES

Currents interact with every piece of the environment, including the weather. Opposing wind and current create short, steep wind waves. Flowing together, the waves flatten out. Where currents meet and form tide rips, the wind can churn up confusing, dangerous chop. We have been pinned to docks on a dropping tide, where the current running out of the marina sucked us against our fenders.

After long rainy spells, when the Puget Sound's salinity is diluted, currents and tides can be exasperated, especially near river mouths. Debris and deadheads get caught up in rips and whirlpools, just waiting for your hull to come cruising

past. And sometimes, a distant weather event far beyond where you intend to be cruising can interact with a fast-moving current and absolutely ruin your day.

### PORT AT LAST

We limped into the Point Hudson Marina, tired and soaked. The boat was a mess. Not anticipating anything but smooth water, we hadn't locked things down, and the cabin was a yard sale of clothes and provisions. The bow of the boat was battered from its fight with the anchor. We were simply not prepared for what hit us.

The Point Wilson Rip forms when a strong ebb current meets a strong westerly wind, which usually only blows in the evenings in the summer months. In the relatively shallow water north of the Point

Wilson lighthouse, the rip is given all the fuel it needs. What Ron and I didn't pay attention to was the overnight weather in the central Straits of Juan de Fuca. A near gale had been blowing most of the night, creating big swells that ran down the Straits with the overnight flood tide. Those swells, absent of anything to stop them, rolled right into the eastern Straits, where they were met by the morning's strong ebb current.

Our calculations were right: the ebb carried us swiftly out of Admiralty Inlet. But we did not take into account the atmospheric conditions that would set up the obscure Point Wilson Rip. In the months after our hands-on education I asked every sailor I knew about the rip. A few had heard of it. One friend knew of a sailor who lost the dinghy he was towing through it. But with the exception of a short sidebar in a cruising guide, there was little to no mention of this phenomenon anywhere in my books or online. These days, you can find some discussion of it online and even a few videos of boats going through it, but in all my years sailing these waters, no one warned me of it.

### LIFETIME LEARNING

It takes a lifetime of sailing these waters to learn its many facets. If you have been cruising without giving much thought to currents and how they affect your speed, comfort, and fuel economy, it can be a fun and challenging addition to your piloting. I treat navigation and route planning much the same way I do when driving my girlfriend's hybrid car around town: looking for the sweet spot where speed and fuel economy are at their peak. The GPS tracks on my chartplotter show me wandering around, testing one side or the other of a tide rip or trying different depths.

A good place to start is simply studying charts. Zoom out. Look for places where the shoreline intrudes on what would otherwise be a smooth flow of water. Look for places where small bodies of water empty into larger ones. Look at passes between islands and try to predict where ebb and flood currents will meet. **NWY**

## PUGET SOUND CURRENT RESOURCES

#### *Captn. Jack's Tide and Current Almanac*

This spiral bound book is indispensable. With one day's predictions per page, it is easy to read. It has predictions and tables for major stations and more substations than a lot of other current tables. The spiral binding allows it to lay flat on a chart table. Get a new one every year and make sure you are looking at the right edition! The predictions are based on National Oceanic and Atmospheric Association information.

#### *Tidal Currents of Puget Sound: Graphic Current Charts and Flow Patterns* by David Burch and Tobias Burch

I love this book. A visual guide to tide and current flows throughout the tidal sequence. Easy to read charts show eddies, rips, and current anomalies. We go to this book when choosing routing, anchorages, and fishing spots.

#### *Puget Sound Current Guide*

If you can find a copy of this 1991 book, it is worth having aboard. It provides a simple visual overview of tidal patterns throughout the Puget Sound and charts the locations of current prediction stations.

#### *Current Atlas: Juan de Fuca Strait to Strait of Georgia*

Currents are infinitely more complicated north of the border, and this atlas covers these areas in great detail. If you are venturing north, this is a must for your nav table.

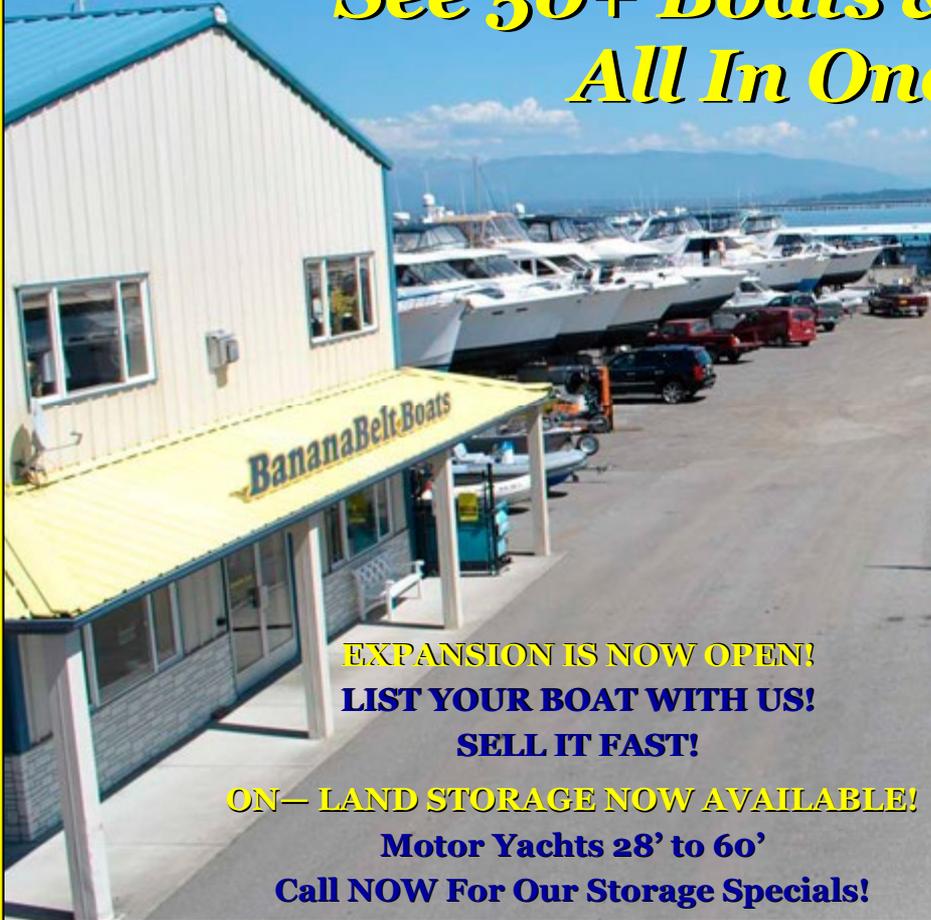


Greg Van Belle grew up sailing, cruising, and fishing Puget Sound. He lives in Seattle and teaches writing at Edmonds Community College. You can follow him on Twitter @gregvanbelle.



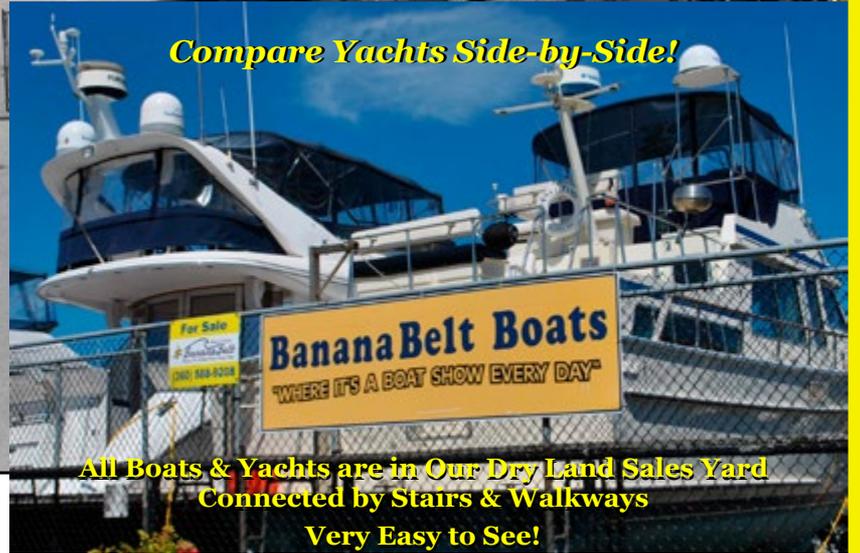
Boats & Yachts  
**Banana Belt**  
 Where It's A Boat Show Every Day!

**See 50+ Boats & Yachts For Sale  
 All In One Location!**



**EXPANSION IS NOW OPEN!  
 LIST YOUR BOAT WITH US!  
 SELL IT FAST!**

**ON-LAND STORAGE NOW AVAILABLE!  
 Motor Yachts 28' to 60'  
 Call NOW For Our Storage Specials!**



**Compare Yachts Side-by-Side!**

**Banana Belt Boats**  
 WHERE IT'S A BOAT SHOW EVERY DAY

**All Boats & Yachts are in Our Dry Land Sales Yard  
 Connected by Stairs & Walkways  
 Very Easy to See!**

**Buy With Us! List With Us!**

**Just a Few of the 50+ Listings You Can See Right Here!**



63 Navigator '99 - \$499,000



57 Bayliner '01 - \$499,950



48 McKinna PH '97 - \$234,000



48 McKinna '05 - \$398,876



40' Carver '00 - \$119,900



48 Ocean Alexander - \$189,000



46 Westcoast '07 - \$282,000



4588 Bayliner '91 - \$139,000



43' Tiara '93 - \$148,900



43' Viking '80/06 - \$174,500



41' Regal '01 - \$164,900



38 Custom Aluminum '06 - \$449,000



(2) 3988 Bayliner '95 & '98

**OPEN 7 DAYS A WEEK!**

**Call Us Today!**

**(877) 588-9208**

**2919 V Avenue, Anacortes WA**

**bananabeltboats.com**

**SEE DOZENS MORE LISTINGS ON LINE OR**

**The #1 Pre-Owned Motor Yacht Broker in The Pacific Northwest!**

# 30 YEARS THROUGH

By Peter Marsh

---



## Tiny Trimarans, Cruising Giants, and Fantastic Fjords

Here at *Northwest Yachting*, we truly believe that everyone who travels the Inside Passage to Alaska is an explorer, no matter what kind of boat (or ship) they are traveling on. For many yachtsmen and women, ownership of their own boat is an essential part of the experience, while for others it's just the journey that matters. At the bottom of the scale (ladder?) are the hardcore people in small open sailboats or rowing skiffs. If that is your craft of choice, I assume you know what you are getting into!

◆ If you want to travel in style, but your lifestyle or your budget doesn't permit ownership of a comfortable cruising yacht, you can charter a fully-equipped yacht, or simply book a vacation with one of the many independent tour operators with dream boats ranging from the traditional wooden vessel to the luxury expedition yacht—sail or power. Each type has its virtues and its drawbacks, but they all offer amazing on-the-water wilderness encounters.

Still haven't seen what you are looking for? Well, there are still more options at the top of the scale in real ships. On the Alaska Marine Highway ferries, you can stop at ports large and small and find a variety of accommodations. On the cruise lines, you will find all the amenities you can imagine, but time ashore is limited and the huge size precludes getting too close to shore. Somewhere between those two extremes are the small cruise ships that carry up to 100 passengers and are small enough to enter minor harbors and

anchorage to get close to wildlife.

If the latter sounds interesting to you, you may want to take a closer look at Lindblad Expeditions, who made the first scheduled "expedition" cruises from Seattle to Alaska in 1980. In the last year, this company has launched two new 238-foot cruise ships equipped with all the latest technology. It's worth noting they were designed, built, powered and supplied by companies based in the Seattle area that are a part of this region's successful marine manufacturing sector.



# THE INSIDE PASSAGE

focused small ship expeditions to Alaska soon after.

The Inside Passage route proved sufficiently popular that he added two 150' (46 m) sister ships to the fleet in 1989-1990 that are still in service 30 years later. They were built by Nichols Brothers Boat Builders of Whidbey Island, Washington, and were renamed *Sea Lion* and *Sea Bird*. These twin ships carried 62 guests in 31 cabins and were the perfect size to introduce a new form of tourism to the West Coast, offering up-close encounters in the wild and visits to small ports. With them, Lindblad established an annual itinerary of cruising the Pacific Northwest in the summer and Baja California/Central America in the winter.

This also began Lindblad's relationship with some of Washington state's marine businesses that have kept their boats seaworthy and shipshape ever since. The most important of these is Pacific Power Group of Kent, (south of Seattle) that won the contract to re-power the *Sea Bird* and *Sea Lion* in 2001. They supplied a pair of 800-horsepower MTU Series 2000s that have been regularly serviced by the company's factory-trained technicians ever since. With over 17 years of continuous operation, with complete overhauls every 18,000 hours, the ships have achieved an impressive record for reliability and high performance.

Pacific Power also supplied MTU 2000 and 4000 diesels to some of the big catamaran ferries Nichols has been building

since the 1980s. They were the first yard on the West Coast to spot the coming trend in fast ferries and tour boats. Coincidentally, it was an encounter with Nichols' biggest catamaran that was my introduction to the world of commercial boat building in a very serendipitous way.

## DAVID MEETS GOLIATH

When I cruised the Inland Passage in 1988, I must admit that I was one of those hardcore sailors who simply had to do it the old-fashioned way—in the smallest and lightest sailboat that had a minimal sleeping cabin. It also had to be fast, stable and easy to build, so that meant a multihull. There was no design available anywhere, so I had to draw the boat and figure out how to build it myself. Twenty weeks later, the result was my 21' x 16' home-built demountable trimaran.

That was over 30 years ago, and the details of that first cruise north are a little foggy, but I can still recall sailing along at a modest clip somewhere between Ketchikan and Juneau and suddenly being overtaken by the 104' four-deck catamaran *Executive Explorer* that towered above me. It looked like a mirage of a streamlined office block perched on twin hulls, cruising at 13 knots with a fairly small wake.

I was surprised again when I caught up with them that night in one of the small Alaskan harbors that dot the route and was invited on board. One of the crew led me up to the bridge deck, which looked more like

## UP THE PASSAGE: A TRADITION

Puget Sound yards have been building ships for the Alaskan trade since the days of the Yukon Gold Rush in 1896 to 1899! The Sound is also where scheduled trips to Alaska generally begin and you can often get a look at them from the shore or the water. In modern times, the Inland Passage route with its magnificent fjords and glaciers has seen a more leisurely rush by the eco-tourism movement to provide cruises in small ships that get close to the sights and animals of the Alaskan coast.

Swedish adventure travel pioneer Lars-Eric Lindblad made history with the first "citizen explorers" cruise to Antarctica. In 1979, Lars-Eric's son, Sven-Olof, launched Special Expeditions (now Lindblad Expeditions), offering marine-

Left: *Alaskan Dream*, formerly the *Executive Explorer*, is still plying Glacier Bay and offering tourists spectacular vistas through the Inside Passage. Below: The *National Geographic Venture* motoring through the Inside Passage in a service provided in conjunction with Lindblad Expeditions.





**Left:** The author with his beloved homemade trimaran making the most of a gloomy day in the Columbia River near his Astoria, Oregon home base.

**Right:** A blast from the past, a shot of the same trimaran during the author's first northern travels about 30 years ago.

a Star Trek set than a working boat. *Executive Explorer* was launched in 1985 and had all the latest electronics, though they would probably look like antiques today. Then I was led back down the stairs to the salon where I was invited to sample the variety of ice cream desserts laid out in the dining room. Needless to say, that was quite a contrast to the dessert menu on my own boat.

Today, this catamaran, heavily modernized in 2011, is still in service in Alaska, now called the *Alaskan Dream*. It is still one of very few big catamarans in the world with a full hotel interior that accommodates 40 guests in 18 cabins. Like all its bigger sisters, it can deploy rigid inflatable boats (RIB) and kayaks that are great for exploring around an anchorage with a resident naturalist and guide to lead the excursion. The crew enthusiastically informed me that their boat was built by Nichols Brothers, and seriously suggested I should stop off and visit the yard on my way south since I too was a multihull builder. Looking back, it occurs to me that maybe that this was a very important moment in my writing career.

### **GOLD FEVER ON THE CHILKOOT TRAIL**

A few weeks later, I jumped ship onto the state ferry from Juneau to Skagway and hiked the 33-mile Chilkoot Trail over the pass to Lake Bennett, British Columbia, and hitchhiked back. Then I sailed past Glacier Bay and out into the Pacific and along the outer shore to Sitka before I returned to the standard route south. Somewhat the worse for wear after 2,000 miles navigating by map and compass in a very small cockpit, I found myself rowing ashore to the waterfront office of Matt Nichols, one of the two Nichols

brothers, while my boat sat at anchor off the Whidbey Island beach.

I was generously given a short tour of the yard by Matt, who was the first builder of big aluminum catamarans on the West Coast. In the three decades since the *Executive Explorer* was launched, Nichols Brothers has completed about 50 catamarans to become the West Coast's premier constructor of commercial craft of this type. I've also seen two of their luxurious sternwheel riverboats docking weekly in my hometown of Astoria during Columbia River cruises, along with off-season visits from the *Sea Bird*.

So I was pleased to learn in 2016 that they had won the \$100 million contract for two new Lindblad cruise ships. Lindblad Expeditions and National Geographic formed an alliance in 2004 that has made them the best-known provider of expedition cruises with a fleet of ten ships offering adventures on five continents. Ten years later, they began planning a new class of expedition ships to be based in Seattle that will be 50 percent larger than the *Sea Bird* and *Sea Lion*, but still small enough to maneuver in shallow depths and confined harbors.

### **NAT GEO-LINDBLAD EXPEDITIONS**

They would be the first expedition ships of this size ever designed and built in the U.S. and would be engineered from the keel up to meet the needs of modern expedition travel. When Jensen Maritime of Seattle was chosen to design the new vessel, I began following its progress, but didn't imagine I would have the opportunity to get a firsthand view of the construction.

I studied the information that Jensen made public and I learned the design was

to accommodate 100 guests in 50 spacious outside cabins. The deck plan had to provide maximum visibility of the outside scene in all public spaces and integrate the latest communications and information systems. Other requirements included a forward observation deck, gym, library, and mud room. Jensen's naval architects used the latest software to model the hull, which was given the dimensions length 238.5' and beam 44'.

The best hull and bulbous bow shape were selected to reduce fuel consumption at a cruising speed of 12 knots. Then the modern process of "production engineering" was used to integrate all the structural, electrical, mechanical, and HVAC systems into one comprehensive, full-size computer model. The result is a "virtual vessel" that can be inspected early on to verify the layout and access, explained John Edgar, vice president engineering services at Jensen.

### **SHIPBUILDING IN THE DIGITAL ERA**

When I started writing about commercial boat building in 1989, most shops were cutting out aluminum parts with a circular saw or band saw, then grinding them down to an exact fit. By 2000, the digital revolution had abolished hand cutting; almost every metal boat arrived at the yard as a flat pack of hull parts produced on a cutting table equipped with a moving head that was computer controlled. Today the entire process of design and construction has been computerized as much as possible.

This begins with the naval architects depending on sophisticated design software, then sending the digital information for every single piece to a CNC (computer numerical control) workshop, where industrial water-

jets cut and label all the parts. Now it is cut by a waterjet with a pressure between 20,000 and 50,000 pounds per square inch blasting through a .010" to .015"-diameter orifice in a jewel, with a tolerance as close as 0.001". The builders can pre-fabricate these parts into complete hull modules well before the keel is laid.

In 2017, the *National Geographic Quest* was launched and joined the Lindblad Expeditions-National Geographic fleet. Work was already well underway on the second ship, the *National Geographic Venture*, and the hull began to take shape early in 2018. That was when I was given an assignment from a shipping publication to write about the project. When I called Matt Nichols to ask for another tour, the second boat was well under way. The lower hull modules were assembled up to the waterline and the MTU 4000 engines were lowered into the engine room, which was then decked over to create the lower deck.

The complete engine package for each ship consisted of MTU's latest control and monitoring system, Blue Vision New Generation, as well as a resilient mount system that reduces vibration and noise levels. Shipyards also make extensive use of new technology to direct production and avoid conflicts between the numerous systems and installers. This was the situation when I visited in the spring of 2018.

I followed project supervisor Captain George Capacci through the ship from the engine room up through three decks to the bridge, observing as around 200 craftsmen went about their work in the dimly-lit accommodation areas. All the 50 cabins on three decks are constructed around a "wet" module, George explained. This is a pre-fabricated unit that contains a complete bathroom and shower that must be in place before the interior work can begin. Only then can the plumbing be connected, walls erected, ducts installed, and an amazing number of wires run on hangers above the ceiling panels in the corridor.

This activity is carefully planned to eliminate delays and everyone focuses on one of the hundreds of specific tasks that must be completed on schedule. This was a hands-on way to see the need for all the advance engineering on this high-tech project to ensure the job stayed on schedule. "It's more like a small, self-sufficient town



**Left:** Whidbey Island-based Nichols Brothers is a distinguished West Coast shipyard.

**Right:** Nichols Brothers specializes in aluminum builds, including many notable large multihulls.

than a boat," Capacci reckoned. He joined the shipyard after retiring from the post of operations director at Washington State Ferries, the largest ferry system in the nation.

The ship's electric system deserves special mention: the raw 480-volt electric power from the Volvo generators is delivered via a bank of regulators and switchboards in the engine room before it is run through miles of wiring into 32 distribution panels all over the ship. They supply everything from the GPS and radar on the bridge down to the Wi-Fi in every cabin.

## EXPEDITION-STYLE CRUISING

Once the underlying systems are all in place and functioning properly, the interior fitters and installers take over, turning the basic framework into the environment created by Tillberg Design International. Most noticeable is the incredible visibility from the full-height windows that surround all the beautifully-furnished public spaces—from the lounge adjoining the ship's bridge and control center to the dining room, lounge, and fitness room with floor-to-ceiling wrap-around windows.

For better views on deck, there is a walkway around the entire sun deck and a unique tiered viewing platform on the bow with the anchor winches located on the lower deck. Also, stairways on either side of the bow lead to an expansive observation deck one level up for a higher viewpoint. On the third deck, 22 of the cabins feature small balconies with safety-glass sliding doors. Cabins on the second deck have a large window, and those on the lower deck have two portholes.

All cabins share features like full bathroom with shower, Wi-Fi, temperature controls, and USB outlets for charging camera gear or phones. The internal systems are the best available: the advanced waste management and treatment systems exceed international standards. The new mudroom holds rows of lockers to store guests' boots, snorkeling equipment and other gear, leaving cabins cleaner and more

comfortable. The marine environment can also be enjoyed onboard through state-of-the-art technology like a remotely operated vehicle, video microscope, a hydrophone, and underwater cameras.

The ships are outfitted with a fleet of 24 sea kayaks and eight Zodiac inflatables, stowed on the top deck, to carry all guests on excursions. Also aboard are paddle boards and snorkeling equipment. The stern is configured with overhead hoists and boarding platforms to allow easy use of all watercraft. The ships are equipped with the latest version of the MTU 12V 4000 M54 engines, rated at 1,600 hp for continuous service at 1,800 rpm. These exceptionally clean-burning engines meet the EPA's Tier 3 emission standards.

## REFLECTIONS

I'm reflective as I put pen to paper and look back on the past decades of Inside Passage adventures, the local shipbuilders who help us get there, and the expedition organizations and personalities that bring these cruises together. I still own the same plywood trimaran that started what would turn into a lifelong journey into our Pacific Northwest maritime world. Although I'll be the first to admit that it's a little worse for wear, my trimaran and I are living proof that there's more than one way to enjoy the Inside Passage, and here I am still writing about it! Whether it's onboard an expedition-style cruise on a Nichols Brothers-made ship or on your own hull, the most important thing is to enjoy the adventure. **NWY**



Peter Marsh grew up in Greenwich, UK, started dinghy sailing in 1963, and witnessed the start of the Singlehanded Trans-Atlantic Race in 1964. He was involved in early trimaran development, then joined Major H.W. Tilman for a voyage to the

Arctic in 1971. He came to the United States in 1972 and has only built one more multihull, a small open trimaran that he cruised to Alaska twice in the 1980s, plus a 1986 voyage on the Great Lakes. He described those voyages in his first stories for Northwest Yachting magazine. He has lived in Astoria since 2002. Read many of his stories at [www.sea-to-summit.net](http://www.sea-to-summit.net)

National Geographic's *Sea Bird*.



# RACING SHEET

## *Puffs and Lulls with the Center Sound Series*

Words: Doug Hansen // Photos: Jan Anderson

Spring is in the air and it appears that winter has finally given up its grasp. At least that is the mindset of the racing crowd because the season's racing is off to a fantastic start and, whether you like it or not, we are going sailing. The Corinthian Yacht Club of Seattle's Center Sound Series kicked off the calendar. This three-part series sends fleets on a tour of Puget Sound, from the south end of Whidbey Island down to Des Moines in three separate day races held throughout March.

The Blakely Rocks Race started the competition off on March 3, this is shortest of the

three races but the first one of the season is rarely the easiest for many boats. Great weather set the stage for an epic start to the spring racing calendar. The breeze filled early on Saturday with wind speeds into the high teens as the fleet jockeyed for starting position. As the first handful of fleets got underway, there seemed to be something odd about their headings. The leading boats were working much further to the east than the sailing instructions and course map said they should.

Suddenly in mid-sequence, the race committee hoisted the abandonment flag and began the arduous process of wrangling all

the racers back to the start line. The upwind mark, which fleets round before heading south to the rocks themselves, had broken free and drifted several miles from its position. With a bit of effort, a new mark was set up and the sequence started over.

The ensuing close-quarters racing, as the slower fleets headed off first, made for excitement as the wind continued to build on the spinnaker run down to the rocks. During the approach to the mark, the call came over the radio—someone was in the water. After a bad broach, a crew member became separated from their boat and the surrounding fleet sprang into action. The

TP52 *Sonic* deployed their man overboard unit and dropped sails to turn and assist, while the Farr 39 *Absolutely* dropped their spinnaker and sailed towards the person in the water.

Finally, after what had seemed like an eternity to those of us listening on the radio, the thunderbird *Selchie* called in, relaying that they had the person safely in their boat and were headed to the marina. A close one for sure, and a wake-up call for the sailing community that safety needs to be taken seriously.

The upwind sail to the finish was somewhat uneventful after the excitement at Blakely Rocks, but made for fantastic racing with a slight left shift on the west side of the course. Boats that nailed the rounding and stayed hard on the wind made big gains on those legging out towards Magnolia.

Following the Blakely Rocks Race, the Center Sound Series continued the weekend of March 9 with the Scatchet Head Race, this time heading north to the south end of Whidbey Island. This weekend's forecast was somewhat less exciting with a light northerly wind fill in the afternoon and a chance of no breeze at all looming.



Top: *Helios* chases *Semper Quaerens* in a downwind sleigh ride during the Blakely Rocks Race.

Bottom, left to right: *Glory* finished first in both races; the fleet rounds a race marker during the Blakely Rocks Race.

# Results: Center Sound Series Rounds 1 & 2

Listed are selected results from the 2019 Blakely Rocks & Scatchet Head Races.

Thankfully, the day turned out to be glorious with a light shifting northeasterly breeze, sunshine, and an on-time start. Somewhat subdued after the excitement of the previous weekend, it was more of a game to keep moving in the lulls than hanging on for dear life in the puffs. The fleet did have to contend with commercial traffic inbound for Seattle, but the decision to tack away from a puff versus getting run down by a tug and barge is an easy one for any tactician to make.

While steady, the breeze began to get fickle on the east side of the Sound, leaving a handful of unlucky racers drifting as they struggled to get back over to the breeze on the Bainbridge side. The light wind around Edmonds made the run back to the marina more interesting, with many boats reaching hard to stay on the west side of the Sound and in the breeze. Things began to fill in as the day went on, but the racing stayed tight with many fleets finishing within seconds of one another at the line.

With two of the three races of the series in the books, it is a tight battle in many of the fleets. In the J/105 one design fleet, (First Name Withheld) "Bucky" Rezabek racing on *The Sailors Formerly Known as Here and Now* let the world know what his team is after by taking the top spot in their first ever race in the boat and sitting second for the series. Coming as a group from the recently retired and current Corinthian Yacht Club Boat of the Year *Here and Now*, I would expect them to be regulars in the winner's circle before long.

In Class 7, Bill Buchan continued his decades-long dominance holding the top spot onboard his custom Peterson 44 *Sachem* while John Buchan took the top spot and line honors in the ORC class onboard his TP52 *Glory*. It appears there's no stopping that family.

By the time this goes to press, the winners of the Center Sound Series will be known. At the time of this writing, the trophy is still very much up for grabs. Whatever the outcome, spring is upon us and with it a packed schedule. **NWY**

## 0 Class

|     | Boat      | Sail No. | Type      | Rating | Yacht Club | Skipper        | Blakely Rocks | Scatchet Head |
|-----|-----------|----------|-----------|--------|------------|----------------|---------------|---------------|
| 1st | Glory     | 88008    | TP 52     | 1.3797 | SAC        | John Buchan    | 1             | 1             |
| 2nd | Smoke     | 52005    | TP 52     | 1.3725 | CYC        | Steve Travis   | 3             | 2             |
| 3rd | Crossfire | 55155    | R/P 55    | 1.4074 | STYC       | Lou Bianco     | 5             | 3             |
| 4th | Dark Star | 9700     | Bieker 44 | 1.2393 | CYC        | Jonathan McKee | 2             | 7.0 DNC       |
| 5th | JAM       | 18       | J/160     | 1.1544 | GHYC       | Fox/McPhail    | 4             | 5             |
| 6th | Sonic     | 52725    | TP 52     | 1.3395 | CYC        | Marek Omilian  | 6             | 4             |

## 1 Class

|     | Boat            | Sail No. | Type            | Rating | Yacht Club | Skipper         | Blakely Rocks | Scatchet Head |
|-----|-----------------|----------|-----------------|--------|------------|-----------------|---------------|---------------|
| 1st | Midnight Escape | 28206    | Mirage Kirby 25 | 186    | STYC       | Borge Ellingsen | 2             | 1             |
| 2nd | Selchie         | 101      | Thunderbird     | 198    | CYC        | Kwadwo Copeland | 1.0 RDG       | 2             |
| 3rd | Resolute        | 51       | Cal 34 Mk II    | 183    | CYC        | Dan Tedrow      | 1             | 4.0 DNC       |

## 2 Class

|     | Boat                | Sail No. | Type          | Rating | Yacht Club | Skipper                     | Blakely Rocks | Scatchet Head |
|-----|---------------------|----------|---------------|--------|------------|-----------------------------|---------------|---------------|
| 1st | Rush                | 1005     | J/80          | 129    | STYC       | Phillip Dean                | 1             | 1             |
| 2nd | Reckless            | 296      | J/80          | 129    | CYC        | John Sezer                  | 3             | 2             |
| 3rd | Elixir              | 29       | Aphrodite 101 | 153    | CYCE       | Megan Kogut                 | 5             | 4             |
| 4th | Taj Mahal           | 445      | J/80          | 129    | CYC        | David Schutte               | 2             | 8.0 DNC       |
| 5th | Tastes Like Chicken | 363      | J/80          | 129    | CYC        | Richard Demmler             | 7             | 3             |
| 6th | Outlaw              | 77108    | J/30          | 138    | CYC        | Derek Storm / Cindy Gossett | 4             | 8.0 DNC       |
| 7th | Cherokee            | 29456    | Cal 33        | 156    | TTPYC      | Peter Stewart               | 6             | 8.0 DNC       |
| 8th | Wind Dancer         | 46489    | Tartan 3800   | 138    | CYC        | Chris McMuldloch            | 10            | 6             |

## 3 Class

|     | Boat         | Sail No. | Type        | Rating | Yacht Club | Skipper           | Blakely Rocks | Scatchet Head |
|-----|--------------|----------|-------------|--------|------------|-------------------|---------------|---------------|
| 1st | Kiwi Express | 69147    | Farr 1020-2 | 117    | CYCE       | Reinhard Freywald | 2             | 1             |
| 2nd | Gaicho       | 68       | Ross 930    | 114    | CYC        | John Cahill       | 1             | 2             |

## 4 Class

|     | Boat            | Sail No. | Type  | Rating | Yacht Club | Skipper                         | Blakely Rocks | Scatchet Head |
|-----|-----------------|----------|-------|--------|------------|---------------------------------|---------------|---------------|
| 1st | Jaded           | 299      | J/105 | 93     | CYC        | Chris Phoenix                   | 3             | 1             |
| 2nd | Racers/Here&Now | 212      | J/105 | 93     | CYC        | Bucky Rezabek                   | 1             | 3             |
| 3rd | More Jubilee    | 114      | J/105 | 93     | CYC        | Erik Kristen                    | 2             | 2             |
| 4th | Corvo 105       | 475      | J/105 | 93     | CYC        | Tom Kerr                        | 5             | 4             |
| 5th | Creative        | 51911    | J/105 | 93     | CYC        | Allen Huges / Shauna Walgren    | 4             | 6             |
| 6th | Liftoff         | 403      | J/105 | 93     | CYC        | Jeffrey Pace                    | 6             | 5             |
| 7th | Puff            | 115      | J/105 | 93     | SSC        | Steve Summers                   | 7             | 7             |
| 8th | Avalanche       | 495      | J/105 | 93     | CYC        | Jeremy Boynes                   | 8             | 8             |
| 9th | Paladin         | 412      | J/105 | 93     | CYC        | Daryl Schlick / Mason Killebrew | 9             | 9             |

## 5 Class

|     | Boat              | Sail No. | Type          | Rating | Yacht Club | Skipper                        | Blakely Rocks | Scatchet Head |
|-----|-------------------|----------|---------------|--------|------------|--------------------------------|---------------|---------------|
| 1st | Dos               | 26000    | Sierra 26     | 81     | PMYC       | Brad Butler                    | 1             | 1             |
| 2nd | Different Drummer | 52804    | Wauq. Cen.40s | 81     | CYC        | Charles Hill                   | 2             | 2             |
| 3rd | Kinetics          | 87880    | Nordic 44     | 96     | CYC        | Brad Greene                    | 5             | 4             |
| 4th | Dash              | 34       | J33           | 93     | CYCS       | Stephanie Arnold & Chuck Queen | 3             | 7             |
| 5th | Charlotte         | 25365    | Quest 30      | 96     | CYC        | Al Johnson                     | 8             | 3             |
| 6th | Overtime          | 79747    | Ross 930T     | 81     | SYC, STYC  | Julie Renick                   | 6             | 5             |
| 7th | Gratitude         | 60733    | Hanse 415     | 96     | CYC        | David Barnes                   | 4             | 8             |
| 8th | Gusto             | 44119    | Swan 441      | 93     | CYC        | Holm Albrecht                  | 10            | 6             |

## 6 Class

|     | Boat      | Sail No. | Type     | Rating | Yacht Club | Skipper          | Blakely Rocks | Scatchet Head |
|-----|-----------|----------|----------|--------|------------|------------------|---------------|---------------|
| 1st | Elusive   | 51       | C&C 115  | 72     | CYC        | Jeff Whitney     | 1             | 1             |
| 2nd | Tahlequah | 41793    | J/35     | 72     | CYC        | Don Leighton     | 2             | 2             |
| 3rd | Fortuna   | 62       | C&C 115  | 72     | STYC       | David De Lanoy   | 4             | 3             |
| 4th | Darkside  | 77707    | Schock35 | 72     | SYC        | Nicholas J Leede | 3             | 4             |
| 5th | Solution  | 28335    | J/35     | 72     | STYC       | Tyson Varosyan   | 6             | 5             |

## 8 Class

|     | Boat       | Sail No. | Type        | Rating | Yacht Club | Skipper           | Blakely Rocks | Scatchet Head |
|-----|------------|----------|-------------|--------|------------|-------------------|---------------|---------------|
| 1st | Ace        | 39506    | Farr 395    | 39     | PMYC       | Burzycki/Shoret   | 1             | 1             |
| 2nd | Absolutely | 3909     | Farr 39ML   | 18     | CYC        | Charlie Macaulay  | 2.0 RDG       | 2             |
| 3rd | Madrona    | 79067    | Custom 40   | 18     | CYC        | Carl Buchan       | 4             | 4             |
| 4th | Freja      | 2        | Aerodyne 43 | 18     | STYC       | Jonathan Cruse    | 6             | 3             |
| 5th | Grace      | 29       | J 122       | 39     | SYC        | Andy Mack         | 3             | 6             |
| 6th | Hamachi    | 13696    | J/125       | -3     | CYC, STYC  | Dougherty/Andrews | 5             | 5             |
| 7th | Tachyon    | 36000    | Farr 39 C/R | 18     | CYC        | Jack Yinger       | 7             | 7             |



## False Creek, Vancouver, B.C.

By Norris Comer



Many of the world's great cities project an identity with pithy one-liners. New York? The City of Dreams, alluding to that place's infamous ambition. Chicago? The Windy City, a reference to its politicians being full of hot air. What does Vancouver, British Columbia, tout? Wholesome "livability," a nod to the many international rankings of livable cities in which Vancouver seems to always pull into the top ten.

Livability, not to be conflated with the bare-minimum habitability, is about the achievement—not pursuit—of happiness. I posit that this pride in being most livable—and believe me, many of the locals are happy to recite these livability ranking lists by memory—is key to understanding Vancouver's deeply loveable soul. There's a Minneapolis-meets-the-sea vibe that's hard to shake, a place where fit couples run while pushing baby strollers and you can hear half a dozen languages if you walk down the right street. Surely, if more cities were as proud of being livable as Vancouver, the world would be a better place.

Beyond the culture, Vancouver, especially the False Creek area focused upon here, is ripe for boaters. As boaters travel either north or south on the Strait of Georgia, Burrard Inlet juts eastward into the mainland and skippers have a choice: err northeast under the Lions Gate Bridge into Vancouver Harbour, or southeast into English Bay and False Creek, which stabs into the guts of the metropolis. If you've spent days, weeks, or months in the remote wilderness and yearn for the siren song of civilization, you'll want to opt for the packed urban waterfront of False Creek.

Livability and boating opportunity collide upon entry to False Creek, with every foot of waterfront loaded with marinas, waterfront parks, walking and biking trails, iconic buildings, and more. On a nice day, the

throng of happy locals and tourists may even wave at you from the expansive and aptly named Sunset Beach Park as you head into town. You'll want to mind the channel markers due to heavy marine traffic and the narrow nature of False Creek. Also be nice to the pint-sized, stout-hearted electric ferries frantically minding their short passenger routes.

The three bridges serve as good landmarks and appear in this order from the

False Creek entrance: Burrard Street Bridge, Granville Bridge, and Cambie St. Bridge. The Cambie Bridge has a low clearance, somewhere in the ballpark of 40' to 45' depending on the tide, so sailors take note. As skipper, you can go into False Creek as far as you want. You can stay north of the first bridge (Burrard Bridge) at the Burrard Civic Marina for a quick sip of fuel or go beyond the Burrard Street Bridge to truly see what being livable means. **NWY**



### North Side

The north side of False Creek is where Vancouver with a capital "V" is located with the city's bustling downtown. Following the False Creek waterfront from entrance to terminus, Sunset Beach Park with English Bay Beach is one of the area's prominent public beaches. Host to a network of walkways, a few places to grab a bite or drink (like the Cactus Club or Sunset Beach Concession Stand), and ready access to the rest of downtown, this place is a pleasant afternoon burner.

Continue south and inland along the water from the beaches and you'll pass by both the Burrard St. Bridge and Granville Bridge. You can catch a public electric ferry to hop across to Granville at the Vancouver Aquatic Centre for a few Canadian dollars (they accept plastic, too) or venture inland to Davie Village, Downtown, or Yaletown. All these districts feature their main drags of restaurants, bars, nightclubs, and other such seductions. If you want to see Canadians cut loose, check out these areas on a Saturday night.

### Grand Granville

I doubt there's anywhere quite like Granville Island, which is equal parts marina and boatyard, kitschy tourist waterfront, family-friendly and artsy community space, quiet waterfront residential area, working waterfront, and bourgeois hangout. How does all this fit on one small peninsula? You'll have to find out. It is attached to the mainland on the south side, so aim for the Granville Bridge along the north end of the "island" if you want to go deeper.

Assuming you opt to stay at the Maritime Market Marina, you're well poised in the visitor-focused north side of Granville. The marina is nestled in a boating-industry neighborhood with a very public boatyard just in case you need supplies or some work done. The Granville Island Public Market is a few blocks away and has something for everyone from Chau Veggie Express (vegan Vietnamese) to Celine's Fish & Chips. When you head south under the bridge, you'll find glass studios, art galleries, the Waterfront Theatre, and more. It gets quieter the more south you wander, ultimately leading you to the Ron Baford Park on the southeast tip. Dockside, a high-end restaurant, overlooks Pelican Bay Marina and a gated houseboat community.



## South Side

If you find yourself on the south side of False Creek, say in the Burrard Civic Marina, you're further from downtown proper but not from things to do. Burrard Civic Marina is nestled in Vanier Park, the southside's answer to Sunset Beach Park across the water. There's a lot going on in this large greenspace, including the Museum of Vancouver, the Gordon Southam Observatory, and HR MacMillan Space Centre. Of course, if you love boats, you'll find the excellent Vancouver Maritime Museum and associated dockspace with historic vessels a bit further north. There's too much in the museum to list here, so check out their website at [vanmaritime.com](http://vanmaritime.com).

South of the Burrard Street Bridge, you may want to take your walking shoes. Trails will lead you all the way to Granville and deeper, past Charleson Park and into Olympic Village, a fun area named after the 2010 Winter Olympics hosted there. There's also the West Broadway street drag a few blocks south from the water, which is less flashy than say Yaletown or Downtown, but with plenty of local culinary gems.



## GASTRONOMY

Giving the culinary scene of Vancouver justice would require a tome's worth of writing. Robson Street proudly touts that Vancouver cultural mélange of restaurants for miles. I highly recommend winging it, like I did when I wandered into JoongWon Korean Chinese Restaurant, a hole-in-the-wall Korean BBQ place adjacent to another Korean BBQ place (Dae Bak Bon Ga) that has private karaoke rooms. I pointed to a picture of one of their weekly specials (name unknown to me), ordered an Asahi (Japanese beer), and gorged on my cast iron hotpot of boiling soup complete with fish cakes, pork spine, tofu, and veggies. Spicy perfection.



You can do the same thing southside on West Broadway, often for an even quainter mom-and-pop feel and for a little cheaper. I caught up with a friend who is enrolled at the nearby University of B.C. at one of her favorite places, Ramen Danbo on West Broadway. This is another charming establishment where the line of hungry fans shouldn't deter you.

I'd be remiss not to salute B.C.'s microbrew and distilling scene. If you visit Granville Island and don't have a round at Granville Island Brewing or try The Liberty Distillery's offerings, then did you even visit? Olympic Village has nice spots too, including the massive CRAFT Beer Market Vancouver beer hall. If you want a more upscale, dare I say yuppie, experience, Yaletown has Yaletown Brewing Company, Labatt Breweries British Columbia, and Yaletown Distillery Bar + Kitchen.



## False Creek Terminus

The end of False Creek beyond Cambie Street Bridge has its own flavor dominated by a few iconic landmarks including Cooper's Park, Creekside Park, and Hinge Park/Habitat Island. BC Place is only a few blocks from the water and a stadium you should be acquainted with whether you're a sports fan or want to check out the annual Vancouver International Boat Show ([vancouverboatshow.ca](http://vancouverboatshow.ca)). If you've got kids in tow or just love science, TELUS World of Science is housed in a giant geodesic dome near the Olympic Village.

Another nice feature to this area for travelers is that you're only a stone's throw away from Pacific Central Station, making Vancouver an ideal place to rendezvous with crewmembers taking a train or bus up from the States. If you are carless or a public transit junkie, you're also near the subway and bus connection that opens more of the area for your exploration.

## Embrace Events!

You can visit Vancouver at any time during the year to have a good time, but what can really push a Vancouver visit over the top is to tap into the staggering array of festivals, concerts, shows, sport games, and the like that fill up the calendar. A casual glance at this month includes events like the annual Cherry Blossom Festival (April 4 to 27), an Ariana Grande Concert (April 27), and the BC Distilled Festival, a local distillery shindig (April 6).

Where do I find this info? I recommend a few resources. The *Georgia Straight* (aka *The Straight*, [straight.com](http://straight.com)) is one of the area's sassy, irreverent arts and culture publications, similar to Seattle's *The Stranger* or Portland's *Mercury*, with a great events calendar. Destination British Columbia has another good events calendar on their website; [hellobc.com](http://hellobc.com). Of course, the local tourism board also has a comprehensive calendar at [tourismvancouver.com](http://tourismvancouver.com).



### BURRARD BRIDGE CIVIC MARINA :

N 49°16'30.71" W 123°08' 22.99" | 1655 Whyte Ave., Vancouver, BC V6J 1A9

**Amenities & Moorage:** Reservations required for limited guest moorage at the secured marina, 15-amp power is available. Located on Granville Island with a liquor store, medical services, adventure charters, and the Vancouver Maritime Museum nearby.

**Contact/Comms:** Phone number is (604) 733-5833 and email is [burrard.marina@vancouver.ca](mailto:burrard.marina@vancouver.ca). Website info at [vancouverparks.ca](http://vancouverparks.ca).

### QUAYSIDE MARINA:

N 49°16'20.56" W 123°07'05.41" | 1088 Marinaside Crescent, Vancouver, BC V6Z 3C4

**Amenities & Moorage:** Large guest moorage for vessels up to 135' with 126 total slips. Reservations are required. Secure marina close to Sky Train in False Creek.

**Contact/Comms:** Monitors VHF Channel 66A. Phone is (604) 681-9115 and email is [qsmarina@ranchogroup.com](mailto:qsmarina@ranchogroup.com). More info online at [ranchovan.com/marina](http://ranchovan.com/marina).

### MARITIME MARKET AND MARINA:

N 49° 16' 21.22" W 123° 08' 11.22" | #100 - 1676 Duranleau St., Granville Island, Vancouver, BC V6H 3S4

**Amenities & Moorage:** Private moorage available in the heart of False Creek on Granville Island. Boat maintenance and services available through Granville Island Boatyard. Marina includes 24/7 security. No transient moorage.

**Contact/Comms:** Suggest calling to reserve moorage, (604) 408-0112. Email address is [info@maritimemarketandmarina.com](mailto:info@maritimemarketandmarina.com).



## The Threshold of Change



**CAPTAIN'S LICENSE TRAINING**  
The Pacific Northwest's very best school for preparing tomorrow's maritime professionals ... today.  
*(Psst! You're already ready, now.)*

**(253) 905-5972**  
[www.flagshipmaritimellc.com](http://www.flagshipmaritimellc.com)

Marinas

## Propane Systems

FEATURING **GRAHAM MILGATE** OF SURE MARINE SERVICE



### Graham Milgate

Graham Milgate is a marine technician at Sure Marine Service. He is a Seattle native who was first introduced to boating by his parents around the age of five. Milgate started working with Sure Marine Service in 2011 and loves working in the maritime industry. He recently led a three-day workshop about diesel heating systems at the Northwest School of Wooden Boatbuilding.

"I jumped right into it," says Milgate. "Sure Marine Service is unique because we hire people who don't necessarily have a marine background because the company is pretty niche. I came in with no marine industry experience and have gone through extensive official training, thanks to the company."



The boaters of the Pacific Northwest tend to get antsy this time of year as we round the vernal equinox and leave the darkest days behind us. Is it just me, or does it feel like the next on-water BBQ with friends after a sunny day cruising Puget Sound is just around the corner? It's with the anticipation of the delicious meals awaiting us this cruising season that we turn our attention to our propane systems.

Propane has been a mainstay onboard for generations, giving boats that don't have massive generators the freedom to cook as they please. Simple and effective, propane is also extremely explosive and can accumulate in a deadly cloud not unlike carbon monoxide. These pros and cons beg the question, what goes into a safe, dependable propane system?

To sate our curiosity, we turn to Graham Milgate, Seattle-based ace technician with Ballard, Seattle's Sure Marine Service. We picked Milgate's brain right after a three-day workshop about heating systems as part of the Northwest School of Wooden Boat Building's relatively new systems curriculum where he served as a guest speaker. The big takeaways from our conversation were to stick to the American Boat and Yacht Council (ABYC) safety recommendations and be safe!

**NWY: So, we're here in Propane 101. What are the general components of a boat's propane system?**

The main thing is that there are extra safety precautions when using propane on a boat because propane is heavier than air. On a boat you are physically confined in a relatively small space. The propane can leak and accumulate inside the vessel, leading to a potentially dangerous explosion. So importantly, the ABYC creates many recommendations for safety. While these recommendations are not necessarily law, if you don't follow their rules and something bad became of it, they will ask why you didn't follow those guidelines. If you didn't have a really good reason for not following the ABYC recommendations, you can potentially be held accountable for whatever happened.

A major consideration for installation is the proper mounting of a propane system. That will be either with a locker box, which is going to be sealed and vented overboard, or physically hanging overboard with a rail-mount assembly. The ABYC recommendations state that if propane were to leak, it should always leak overboard. That's why these two, locker and rail mounts, are your main options.

These mounting schemes will accommodate: propane tank; reg-

ulator that reduces the propane pressure to a useable amount for your appliance; solenoid, a valve that you can turn on and off with a switch to physically turn the propane on and off; your hose that runs the propane to your appliance; and your appliance.

Another component you'll definitely need is a 0 to 300 psi gauge to be able to perform leak-down tests. Essentially you turn your propane on and pressurize the whole system, and then turn that propane back off. If the needle on your gauge moves at all in three minutes after you turn it off, you have a leak and you'll need to go through the system to find it.

**NWY: Are there other uses for propane aboard, or is it all for the galley?**

You are correct that the vast majority of propane systems are used for cooking aboard. Propane from an efficiency standpoint is superior to electrical on almost all vessels for this purpose. If you have a generator you can run all the time, then electric can work just fine. But if you're on a 30' vessel without a large genset, then propane allows you to cook away from the dock without eating your battery charge.

We certainly sell propane heaters, but they are less popular than say diesel heaters because you need to burn a whole lot of propane to get the same results.

– Hank Hill, *King of the Hill*

Additionally, diesel heaters can draw from the diesel fuel that's probably already on board, a big advantage for heaters.

We don't work with outboards, but there are some cool new outboards that use propane as their fuel source. There's one where a green bottle—the kind you get from the gas station—screws right into the motor and you're set. The safety aspect with propane systems certainly limits the applications a bit.

**NWY:** *What are some considerations or limitations that come into play when designing or installing a propane system?*

When you're talking about where to mount a locker, a locker must open directly to fresh air. Essentially, it must be mounted above deck and it can't share any equipment with other systems. That is a big factor in most boat owners' decision making when it comes to mounting a system.

If you have extra deck space, you can put a roto-molded or fiberglass locker box where it's not in the way. Otherwise, we have a custom-made, rail-mounted system for people who don't have spare space on their deck to put the propane.

**NWY:** *Is every job essentially a custom job, where the characteristics of the boat need to be considered? Or does one size fit all?*

In a way, it's custom. The lockers we sell means that buyers who are self-installing will be drilling holes for the drain and electrical going in, the solenoid valve for the propane housing, etc. You get all the standard components you need, but the end-user or their boatyard installer will be taking custom measurements such as the amount of hose and the like.

## Sure Marine Service

Ballard-based Sure Marine Service Inc. was incorporated in 1972 and has been a highly regarded vessel heating specialist for decades. Their services have expanded to include vessel air-conditioning systems, refrigeration, galley stoves, and propane units. Their clients include the U.S. Coast Guard, police departments, and local maritime search and rescue organizations who require the best heating systems to save lives. Eric Hinze is currently the president and co-owner of the company.

Web: [suremarineservice.com](http://suremarineservice.com)

Address: 5320 28th Ave NW #100, Seattle, WA 98107

Phone: (206) 784-9903



So, the installation is variable between boats but the components are usually the same.

The hoses are relatively expensive because they have to be non-permeating. You don't want to have \$50 worth of extra hose coiled up just because you didn't measure something correctly.

**NWY:** *Where does the DIY vs. professional boundary for propane systems lie? It sounds like you can do a lot of it yourself, but you do want to stay safe.*

It's going to come down to what you're comfortable with. There are plenty of people who are handy, experienced, and perfectly capable of installing a propane system, but they just don't want to mess with that and will get a professional to install it for them. As long as you're handy and stay familiar with the ABYC rules, you should be fine.

Bottom line is that there are safety components and resources aplenty to stay safe. Of course, if you do want to go with a professional installer, there are plenty of those as well. Be diligent, remember the question "If the propane is not burning, where is it going?" to make sure it's venting overboard.

**NWY:** *In addition to the leak-down test, do you have any suggestions for staying safe?*

It's not a requirement per the U.S. Coast Guard or the ABYC, but it's common to have a propane sniffing device on board. They come as both stand-alone detectors like a carbon monoxide detector and as a built-in model in your solenoid. If you have your solenoid on and there's a leak, the built-in systems will not only sound an alarm but shut your system off to stop the propane from accumulating on your boat.

**NWY:** *Once installed and working perfectly, is there regular maintenance you recommend?*

Annual checkups aren't necessary, but you should do a leak-down test occasionally. Replace those hoses every eight or ten years, or to whatever they're rated for. Your solenoid is an electromagnetic coil, so it'll eventually burn out. Besides those pointers, just be cognizant that you have propane aboard, that it's heavier than air and very flammable.

**NWY:** *Are there any projects recently that were particularly memorable? Why?*

I wasn't on this job, but there was a boat recently that had its propane system installed in Europe. It's important to keep in mind that every country has its own regulations about how installations should take place. In Europe, it's common practice to use hose clamps for propane hoses instead of ferrules that are crimped, like in the U.S. That's just not acceptable in the U.S. This particular boat that came to the U.S. from Europe had thousands of dollars of propane equipment that had to be ripped out and reinstalled.

Also in the States, you can't have any connectors that don't run directly to the appliance or inside the locker. This is so the leaks go directly overboard. If you want to run two separate appliances, you need to run separate hoses from your locker directly to the appliance. It's not like that everywhere abroad.

**NWY:** *Is there an even split between sailboats and motorboats when it comes to propane on board?*

Sure, it's less about power vs. sail and more about what you're using your boat for. If you're at the dock most of the time, a little electric stovetop might do you just fine. But if you want to get away from the dock for extended time, propane is usually the way to go for both power and sail without large generators. There's 93,000 BTUs in a gallon of propane and most stoves are run at 5,000 or 7,000 BTUs, so you can get very far on a single burner with a typical five-gallon tank of propane.

Propane is readily available, but you often get butane in warmer climates. Butane is similar but performs better in warmer climates, while propane does better in cooler climates. They are very similar gases that operate at slightly different BTUs per gallon. If you hooked up a butane canister to a propane stove, it's not 100 percent the safest thing you can do, but you may not even notice a difference. If you went natural gas in a propane system, you'd have bigger problems.

**NWY:** *Concluding thoughts?*  
Safety first! **NWY**

Packing 93,000 British Thermal Units (BTUs) per gallon, propane is energy dense. A BTU is defined as the amount of heat required to raise the temperature of one pound of water by one degree Fahrenheit. One gallon goes a long way!



# Kevin's Catch

By Kevin Klein



Continued from Page 61

Bottom fish and lingcod should be readily available this month off the Washington coast. When the opportunity is open, it's game on to get some of these fish to fill the freezer. Nothing better than pulling out some nice fillets for fish tacos. Or, for those of us on the Keto diet, fish tacos sans tortillas.

April is a good time to get your prawn, halibut, and lingcod gear ready for May. Prawn traps and lines can get the dust-off, and you can pick up new stuff if needed. Hali and ling tackle can be inventoried and organized.

It's fun to go back over old honey holes on charts and get ready to rock. The time you spend in the shop going over gear will mean more productive time on the water. I find it relaxing, too. These are all good activities on a windy or rainy spring day.

So, get ready, get set, and go this month for some salmon. Next month will be on for prawns and some great-eating flatties and ugly, toothy lingers. As always, it's a good time to get out on the water and get those groceries! **NWY**

## Kevin's Pick:

### SIMMS FISHING WEAR

Simms Fishing Products of Bozeman, Montana, creates outer wear for every angler. From the novice to the pro guide, there is something in their lineup to keep everyone warm and dry. Their waders are where the company really made their mark for durability and comfort. However, for the boat-based angler, the rain jackets and bibs really shine even if the sun doesn't. There's something about high-end angling wear that just feels different, and Simms definitely fits the bill for fishing. Impressive in looks and functionality. Check out their lineup at [simmsfishing.com](http://simmsfishing.com).



# MARITIME LAW

## For Over 25 Years



THE LAW OFFICE OF  
WILLIAM DEVOE

615 SECOND AVE.  
BRODERICK BUILDING, SUITE 340  
SEATTLE, WA 98104  
(206) 251-1688  
[WDEVOE@LAWDEVOE.COM](mailto:WDEVOE@LAWDEVOE.COM)

[www.WILLIAMDEVOELAW.com](http://www.WILLIAMDEVOELAW.com)



*“Air conditioning without a genset.”*

“These charmers are Jillian (with fan) and Jodi, both miniature Labradoodles. While our boat, *Illusion*, was in Roche Harbor during the dog days of summer, the temperatures were getting up there. What else is a dog to do to stay cool other than a frequent fanning?”

-Owners Frank and Sandy Ruffo

*The idea behind Pets on Boats is simple: take a cute or funny photo of your pet aboard your favorite boat, write a caption, and send it to us with a bio of the pet at [editorial@nwyachting.com](mailto:editorial@nwyachting.com). Our staff selects the best submission. Monthly winners have the honor of seeing their pet appear in an issue of the magazine.*

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



### **Pearl's Pick:**

### **Embark Dog DNA Test kit**

We're doing 23andMe, so why can't our dogs find out their genetic make up too? Well, with this DNA testing kit, they can. It reveals your pup's genetic age and health as well as breed breakdown. Pick one up from [embarkvet.com](http://embarkvet.com) for \$199.



CPYB KEEL SPONSOR  
YACHTWORLD.COM

Do You have a choice.

Meet your Certified Yacht Sales Professional here. ▶



CERTIFIED PROFESSIONAL  
YACHT BROKERS

[cpyb.net](http://cpyb.net) | 410-940-6349

A Yacht Sales Professional conforms to industry standards of skill, competence and character in service to their clients, through continuing education and compliance with established Codes of Ethics as a member of a recognized yacht broker trade association.



## Warm Toes, Cold Drinks

Make sure your toes are warm, drinks are cold, food is cooked and mind is at ease.

- Forced air or hydronic heat
- Refrigeration.
- Stoves
- Barbeque
- Propane system safety. Have your system checked.



Check your list. Sure Marine can help. We've been servicing yacht systems for more than 30 years. We know what works and what works really well.



**SURE MARINE SERVICE INC.**  
5320 28th Ave. NW, Seattle, WA 98107  
206-784-9903 Toll Free 800-562-7797  
Fax 206-784-0506  
[www.suremarine.com](http://www.suremarine.com)

Since 1972

# Letters

Continued from Page 36

Recommendation #9: "Ka-Boom!?" This is 100% wrong. The four lower Snake River dams do not require "blowing up" to return the Snake River to a free-flowing river. These dams only require a process called breaching, which was fully documented by the Corps in its 2002 EIS: <https://bit.ly/2Wh3IHh>

Learn the facts about the utmost importance of why breaching the four lower Snake River dams is so critical this year, the complexities, the logistics, the cost, and the bureaucracy to overcome in order to save our orcas and regain the Chinook historical spawning watershed area: <https://bit.ly/2TQ2EfV>

—Regards, Krestine

**NWY:** Krestine, thank you for your thoughtful response to said feature. I'd urge you to review points #8 and #9, as the "Translation" bubbles are not meant to advocate for any particular action. Rather, they are meant as concise interpretations of the direct-quote recommendations from the task force also in the article. As translations of task force recommendations, they are accurate.

#8: If you read the eighth recommendation from the Southern Resident Orca Task Force Report and Recommendations, it directly cites increasing "Total Dissolved Gas" as the primary justification for the spills at the Snake and Columbia river dams.

So, yes, the task force is recommending the spills for water quality reasons. Am I personally pro spills? As a journalist, such personal biases are irrelevant. Are they "misguided" as you claim? Maybe yes, maybe no, but that'd be the topic of another article. Our mission with this feature is to tell the reader what the task force is recommending, which is to increase spills for water quality reasons. It's up to you to decide whether you buy it or not.

#9: Again, if you read the ninth recommendation from the Southern Resident Orca Task Force Report and Recommendations, it calls for establishing a stakeholder process to "discuss potential breaching or removal" of the lower Snake River dams. The "Ka-Boom!?" even comes with a question mark, correctly implying that removal may or may not happen.

Again, none of this is me making a recommendation. We're just laying out what the task force has recommended, and they are recommending establishing a process to remove or breach some of those dams. Will it work? Are breaches adequate? Again, not the topic of the article. If the magazine is giving you, the reader, the facts to decide whether you buy the recommendations or not.

Does that clarify your questions? What do other readers think? We love the conversation at NWY, so send in your thoughts to [editorial@nwyachting.com](mailto:editorial@nwyachting.com).



8

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

9

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

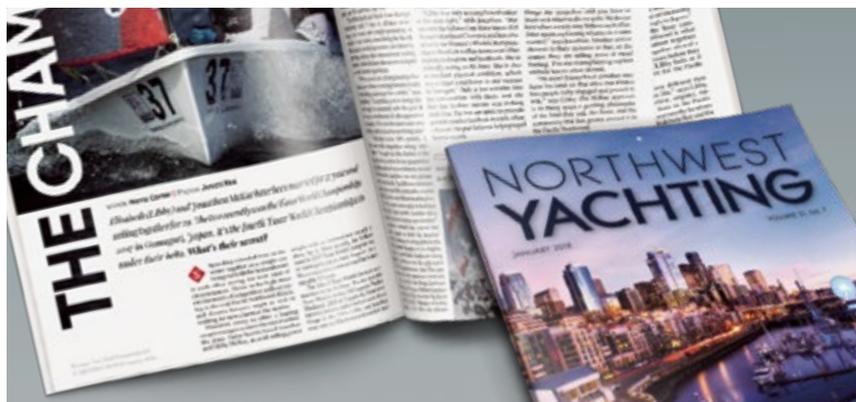
## Detailers Dish

Dear NWY,

Excellent overview of the detailing process for yachts in your March *Ask the Experts*. I'm in total agreement...detailing a boat isn't just about making it look nice, but has serious, long-term benefits as well. The protection, if done professionally can be well worth it. Also, thanks for sharing your info about teak. Very helpful.

—Wyeth Williams  
Boat Beautiful Detailing,  
Houston, TX.

**NWY:** We couldn't agree more, Wyeth, and thanks for writing in. Our editor really enjoys the *Ask the Experts* articles because he always gains knowledge he can use in his own boating endeavors! Hope all is well in Texas.



## Subscribe!

Get aboard the Northwest's most comprehensive boating magazine:

- Hundreds of boats for sale
- Interesting features
- Who's who and what's up in our boating community.
- New boats and product reviews
- Race results
- And much more!

3rd Class Delivery  
\$40/Year

[www.nwyachting.com/subscribe](http://www.nwyachting.com/subscribe)

## PACIFIC MARINE FOUNDATION

[www.PacificMarine.org](http://www.PacificMarine.org)

### SAIL

- 60' Dutch M/S, Corten steel, Iveco dsl. '94 Refit, built as a 'go round the world' boat!
- 52' R. Holland sloop, '83, newer Perkins 6 cyl., diesel, undergoing renov. see in June
- 33' Cheoy Lee 'Clipper Ketch,' '76, spacious, good condition, Volvo dsl., beautiful
- 30' Bristol Sloop, '70, Volvo 18hp dsl., good condition, great daysailer, 4 headsails
- 28' Herreshoff Cat-ketch, '83, recent full int/ext. refinishing. An unusual boat in the NW

### POWER

- 110' USN Barge, '2-story house on 110'x34', good conversion for shop, quarters, crew
- 56' Monk McQueen, '71 beautiful cond., boathouse kept 30 yrs. See photos on this one!
- 36' Stockland Troller, '68, Complete refit and conversion to yacht style 2013, new diesel!
- 34' Mainship '80, single Perkins diesel, large salon, flybridge, in very good shape overall
- 34' CHB Puget Trawler, '84 one owner, newer Perk. Sabre 6 cyl dsl, very nice in and out
- 32' Avanti 3258 Command, '95, nice, low hrs. 2x Merc., March survey, gorgeous layout
- 30' Tollycraft Sport Cruiser, '88, 2x Crusaders, one owner, very good condition NW quality
- 28' Bayliner, '91, Merc. 7.4 with 400 hrs., TV, stereo, clean good condition, Model 2855
- 21' Bayliner Trophy, '91, 30hr Merc. 3.0 TKS., 2 axle trailer, Honda kicker, get out fishing soon

CALL/EMAIL FOR BOAT DONATION INFO

**(206) 225-3360**

[info@pacificmarine.org](mailto:info@pacificmarine.org)

# Galley Gourmet

## Top Cuts & Veggie Sides

Continued from Page 65

- ¼ cup fresh lemon juice
- 1 Tablespoon fresh garlic, minced
- ½ teaspoon fresh rosemary, finely chopped
- ¼ cup Italian parsley, finely chopped
- 1 teaspoon kosher salt
- ½ teaspoon black pepper, coarse ground
- 1 cup cherry tomatoes, stem removed
- ½ each lemon, cut in half
- ½ cup Parmesan cheese, grated fine
- 2 Tablespoons fresh basil, torn into ¼ inch pieces

**Directions:** Preheat oven to 400°. Use the convection feature if your oven is equipped.

Cut vegetables as directed. When cutting the onion wedges, trim the root ends slightly but retain the root core, then slice the onion in half through the middle of core. Repeat the same procedure by cutting the half into a quarter, sliced through the center of the root core. This will keep the onion layers attached to the core in one piece. The goal is to create as many thin, flat surfaces as possible to allow the heat to bring the natural sugars of the vegetables to the surface and caramelize or brown.

In a large bowl, add the peppers, zucchini, mushrooms, onion, and carrots. In a small bowl, combine olive oil, lemon juice, garlic, rosemary, salt, and pepper and stir to combine. Pour the olive oil and lemon mixture over the vegetables and toss to coat vegetables completely.

Using a large baking sheet, arrange oiled vegetables in a single layer across the baking sheet. Place in oven and roast for 10 minutes, then turn vegetables. Add cherry tomatoes and continue roasting vegetables until tips and edges of the vegetables begin to brown and char, about 5 to 6 minutes. Turn vegetables over again, until vegetables are browned and caramelized.

Remove from oven and place roasted vegetables on a serving platter. Squeeze half of a fresh lemon over vegetables followed by Parmesan and fresh basil.

**Chef's Note:** Don't be afraid of visible black charring on the tips and outer edges. This charring or caramelization of the vegetable sugars adds flavor and makes an impressive presentation.



Pacific yacht Systems  
marine electronics & electrical

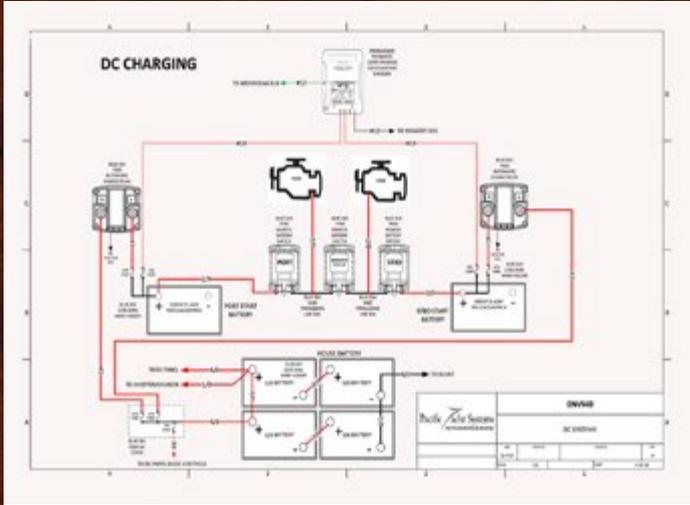
## Tackling A DIY Electrical Project?

### Do It Right - The First Time with PYS

With over 5,000 electrical projects completed, leverage PYS' experience.

Engage a PYS Marine Electrical Designer to:

- Build from a plan to save time and money
- Consult on choosing the right gear for you
- Get a professional wiring diagram



*"What I really appreciate about the system PYS designed was its simplicity - not only could I install it, but it is also really simple to operate, diagnose, and maintain."* - Lyle

Contact the PYS Electrical Design Team Before You Start Your Next Do-It-Yourself Electrical Project

604.284.5171 www.pysystems.ca



## 50 & 70 Foot Moorage Slips Available

Please visit [www.dunato.com/moorage.html](http://www.dunato.com/moorage.html) for more info

- New Docks
- Accommodate Vessels 40 - 120 Foot
- Convenient Lake Union Location
- Premium View Slips
- Secure Gates
- Ample Parking
- Storage Units Available



Downtown Seattle view from our docks



206 547-7852

2309 North Northlake Way Seattle, Washington 98103

# BOATS FOR SALE

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

| LENGTH & TYPE             | YR   | PRICE   | BROKER      | PG | LENGTH & TYPE            | YR   | PRICE   | BROKER      | PG  | LENGTH & TYPE              | YR   | PRICE   | BROKER      | PG  | LENGTH & TYPE              | YR   | PRICE   | BROKER      | PG  |
|---------------------------|------|---------|-------------|----|--------------------------|------|---------|-------------|-----|----------------------------|------|---------|-------------|-----|----------------------------|------|---------|-------------|-----|
| <b>DINGHY</b>             |      |         |             |    | 27' Ranger Tugs R27      | 2015 | 150,000 | Elliott Bay | 25  | 31' Helmsman Trawlers      | 2018 | 289,000 | Waterline   | 49  | 33' Riviera Convertible    | 1990 | 79,900  | La Conner   | 101 |
| 10 Atkin                  | 2018 | 2,000   | PT Boat Co. | -- | 27' Ranger Tugs R-27     | 2017 | 174,000 | Waterline   | 49  | 31' Ranger Tugs CB         | 2015 | 264,000 | Waterline   | 49  | 33' Tiara 3300 Open        | 1996 | 69,900  | Emerald Pc. | 11  |
| 12 Atkin                  | 2018 | 2,000   | PT Boat Co. | -- | 27' Sea Ray Sundancer    | 1996 | 23,500  | La Conner   | 101 | 31' Ranger Tugs R-31 S     | 2017 | 269,000 | Waterline   | 49  | 33' Tiara Express          | 1991 | 68,500  | Stan Miller | 15  |
| 14 Whitehall              | 2016 | 9,950   | PT Boat Co. | -- | 27' Shamrock Mackinaw    | 2002 | 53,000  | Stan Miller | 15  | 31' Sea Ray Sundancer      | 2010 | 108,900 | Waterline   | 49  | 34 Back Cove               | 2018 | 479,000 | Bellingham  | 13  |
| 15 Custom Peapod          | 2016 | 8,950   | PT Boat Co. | -- | 28' Cutwater C-28        | 2015 | 169,000 | Marine SVC. | 41  | 32' Back Cove 32           | 2018 | 379,500 | Marine SVC. | 41  | 34' Bayliner 3486          | 1989 | 27,500  | Waterline   | 49  |
| <b>POWER</b>              |      |         |             |    | 29' Blackfin Combi       | 1998 | 88,500  | Stan Miller | 15  | 32' Bayliner Motoryacht    | 1985 | 39,900  | La Conner   | 101 | 34' Boston Whaler          | 2000 | 149,900 | Elliott Bay | 25  |
| 221' Thunder Jet Luxor OS | 2015 | 55,000  | Bellingham  | 13 | 29 Ranger Tugs           | 2013 | 189,000 | Stan Miller | 15  | 32' BC Tri-Cabin Trawler   | 1986 | 69,000  | Waterline   | 49  | 34' Boston Whaler          | 2008 | 199,900 | Stan Miller | 15  |
| 22' Devlin surf Scoter    | 1992 | 49,900  | West Yachts | 43 | 29 Ranger Tugs R-29S     | 2015 | 209,000 | Bellingham  | 13  | 32' Cabo Express           | 2006 | 239,000 | Stan Miller | 15  | 34' CHB Tri-Cabin          | 1979 | SOLD    | Waterline   | 49  |
| 23' Grady White 232       | 2015 | 139,900 | Bellingham  | 13 | 29' Sea Ray Amberjack    | 2001 | 45,000  | Waterline   | 49  | 32' Grand Banks            | 1977 | 47,500  | La Conner   | 101 | 34' Luhrs Convertible      | 2002 | 109,000 | Stan Miller | 15  |
| 25 Bayliner Ciera         | 1991 | 13,900  | PT Boat Co. | -- | 29' Sea Ray Sundancer    | 1995 | 23,500  | Waterline   | 49  | 32' Grand Banks            | 1972 | 49,000  | Waterline   | 49  | 34' Mainship Trawler       | 1977 | SOLD    | Waterline   | 49  |
| 25' C-Dory Cruiser        | 2007 | 65,000  | Waterline   | 49 | 29 Tiara Open 2900       | 2000 | 74,995  | Hampton YS  | 2   | 32' Grand Banks Sedan      | 1985 | 116,500 | Stan Miller | 15  | 34' Sabre Express          | 2007 | 279,000 | Stan Miller | 15  |
| 25 Fisher Potter Ketch    | 1977 | 29,500  | Signature   | 21 | 29' Topaz Sportfisher    | 1990 | 44,900  | Stan Miller | 15  | 32' Grand Banks Sedan      | 1976 | 79,250  | La Conner   | 101 | 34' Sabre Salon Express    | 2007 | 299,000 | Stan Miller | 15  |
| 25' SHEARWATER CRUISER    | 2005 | 76,000  | West Yachts | 43 | 30' Bayliner Ciera LX    | 1999 | 38,500  | Waterline   | 49  | 32' Grand Banks Sedan      | 1987 | 119,000 | NW Explor.  | 115 | 34' Sea Ray Sundancer      | 2005 | 99,500  | Stan Miller | 15  |
| 25' Surf Runner           | 2004 | 99,900  | West Yachts | 43 | 30' Cutwater             | 2016 | 279,000 | Bellingham  | 13  | 32' Monk Express Cruiser   | 1964 | 17,200  | PT Boat Co. | --  | 34' Sea Ray Sundancer      | 2007 | 125,000 | Hampton YS  | 2   |
| 26' Blackman Billfisher   | 1990 | 79,000  | Stan Miller | 15 | 30' Grady White          | 2007 | 149,900 | Hampton YS  | 2   | 32' Rinker Express Cruiser | 2006 | 75,000  | Stan Miller | 15  | 34' Tollycraft Sport Sedan | 1989 | 63,500  | Waterline   | 49  |
| 26' Skipjack 262 FB       | 2000 | 75,000  | Stan Miller | 15 | 30 Maple Bay PH Trawler  | 1998 | 55,000  | Waterline   | 49  | 32' Seasport Catamaran     | 2001 | 159,000 | Hampton YS  | 2   | 35' Chris-Craft            | 1956 | 38,500  | Waterline   | 49  |
| 27' Grady-White Canyon    | 2016 | 185,000 | Stan Miller | 15 | 30' Willard Vega         | 1973 | 39,900  | La Conner   | 101 | 32' Trojan F-32 Flybridge  | 1978 | 28,800  | Waterline   | 49  | 35' Luhrs 350 Tournament   | 1990 | 79,900  | Stan Miller | 15  |
|                           |      |         |             |    | 31' Camano Trawler Troll | 1992 | 78,500  | Waterline   | 49  | 33' Back Cove Express      | 2008 | 239,000 | Bellingham  | 13  | 35' Skipjack Flybridg      | 1991 | 119,000 | Stan Miller | 15  |
|                           |      |         |             |    | 31' Camano Trawler Troll | 1995 | 94,500  | Waterline   | 49  | 33' KINGFISHER             | 2017 | 299,900 | West Yachts | 43  | 35 Tiara Express           | 1997 | 119,900 | Stan Miller | 15  |





65' 1990 Macgregor..... \$149,000



40' 1987 Ponderosa..... \$99,995



32' 1991 BHM Trawler..... \$84,250



32' 2000 Catalina 320..... \$65,000



60' 2003 Metalcraft 60..... \$699,000



42' 1979 Grand Banks..... \$135,000

**Bristol Yachts Northwest / 520 E. Whidbey Ave., Suite 106 / Oak Harbor, WA 98277**  
**curtis.adams6@frontier.com 360-679-6779 www.yachtworld.com/bristol/**

- 65' 1990 Macgregor 65 .....\$149,000
- 60' 2003 Metalcraft 60 .....\$699,000
- 55' 1974 Columbia Custom .....SOLD
- 42' 1976 Westsail .....SOLD
- 42' 1990 Catalina .....SOLD
- 42' 1979 Grand Banks .....\$135,000
- 40' 1987 Ponderosa .....\$99,995
- 34' 1974 Columbia 34 .....\$79,995
- 34' 1976 Tolly .....\$28,500
- 34' 1955 Monk .....\$29,950
- 34' 1988 FHB .....SOLD
- 32' 1991 BHM Trawler .....\$84,250
- 32' 2000 Catalina 32 .....\$65,000
- 32' 1985 Gulf 32 PH .....SOLD
- 30' 1974 Willard Nomad .....SOLD
- 28' 1997 Bayliner .....SOLD
- 26' 1987 Contessa 26 .....SOLD
- 24' 1996 Bayliner 2452 .....\$15,450

**LISTINGS NEEDED!**

|                             |      |         |             |     |
|-----------------------------|------|---------|-------------|-----|
| 35' Viking Convertible      | 1976 | 35,000  | Stan Miller | 15  |
| 35' Viking Sportfish        | 1977 | 59,500  | Waterline   | 49  |
| 36' Albin Trawler TriCabin  | 1979 | 49,500  | Waterline   | 49  |
| 36' Egg Harbor              | 1978 | 44,950  | Elliott Bay | 25  |
| 36' Grand Banks             | 1972 | 48,500  | La Conner   | 101 |
| 36' Grand Banks Classic     | 1973 | 22,000  | Waterline   | 49  |
| 36 Grand Banks Classic      | 1985 | 149,900 | Stan Miller | 15  |
| 36' Grand Banks Classic     | 1973 | 92,500  | Stan Miller | 15  |
| 36' Grand Banks Classic     | 1986 | 139,500 | NW Explor.  | 115 |
| 36' Grand Banks Classic     | 1988 | 149,000 | NW Explor.  | 115 |
| 36' Grand Banks MY          | 1995 | 209,000 | NW Explor.  | 115 |
| 36' Monk Trawler            | 1988 | 109,000 | West Yachts | 43  |
| 36' Monk Trawler            | 1996 | 169,000 | NW Explor.  | 115 |
| 36' Tiara 3600 Sovran       | 2004 | 249,000 | Stan Miller | 15  |
| 36' Union 36 Cutter         | 1982 | 59,000  | Marine SVC. | 41  |
| 36' Wellcraft Coastal       | 2007 | 169,000 | Stan Miller | 15  |
| 37' Cold Water PH           | 2008 | 259,000 | Waterline   | 49  |
| 37' Island Packet           | 2008 | 230,000 | Marine SVC. | 41  |
| 37' Sea Ray 370 Aft Cabin   | 1997 | 84,500  | Emerald Pc. | 11  |
| 38' Bayliner MY             | 1989 | 58,500  | La Conner   | 101 |
| 38' Bertram Convertible     | 1978 | 69,000  | Stan Miller | 15  |
| 38' Egg Harbor Sportfish    | 1990 | 89,000  | Waterline   | 49  |
| 38 Grand Banks Eastbay      | 1998 | 259,000 | Stan Miller | 15  |
| 38' Helmsman Trawlers PH    | 2016 | 449,000 | Waterline   | 49  |
| 38' Helmsman Trawlers PH    | 2008 | 299,000 | Waterline   | 49  |
| 38' Helmsman Trawlers PH    | 2017 | 459,000 | Waterline   | 49  |
| 38' Helmsman Trawlers PH    | 2017 | 469,900 | Waterline   | 49  |
| 38' Mediterranean Sportfish | 1990 | 59,500  | Stan Miller | 15  |
| 38' Ocean Alexander         | 1987 | 150,000 | West Yachts | 43  |
| 38' San Juan 38             | 2000 | 295,000 | Emerald Pc. | 11  |
| 39' Azimut Flybridge        | 2000 | 215,000 | West Yachts | 43  |

## Salespeople Needed



**NORTHWEST YACHTING IS HIRING EXPERIENCED MEDIA SALESPEOPLE. QUALIFIED? WE WANT YOU TO JOIN OUR CREW.**

Northwest Yachting is searching for experienced media salespeople based in Alaska, Washington/Oregon, California, and the East Coast. Join a dynamic, growing team dedicated to our amazing marine industry and lifestyle clients. Full job listing at <https://indeedhi.re/2ThdpTX>

**FORWARD RESUME AND COVER LETTER TO MZ@NWYACHTING.COM**



BROAD SELECTION OF POWER OR SAIL

Call Marty or Roger:  
**1.800.781.9917**

Website:  
**portgardneryachts.net**

| LENGTH & TYPE              | YR   | PRICE   | BROKER      | PG  | LENGTH & TYPE            | YR   | PRICE   | BROKER      | PG  |
|----------------------------|------|---------|-------------|-----|--------------------------|------|---------|-------------|-----|
| 39' Bayliner MY            | 1998 | 139,900 | West Yachts | 43  | 48' Offshore Yachts SOLD | 1986 | SOLD    | Waterline   | 49  |
| 39' Carver Cockpit MY      | 1993 | 64,900  | West Yachts | 43  | 49' Grand Banks MY       | 1995 | 449,500 | Stan Miller | 15  |
| 39' Eastbay                | 2006 | 359,000 | Hampton YS  | 2   | 49' Grand Banks MY       | 1993 | 399,000 | NW Explor.  | 115 |
| 39' Krogen                 | 2001 | 309,000 | Stan Miller | 15  | 49' Hyundai Elegant MY   | 1988 | 134,900 | La Conner   | 101 |
| 39' Pacemaker              | 1965 | 27,400  | Waterline   | 49  | 49' Meridian PH          | 2006 | 285,000 | Elliott Bay | 25  |
| 40' Albin North Sea Cutter | 2006 | 249,900 | Emerald Pc. | 11  | 50' Delta PH             | 1992 | 249,000 | NW Explor.  | 115 |
| 40' Bayliner Cockpit MY    | 2002 | 115,000 | Elliott Bay | 25  | 50' Riviera Sport Yacht  | 2012 | 795,000 | Elliott Bay | 25  |
| 40' Beneteau Oceanis       | 1995 | 72,500  | Marine SVC. | 41  | 50' Sea Ray Sundancer    | 2010 | 575,000 | Hampton YS  | 2   |
| 40' Ocean Alexander        | 1989 | 160,000 | NW Explor.  | 115 | 50' Spencer Motor Yacht  | 1959 | 29,500  | PT Boat Co. | --  |
| 40' Pacific Trawlers       | 2000 | 219,000 | Waterline   | 49  |                          |      |         |             |     |
| 40' Riviera Flybridge      | 2002 | 289,000 | Stan Miller | 15  |                          |      |         |             |     |
| 40' Tollycraft TCMY        | 1977 | 79,900  | La Conner   | 101 |                          |      |         |             |     |
| 41' Bracewell              | 2019 | 499,000 | Waterline   | 49  |                          |      |         |             |     |
| 41' Cheer Men Marine PT    | 1982 | 69,000  | Waterline   | 49  |                          |      |         |             |     |
| 41' Roughwater PH          | 1977 | 63,000  | La Conner   | 101 |                          |      |         |             |     |
| 41' Sea Ray Sundancer      | 2012 | 389,500 | Stan Miller | 15  |                          |      |         |             |     |
| 41' Tiara Open             | 2002 | 205,000 | Stan Miller | 15  |                          |      |         |             |     |
| 42' CHB Europa Trawler     | 1984 | 105,000 | La Conner   | 101 |                          |      |         |             |     |
| 42' Grand Banks            | 1989 | 205,000 | Elliott Bay | 25  |                          |      |         |             |     |
| 42' Grand Banks            | 1979 | 146,000 | NW Explor.  | 115 |                          |      |         |             |     |
| 42' Grand Banks Classic    | 1969 | 72,500  | Stan Miller | 15  |                          |      |         |             |     |
| 42' Grand Banks Classic    | 1984 | 189,000 | Stan Miller | 15  |                          |      |         |             |     |
| 42' Grand Banks Classic    | 1984 | 149,000 | Stan Miller | 15  |                          |      |         |             |     |
| 42' Grand Banks Classic    | 1970 | 49,500  | NW Explor.  | 115 |                          |      |         |             |     |
| 42' Grand Banks Classic    | 1999 | 299,000 | NW Explor.  | 115 |                          |      |         |             |     |
| 42' Grand Banks MY         | 1990 | 229,000 | NW Explor.  | 115 |                          |      |         |             |     |
| 42' Mikelson Sportfish     | 1988 | 74,500  | Stan Miller | 15  |                          |      |         |             |     |
| 42' Monk Bridgedeck MY     | 1960 | 17,000  | Waterline   | 49  |                          |      |         |             |     |
| 42' Roughwater PH          | 1988 | 69,500  | Waterline   | 49  |                          |      |         |             |     |
| 42' Sabre Salon Express    | 2016 | 719,000 | Emerald Pc. | 11  |                          |      |         |             |     |
| 43' Blanchard Tri Cabin    | 1947 | 169,000 | Bellingham  | 13  |                          |      |         |             |     |
| 43' Sabre Sabreline        | 1995 | 299,000 | Waterline   | 49  |                          |      |         |             |     |
| 43' Viking Open            | 1995 | 219,000 | Stan Miller | 15  |                          |      |         |             |     |
| 44' Atlantic Sundeck MY    | 1977 | 99,500  | La Conner   | 101 |                          |      |         |             |     |
| 45' CHB Grand Mariner      | 1981 | 115,000 | Waterline   | 49  |                          |      |         |             |     |
| 45' Chris-Craft Corsair    | 1955 | 65,000  | Waterline   | 49  |                          |      |         |             |     |
| 45' Tlara Sovran           | 2012 | 599,000 | Emerald Pc. | 11  |                          |      |         |             |     |
| 45' Viking Convertible     | 2007 | 599,000 | Stan Miller | 15  |                          |      |         |             |     |
| 46' Grand Banks Alaskan    | 1968 | 72,000  | PT Boat Co. | --  |                          |      |         |             |     |
| 46' Grand Banks Classic    | 1994 | 279,000 | Hampton YS  | 2   |                          |      |         |             |     |
| 46' Grand Banks Classic    | 1990 | 259,000 | Stan Miller | 15  |                          |      |         |             |     |
| 46' Nielson Trawler        | 1981 | 249,000 | West Yachts | 43  |                          |      |         |             |     |
| 46' Sea Ray Sundancer      | 2003 | 179,777 | Stan Miller | 15  |                          |      |         |             |     |
| 47' Bayliner               | 1994 | 189,000 | Hampton YS  | 2   |                          |      |         |             |     |
| 48' Monk                   | 1964 | 179,000 | Hampton YS  | 2   |                          |      |         |             |     |
| 48' Musser Senour 48       | 1990 | 196,000 | PT Boat Co. | --  |                          |      |         |             |     |
| 48' Navigator              | 2006 | 347,500 | Stan Miller | 15  |                          |      |         |             |     |
| 48' Ocean Alexander        | 1987 | 199,000 | Hampton YS  | 2   |                          |      |         |             |     |
| 48' Ocean Yachts           | 1997 | 219,500 | Stan Miller | 15  |                          |      |         |             |     |
| 48' Offshore PH            | 2001 | 550,000 | Stan Miller | 15  |                          |      |         |             |     |

360-466-3300  
FAX (360) 466-3533

# La CONNER

## YACHT SALES

TOLL FREE  
(800) 232-8879



Preview all boats at [www.laconneryachtsales.com](http://www.laconneryachtsales.com)



**56' RDMY 1926**, modern updates but in keeping with the era, beautiful classic yacht, 1980 GM 671, asking **\$59,000**



**55' SYMBOL PILOTHOUSE 1994**, T/3208TA Cats, bow & stern thrusters, 12kw gen, 2800W inverter, Webasto furnace, 11' Zodiac, Maple interior, asking **\$265,000**



**49' HYUNDAI ELEGANT MY 1988**, T/3208TA Cats, 12kw gen, 2500W inverter, 13' Whaler, wide 15'8" beam, bow thruster, Espar diesel furnace, asking **\$125,500**



**44' ATLANTIC SDMY 1977**, T/120 Ford Lehman, radar, AP, GPS, diesel furnace, 11' Whaler, OB, 3000W inverter, 7.5kW gen, US built, asking **\$94,500**



**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 **\$44,900**



**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 1988**, T/135hp Hino's AP, GPS 3210, inverter, dinghy, OB, HT, transom door, asking **\$45,000**



**32' GRAND BANKS 1977**, 120 Ford Lehman, Raymarine C120 radar combo, dinghy, OB, 2018 survey, asking **\$47,500**



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



**27' SEA RAY SUNDANCER 1996**, 74L w/duo prop, inverter, GPS, cabin heat, oversized swim platform, full canvas enclosure, trailer, asking **\$23,500**

Visit Us:

611 Dunlap St., La Conner, WA 98257

We're in the LaConner Marina, between the North and South Moorage Basins.

Closed Wednesdays & Sundays

[yachts@cnw.com](mailto:yachts@cnw.com)

[www.laconneryachtsales.com](http://www.laconneryachtsales.com)



We welcome Tony Miner  
To the LC Yachts Sales Team!



| LENGTH & TYPE                | YR   | PRICE   | BROKER      | PG | LENGTH & TYPE             | YR   | PRICE   | BROKER      | PG  |
|------------------------------|------|---------|-------------|----|---------------------------|------|---------|-------------|-----|
| 35' Brewer Jason             | 1976 | 44,900  | Marine SVC. | 41 | 46' CAL 2-46              | 1973 | 89,900  | West Yachts | 43  |
| 35 Bristol                   | 1972 | 35,000  | PT Boat Co. | -- | 46' Jeanneau Sun Odyssey  | 2000 | 179,500 | Marine SVC. | 41  |
| 35' Nauticat NC-35 PH        | 2000 | 194,500 | Marine SVC. | 41 | 46.1 Beneteau             | 2019 | 489,859 | Signature   | 21  |
| 36' Bruce Roberts Spray      | 2001 | 55,500  | Waterline   | 49 | 47' Bayliner 4788         | 1995 | 179,900 | Emerald Pc. | 11  |
| 36' Colvin 36                | 1993 | 79,000  | Marine SVC. | 41 | 47' Vagabond              | 1983 | 249,900 | Marine SVC. | 41  |
| 36' Gulfstar PH SOLD         | 1971 | SOLD    | Waterline   | 49 | 49' Jeanneau SO           | 2007 | 349,500 | Marine SVC. | 41  |
| 36 Herreshoff                | 1964 | 46,000  | PT Boat Co. | -- | 49' Jeanneau Sun Odyssey  | 2019 | 519,796 | Marine SVC. | 41  |
| 36' Hunter                   | 2004 | 98,900  | Signature   | 21 | 49' Transpac Ketch        | 1986 | 185,000 | Waterline   | 49  |
| 36 Newland 368               | 1992 | 79,000  | PT Boat Co. | -- | 50' Jeanneau Sun Odyssey  | 2011 | 339,500 | Marine SVC. | 41  |
| 36' Tanton Custom 36.5       | 1981 | 27,000  | Marine SVC. | 41 | 51' Custom German Frers   | 1981 | 49,900  | Marine SVC. | 41  |
| 37' Nautor Swan 371          | 1980 | 87,000  | West Yachts | 43 | 51' SKYE 51' Alden Ketch  | 1980 | 139,500 | Marine SVC. | 41  |
| 37' Saturna Truant           | 1980 | 45,000  | Marine SVC. | 41 | 53' Spencer 53 PH MS      | 1978 | 149,500 | Waterline   | 49  |
| 37 Tayana 37                 | 1977 | 79,000  | PT Boat Co. | -- | 56' Herreshoff Marco Polo | 1956 | 215,000 | Waterline   | 49  |
| 38' Alajuela 38 Reduced!     | 1972 | 46,900  | Waterline   | 49 | 57' Alden Trawler Ketch   | 1964 | 79,500  | Waterline   | 49  |
| 38.1 Beneteau Oceanis        | 2018 | 249,900 | Signature   | 21 | 61' C&C 61                | 1972 | 179,000 | Marine SVC. | 41  |
| 39' Cal 39   Reduced!        | 1978 | 35,900  | Waterline   | 49 | 65' Bruce Roberts Cutter  | 1997 | 329,000 | Waterline   | 49  |
| 39' Jeanneau Sun Odyssey     | 2007 | 139,500 | Marine SVC. | 41 | 65' MacGregor PH          | 1990 | 159,000 | Bristol YS  | 100 |
| 39' Jeanneau Sun Odyssey     | 2008 | 159,500 | Marine SVC. | 41 | 83' Custom Schooner       | 1934 | 250,000 | Waterline   | 49  |
| 40' Beneteau Oceanis         | 1994 | 85,000  | Elliott Bay | 25 |                           |      |         |             |     |
| 40' Fontaine Pajot           | 2018 | 553,148 | Signature   | 21 |                           |      |         |             |     |
| 40' Hinckley Bermuda         | 1970 | 129,500 | Elliott Bay | 25 |                           |      |         |             |     |
| 40' J 40                     | 1990 | 99,500  | Marine SVC. | 41 |                           |      |         |             |     |
| 40' Lagoon 40                | 2019 | 529,854 | Marine SVC. | 41 |                           |      |         |             |     |
| 40 Ta Shing Panda            | 1982 | 165,000 | PT Boat Co. | -- |                           |      |         |             |     |
| 41' Ericson Sloop            | 1968 | 37,500  | West Yachts | 43 |                           |      |         |             |     |
| 41' Hunter 410               | 1988 | 104,900 | Marine SVC. | 41 |                           |      |         |             |     |
| 41' Passport 41              | 1989 | 169,000 | Marine SVC. | 41 |                           |      |         |             |     |
| 41.1 Beneteau                | 2019 | 315,000 | Signature   | 21 |                           |      |         |             |     |
| 42' Catalina 42              | 1992 | 110,000 | Marine SVC. | 41 |                           |      |         |             |     |
| 43' Hunter Passagemaker      | 1995 | 89,000  | Stan Miller | 15 |                           |      |         |             |     |
| 43' Luengen Ketch            | 1987 | 89,500  | Waterline   | 49 |                           |      |         |             |     |
| 43' Slocum Cutter            | 1986 | 139,900 | West Yachts | 43 |                           |      |         |             |     |
| 44' Bruce Roberts PH         | 1993 | 49,500  | Marine SVC. | 41 |                           |      |         |             |     |
| 44' Island Packet SP Cruiser | 2007 | 319,000 | Marine SVC. | 41 |                           |      |         |             |     |
| 44' Jeanneau Sun Odyssey     | 2019 | 399,982 | Marine SVC. | 41 |                           |      |         |             |     |
| 44' Nauticat NC-44           | 1980 | 185,000 | Marine SVC. | 41 |                           |      |         |             |     |
| 44' Roberts PH MS            | 1990 | 37,500  | West Yachts | 43 |                           |      |         |             |     |
| 44' Spencer 44               | 1973 | 40,000  | Marine SVC. | 41 |                           |      |         |             |     |
| 45 Beneteau                  | 2018 | 388,000 | Signature   | 21 |                           |      |         |             |     |
| 45 Bruce Roberts             | 1983 | 69,000  | Waterline   | 49 |                           |      |         |             |     |

## Some Things Just Happen

Yacht Shield with its roots here in the northwest is an anchor. Since 1979 Red Shield Insurance Company has offered marine products for our Pacific Northwest waters. For docks, boathouses, floating homes or yachts, Red Shield Insurance Company is your truly local source for coverage and claims service.

When it's time to purchase insurance for your yacht, think Red Shield. A company dedicated to serving the Pacific Northwest with quality service and expertise like no other – *Yacht Shield is the one for you!*



RGS  
Insurance:  
971-570-5960

Boat  
Insurance:  
800-828-2446

New Era  
Insurance:  
503-282-6787

Anchor Marine  
Underwriters:  
800-726-2728

800.527.7397 ★ redshield.com



## ATTENTION UNIHelm OWNERS

Railmakers Costa Mesa wants to locate the owners of a Unihelm shown in the photo that has two stainless tubes welded to the control box.

We want to inspect it for a possible corrosion problem. We will pay for all parts and labor to correct any defects.

Contact John Hawley at 949-642-6508

## NOMAR® BUMPERS



Nomar® Bumpers are a soft-mounted bumper which absorbs impact and allows you to slide in and out of your slip with NO FRICTION, DRAG OR MARRING of your hull. This makes for a safer & less stressful docking experience by allowing everyone to stay on board. Nomar® Bumpers eliminate the need for fenders & are perfect for tight docking situations and narrow slips. They also allow the vessel closer to the dock for easier and safer boarding.

For more information, visit our website, or call for a FREE price quote.

**HMS**  
HOLMES MARINE SPECIALTIES  
American Made / Veteran Owned



Meeting Your Docking Needs  
(800) 501-0607  
www.holmesms.com



## Get Gear!

Now you can buy Northwest Yachting hats and T-shirts! Check it out at:

[NWYACHTING.COM/SHOP](http://NWYACHTING.COM/SHOP)

# CLASSIFIEDS

## SAIL



**2005 HYLAS 54' RAISED SALOON - START LIVING THE SAILING DREAM!** Single owner. Meticulously maintained. Offshore cruising ready, skip 3-week passage across Pacific, hop to Fiji. Center-cockpit, 3 cabin, 2 head layout, mattress in master. Bow thruster! New within 2 years Northern Lights generator, rigging, overhaul of 125 HP Yanmar engine, AGM battery bank, dodger, folding prop, solar panels, wind generator, A/C. All LED lights. Webasto heater. Fully loaded electronics. Includes AB tender, Honda 15 HP outboard, Winslow liferaft, ditch bag, extensive spare parts inventory. Sails in excellent condition, beautiful spinnaker. No broker, make offer. **Details and more photos go to: <http://sailinganila.org/forsale>** Price: \$ 675,000.00 Contact: Satin Brennan Phone: 4258949646. Location: Whangarei, Northland, New Zealand. S871-198



**1988 CUTTER-RIGGED CALIBER 38'** Proven blue water cruiser, great PNW boat. Highlights: Yanmar 4J engine, double Racor filter system, updated Raymarine autopilot & multifunction navigation system, enclosed cockpit, hard dodger, roller furling jib, self tending stays'l, mainsail, storm trys'l on separate track, cruising spinnaker, beautiful teak interior, Force 10 stove, Alder Barbour fridge/freezer, Webasto hydronic heater, Pullman berth main cabin, quarterberth, 2 heads-1 separate shower, main saloon table seats 6, folds up against bulkhead as an option. Great liveaboard boat. Price: \$ 110,000.00 Contact Len Ziska Phone: 360-917-5169. S867-194

## FORE & AFT

Sign up for Northwest Yachting's monthly e-mail newsletter  
[nwyachting.com/signup](http://nwyachting.com/signup)



**1989 PACIFIC SEACRAFT 'CREALOCK 37' CUTTER "ANNA MARIE"** Newer AGM batteries; Xantrex 2kw inverter/charger; wind generator; solar panels; watermaker; liferaft; DataMarine instruments; stereo; Alpha Spectra autopilot; Garmin HD radar; Garmin AIS 600 transceiver; Garmin GPSMAP742XS chartplotter; Garmin VHF 200; ICOM M802 SSB HF; Pactor III modem; custom Windows 7 PC; Ubiquity WiFi antenna, Nova Kool refrigerator/freezer; Monitor windvane; GlobalFix EPIRB; 4 anchors; Yanmar 4-cylinder diesel engine; 40 gallons fuel; 80 gallons fresh water; MaxProp feathering propeller; PYI dripless shaft seal; 8 sails; standing and running rigging replaced 2013. \$115,000. Contact Robert Curry Phone: 904-728-9199. S886-194



**44 FT OFFSHORE SAILBOAT** Miller 44 cruising sailboat. Hand laid fiberglass hull. 55 HP isuzu diesel (not running) tiger windlass Mylar main 3G radar plotter autopilot. Non smoker. 6'2" headroom. Need someone to love her as much as we have Price: \$ 18,000.00 Phone: 206-919-1431. S870-198



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

## POWER



**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



**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. email [brokerage@sanjuansailing.com](mailto:brokerage@sanjuansailing.com). P792-196



**50' ISLAND GYPSY 1978 RP Trawler.** Mahogany. Twin 120 Lehman's Northern Lights 7.5kw Gen Set. Seven knots at four GPH fuel consumption. 970 Fuel 450 water. Good electronics. Two staterooms, two heads, washer/dryer. Excellent cruise/liveaboard. Very good condition. Moored Port Angeles. 541-290-0159. P857-196



**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



**32' NORDIC TUG 2010 Florian** is a vessel that shows pride of ownership. Equipped with a reliable Cummins 270 HP diesel, bow/stern thrusters, AGM batteries, Espar diesel furnace, Raymarine plotter/radar/autopilot, VHF with AIS, dinghy with 8 HP Yamaha and davit arms off the stern. Wide open sundeck to enjoy the view at anchor. Recently surveyed, very clean and well maintained. Florian is currently in the San Juan Yachting charter fleet and has bookings already for 2019. Nice chance for charter revenue to help defray the cost of ownership. Ask us how that works! . Priced at \$262,000. Please call or email for details. San Juan Yachting - Bellingham Wa. 360-671-0829 email [brokerage@sanjuansailing.com](mailto:brokerage@sanjuansailing.com). P885-MZ



**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 [cclamary@aol.com](mailto:cclamary@aol.com). P858-196

# CLASSIFIEDS



**1981 38' ERICSON SLOOP** 4 cyl. Dsl. 750 hrs. 54 gal. fuel. 90 gal. Water. Roller furling, full batten main. S. T. winches, lines lead aft. Electric windless, 200' 5/16 Hi-test chain. Fresh water wash down. 33 lb. claw anchor. New Garmin Radar. Garmin Chart Plotter, AIS, below deck auto pilot. VHF. New AC panel, 2000 w. inverter. Microwave, Force 10 stove/oven, double propane tanks. New freezer/refrigerator. Head with separate shower. 25 gal. holding tank. Dodger, teak floorboards. Berthed John Wayne Marina, Sequim, WA. **\$55,000. Call 360-774-0915/360-774-0912. P884-199**



**OFFSHORE 48 SEDAN** This sedan has been very well maintained, updated and equipped for Northwest cruising over the past 15 years and appraised at \$280,000. The boat is moored in a marina owned boathouse in Tacoma. **For specifications and additional photos e-mail sailors11@hotmail.com. To offer call 253-941-1138. P881-199**



**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**



**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. **\$329,000.00 Contact Stennar Thorson Phone: 360-770-5565. P849-195**



**42 FT RAWSON PILOTHOUSE OCEAN CRUISER** Twin 671 Gray Marine Detroit Diesels, 2 staterooms, 2 heads, roomy salon and galley, 2 heads, fiberglass, great condition 1964 Must see in Anacortes. **\$35,000. Contact Chuck Chambers 541-813-9143 or 541-661-181. P880-194**



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



**1986 YOUNGQUIST 45'** Seattle Built, twin 135 HP Isuzu Diesels, 3200 hrs., Maze 4 KW Gen, Radar Auto Pilot, Queen center berth, upper lower fwd Asking **\$75,000** Brookehaven Yachts **360-951-5900. P748-198**



**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](http://58vikingsportfish.com) Price: **\$499,950.00. Located in Damascus, OR. Contact: 503-819-0411. P835-199.**



**BAYLINER 4388 FLYBRIDGE SEDAN MOTOR YACHT.** Ordered in 1994 with the engine upgrade option of 310hp instead of the stock 250hp. This upgrade included larger shafts and Hurth Transmissions. Fast cruise is 15 knots at 2,400 rpm and slow cruise 8 knots at 1,600 rpm, WOT 20 knots. With Her hard chines and V entry She walks through rough water. Digital Fuel Flow meters help you to maximize your cruising range. 8kw Westerbeke and inverter allows you to power everything while underway. 3 zone heat, LED lights, electric dinghy davit. We purchased a 70 footer and regret having to sell this beautiful boat. **COME SEE US AT THE ANACORTES BOAT SHOW NEXT MONTH! \$ 83,900.00** You can reach me at 360-319-7119, **THANKS P879-198**



**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**



**48 TOLLYCRAFT 1978** Tolly 48 with an original 10' Tolly dinghy with 15 HSP Johnson. Bow and Stern Thrusters, Stabilized. 3208's, Cruise Air, Espar Furnace, Furuno Radar, New windows & doors, It has been boathouse kept 30+ years. Best 48 on Puget Sound. Equipment list is long. Last 5 years, rebuilt cooling system including crossovers, gas stove and oven, new GPS (2) with AIS, new injectors, teak and holly floors, KVH and 32" TV, 75% enclosed bridge, New stainless rub rails and updated décor throughout. Also have a 58' Boathouse with roll up door, workbench and loft that could be purchased separately in Tacoma, Wa. **\$249,000.00 Call 425-301-7599 or email dick@cahanwoodproducts.com. P865-197**



**50' SYMBOL PILOTHOUSE-1997 FAST TRAWLER, TWIN CUMMINS POWER, \$299,000 BRING OFFERS** Jack Sarin NA designed, well maintained, triple cabin family or couples yacht. Powered by twin-Cummins Diamond C Series 450hp diesels with ZF transmissions. She cruises 8 to 18 knots efficiently. Garmin/Raymarine electronics/radar. WESMAR Bow Thruster, electronic engine controls at 3 stations, for ease of docking and maneuvering. Webasto Hydronic diesel heat. Nick Jackson 1/2 ton crane for handling dinghy- 11'6" BULLFROG with 30hp Honda. 600 gallons fuel capacity. Full canvas bridge enclosure. Alaska proven and turn key, ready to cruise. **\$299,000 Offers. Contact Steve 253-677-8950. P888-194**

# CLASSIFIEDS

## TENDERS



**COMPLETE DINGHY DAVIT PACKAGE**  
11 foot AB inflatable dinghy with aluminum bottom. Carries 4 adults. Includes 2 seats, 1 set of oars, inflator pump. 15 hp 4 stroke outboard with 6 gallon removable fuel tank with canvas cover. EZ Load trailer with current registration. Seawise davit system, ready and easily mounted on swimstep. The boat and trailer have been stored indoors during winter month. All well maintained and in excellent working condition. **T866-197**



**MINTO DINGHY - 2005 A PNW classic.** The perfect yacht tender and sailing Dinghy. Refurbished by SeaView Boat Yard - N in 2016. Includes: King Ez Load Trailer - 2016. New sails. Custom Dinghy Cover - 2016. Laminated Sitka spruce oars, two pairs, with bronze oar locks and leather collars by Barkley Sound Oars. Pettit Bottom Paint, vivid white, - 2017. Mast and Boom freshly varnished. Rudder and dagger board freshly painted. This Minto Dinghy shows like new. **Price: \$ 3,000.00 Contact Roger Wheelis Phone: 360-466-3691 T875-198**



**2003 NAUTICA RIB 11 JET** Used as a tender. Excellent condition and well maintained. Fresh water kept with only 63 hours. Lots of power with 80hp Yamaha. Kept indoors during winter months. Hypalon tubes are in very good condition. Includes: New AGM battery with charger, fire ext, bilge pump, fuel/water separator, courtesy lights, swim ladder, 3 pt. lifting eyes, Galvanized trailer, and canvas cover. More pictures and information available. **Price: \$ 13,950 Contact James Wilkening Phone: 253 670-4911. T872-198**



**2016 13FT. BOSTON WHALER SUPER SPORT** Immaculate condition and like new. Garage kept and hardly used with less than 25hrs. use since new. Mercury 40hp 4 stroke and galvanized trailer. Includes over \$3,000 in options like SS bow rail, windshield, benchseat/w buckets, ice cooler & seat cushion, front bow cushion, pelican box, dash applique, extra fuel tank, built-in battery charger, bilge pump, fenders and lines. **Price: \$ 15,950.00 Call 253-670-4911 for more pictures and information. T873-198**

## FOR CHARTER



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

## EQUIPMENT



**SPECTRA VENTURA 150 WATERMAKER** Produces 6 gallon of fresh water for your boat every hour from saltwater. Compact, quiet, low power consumption. New in 2015 with very little use. Selling for less than 1/2 the price new **Contact RON MASON Phone: 360 438-9001. EQ 883-194**

## MOORAGE

### ANACORTES MOORAGE/ SKYLINE MARINA

Premium Moorage available at Skyline Marina/Anacortes, your gateway to the San Juans. This is a full service marina w/secure gates, private restroom/shower, laundry, parking, pump out systems and metered electrical boxes for each slip. Slips TDN38 & TDN39 are 44' LOA (40'+4' x 18') priced at \$140,000 each, Slip TDN90 is 48' LOA (44'+4'x18) Priced at \$150,000. **Contact: Caroline 360-202-7327 Windermere Real Estate/Anacortes Properties. RE877-194**

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



**SEMAIHMUO MARINA- GATEWAY TO THE SAN JUANS AND GULF ISLANDS** Relocate your boat now to the Marina of Choice in the Pacific Northwest. A gated facility offering yearly, monthly and daily moorage at below competitive rates. We offer a Fuel dock with member discounts, Chandlery providing groceries, marine supplies, café/coffee shop and gift store, free Wi-Fi and pump out service. Enjoy waking up to Mt Baker in your backyard, watching our resident eagles soar above and strolling the paths along the beach. Visit us at [www.semiahmoomarina.com](http://www.semiahmoomarina.com) or call us at **360-371-0440. M796-196**

**Foss Landing MARINA**  
*Full Service Dry Storage Facility*

- Free Pump Outs
- Hull Cleaning and Engine Flush with every Haul Out at no extra charge
- Staging Docks with Water and Power for Overnight Slays

*Spacious Wet Moorage*

- 70 -75' slips
- Power, Water and Cable slip side
- Free Slip Side Pump Outs
- Line Assistance

**253.627.4344**  
[www.fosslanding.com](http://www.fosslanding.com)

**Delin Docks DOCK STREET MARINA**  
*The leading all-weather metropolitan destinations on the Puget Sound.*

36' - 60' Slips \* Kayak Rentals \* Kayak Storage  
Permanent Moorage \* Slip Side Pump Outs  
Clean Facilities \* Competitive Rates  
Year Round Guest Moorage

[www.dockstreetmarina.com](http://www.dockstreetmarina.com)  
**253.572.2524**

## EMPLOYMENT

### POSITIONS FOR MARINE TECHNICIANS ROCHE HARBOR PHILBROOKS USA

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



### SEEKING ASA/RPBA INSTRUCTORS

San Juan Sailing, the premier charter company and sailing school in the Northwest, with over 35 years of experience is seeking USCG instructors to teach any of the following courses: ASA 101-106, 118, 114 and RPBA 1101, 1102. Competitive pay, flexible scheduling, and ongoing education and training. **Contact Jermaine Larson (360) 671-8339 jermaine@sanjuansailing.com. E850-195**

LIST YOUR BOAT OR BUSINESS WITH US!

Get your brand or boat in front of tens of thousands of readers a month.

**NWYACHTING.COM/CLASSIFIEDS**

# CLASSIFIEDS



**NOW HIRING MARINE TECHNICIANS!!** Come join the fast-growing Anacortes Marine Group family! We're hiring Marine Technicians with strong troubleshooting and min 3yrs experience with marine engines and boat systems. Must be self-motivated, able to meet schedule deadlines and ready to work with a GREAT team. Full-time w/benefits. \$17-35/hour DOE. We look for the best and brightest employees with a positive attitude who value providing world-class customer service. **Please call our office at 360-299-1131 or submit resume to [contactus@anacortesmarinegroup.com](mailto:contactus@anacortesmarinegroup.com). E887-194**

## CAPTAIN/ENGINEER M/Y SAN FRANCISCO BAY

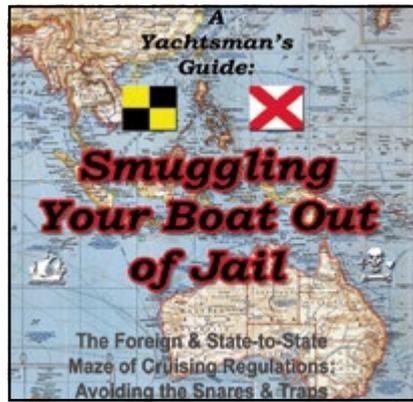
CUS Flagged 96' M/Y seeks Captain with strong engineering skills-Cats C-32 ACERT. Privately owned, berthed at lovely prestigious Marina. Occasional high end social/corporate charters for up to 12 guests. Must be well groomed, polished, articulate with a passion for maintaining a yacht to its highest level in a cost effective manner. Professional yet personable w/charter yacht exp. Will enjoy calling SF home cruising to Pebble Beach, Delta, Napa. 100T min/200T license preferred. STCW. Non Smoker, no visible tatoos. US Citizen or Green Card. **Contact Danielle O'Doherty 503-800-1025 P882-194**

## REAL ESTATE



**105' BOATHOUSE FOR SALE** 105' Boat House Twin Bridges Anacortes. Easy access of Highway 20 just east of Anacortes. All steel construction with concrete floats. Built on 2006. Owner getting out of boating and wants it sold. **Price: \$495,000.** Call for more details. **360-961-0120. Jim. R840-194**

## YACHT DELIVERY



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



## C2C YACHT DELIVERY, FULL OR PART TIME CAPTAIN AVAILABILITY TO RUN AND MANAGE YOUR YACHT ALASKA TO MEXICO, WORLD WIDE

Our mission at C2C Yacht Delivery is to provide yacht owners, brokers, and agents with the best value and highest quality professional yacht delivery service available. Including Chartering, Yacht moving, or if you're looking for a Full or Part time captain to run and take care of your yacht. Licensed Master USMCG Captain Chris G. Bingham 100/200 Ton USCG Master, with his Mate Chris Eide and team of professionals have over 60 years of combined boating/yachting experience. From Alaska down to Mexico, over the Pacific, through the canal, Atlantic, and all inland waters Puget sound to top of Vancouver Island. All seasons. We can handle any mission. We specialize in power motor yachts ranging from 35' to 120' **info@c2cyachtdelivery.com 35 year member of Seattle Yacht Club. Call us 425 941-9937. YD806-199**

## YACHT DELIVERIES AND INSTRUCTION

Professional and reliable yacht delivery and instruction. Husband and wife team each USCG licensed Captains with 100 ton, sailing, and towing certifications plus certified instructors with Recreational Power Boating Association/American Sailing Association. For references and quote inquiries, call or text (360) 630-3884. MS869-198

## YACHT DELIVERY

USCG master 40 years. Flawless record delivering West Coast, California to Alaska, Pacific NW and Columbia River. Also charter and party skipper. Gary Herald: [yachtmaster@netscape.com](mailto:yachtmaster@netscape.com); [www.yachtcapt.com](http://www.yachtcapt.com) or (425) 330-9852. YD3-MZ

## DETAILING

## MOBILE DETAILING

Fast, Reliable, Quality Work  
Free Estimates  
Reasonable Rates  
Insured

[reillyhallyachtdetailing.com](http://reillyhallyachtdetailing.com)  
**(206) 283-2850**  
[hrcleaning@qwestoffice.net](mailto:hrcleaning@qwestoffice.net)

## ELECTRONICS



## MARINE ELECTRONICS

Electronics and Audio Visual Experts  
*Authorized installers for:*  
Furuno • Raymarine • Garmin  
KVH • Apple, • Microsoft • Vantage  
*Certifications include:*  
ABYC • NMEA • MEI • CMET • FCC  
**(877) 736-2748**  
[www.S3Maritime.com](http://www.S3Maritime.com)

## INSURANCE



We offer insurance on all kinds of boats, from sailboats to motoryachts, including charter insurance.  
Contact Jim Maupin for a quote:  
Phone: (800) 464-4140  
Email: [jim@homersmith.com](mailto:jim@homersmith.com)  
Web: [www.homersmith.com](http://www.homersmith.com)  
PO Box 591 • Port Townsend, WA 98368

## SAILS



The logo that assures you of the best!

QUALITY CRAFTSMANSHIP, AND PRICE!

Washington & Oregon:  
10997 NW Supreme Ct.  
Portland, OR 97229  
Email: [chandcw@comcast.net](mailto:chandcw@comcast.net)  
Phone: (503) 641-7170

## HEATING

Diesel Heating Systems  
Sales & Service



## SURE MARINE SERVICE

5320 - 28th NW • Seattle, WA 98107

**(206) 784-9903**

In WA (800) 562-7797

## UPHOLSTERY

## BREEZY

Custom Canvas & Upholstery

Your local source for  
canvas work, custom  
detailed to fit your boat.

Free Estimates  
**(206) 545-8538**

## DOCKING

Please visit us on [facebook](#)



Meeting Your Docking Needs  
(800) 501-0607  
[www.holmesms.com](http://www.holmesms.com)

## REMINDER

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

# TrawlerFest

BOAT SHOW • EDUCATION • RENDEZVOUS



**TrawlerFest** features an impressive in-water selection of new and pre-owned cruising powerboats, the latest in marine gear and services, and first-class education and demonstrations.

But TrawlerFest is more than a boat show; it's where industry, education, and community come together in an intimate, rendezvous-like atmosphere.

For tickets or more info, visit us at: [TrawlerFest.com](http://TrawlerFest.com)

2019 SEATTLE  
**TRAWLERFEST**

**Seminars**

April 23-27, 2019

**Boat Show & Exhibits**

April 25-27, 2019

**Bell Harbor Marina +  
Seattle Marriott Waterfront**

## Boat Shows



Visit a great selection of new and used cruising powerboats and the latest in marine electronics, safety equipment, gear, and more.

## Boating Seminars



We offer premium cruising and repair seminars from world-renowned experts; plus, in-water demonstrations and sea trials.

## Social Events



Enjoy engaging social events with fellow cruisers. Share your cruising stories and meet a few new people along the way.

## Star Shipyards Conversion



I don't have any data to back up my claim, but I think that the Pacific Northwest boat scene has a higher percentage of workboats converted into yachts than most places in the world. Part of the explanation for this may be that workboats built for the Pacific Northwest and North Pacific seas that survive to retirement are tough as nails and dependable, or they would have sunk! Whatever the reason, our recreational boating fleet has many of these one-of-a-kind conversions plying our waters, each with rich nautical heritage that transcends them into pieces of our cultural fabric.

Enter the *Thomas Crosby V*, an example of such a workboat to yacht conversion. Referred to as a 90' Star Shipyards Expedition Yacht, this vessel hails from the storied Star Shipyards of Canada. Star has a history that goes back to 1908 when it was founded by Newfoundlander Edward Mercer. Decades passed as the company

first stayed in the family, then underwent a series of closures and changes of hands. Known for its commercial vessels, Star pumped out hundreds of tugboats, fishing vessels, barges, survey vessels, passenger vessels, and more when in operation. Ultimately, Star ended up in Coal Harbour of Vancouver, British Columbia, as Benson Star Shipyard until its ultimate closure in 1984. The site is still a shipyard, now known as the Fraser Shipyard & Industrial Centre.

Believe it or not, many Star-built vessels are still active and even in service, the ultimate testament to their quality. The *Thomas Crosby V* was originally a 129-ton commercial vessel owned by the United Church of Canada from 1967 to the 2000s

ferrying passengers, carrying supplies, and "saving souls." The vessel was then retrofitted into a large expedition yacht and has lived the dream, cruising in luxury between Alaska and Mexico.

The ready-for-anything, commercial-grade steel hull and beefy build hosts a high-class ride with a sumptuous master stateroom on the top deck and even an elevator that goes between all three decks.

Commercial vessels, when properly retrofitted, really can offer the best of

both commercial and recreational worlds and always have a unique story to boot. If you're interested in the *Thomas Crosby V*, now at dock in Seattle, you can contact local dealer Chuck Hovey Yachts. Priced at \$749,000 at the time of this writing.

### Specs

LOA: 90' • Beam: 21' 6" • Draft: 8' 1"  
 Displacement: 258,000 lbs.  
 Tankage (Fuel/Fresh/Black): 7,500 gals./1,500 gals./2,500 gals.  
 Local Broker:  
 Chuck Hovey Yachts, (206) 624-3870  
 Web: [chuckhoveyyachts.com](http://chuckhoveyyachts.com)

## Sparkman & Stevens Custom



Within the sailing realm, even uttering the name Sparkman & Stephens can induce deeply appreciative sighs and vaguely amorous goosebumps. A storied American naval architect firm 90 years old, the company has proven a master at both custom and production builds for nearly a century. They are still going strong, and you can find their hand in boat design the world over if you know what to look for.

The history of the company is legendary stuff. Olin Stephens and Drake Sparkman teamed to open their firm in 1929, and Stephens (while in his twenties) drafted plans for his seventh build, the 52-foot *Dorade*. Guess what? *Dorade* went on to win the Transatlantic Race by a whopping two-day margin, effectively ending the high-end racing reign of gaff-rigs and schooners.

Overnight celebrities, the duo would go on to design *Ranger*, a 130-foot racer that won 12 out of 12 America's Cup races. When WWII plunged the world into chaos, Sparkman & Stephens was contracted by the U.S. Navy to develop amphibious assault vehicles used to storm the beaches of Normandy on D-Day.

The company's post-war success continued, and they went on to be the lead designers of dozens of trailblazing production brands for both high-end and middle-class sensibilities: Hinckley, Tartan, Morris, Abeking & Rasmussen, Yankee, and many more.

Sparkman & Stephens also continued to design incredible custom builds. One such example is *Challenge*, an achingly gorgeous, aluminum-hulled (cast by Burger, another iconic American touched on last issue) sailboat built in 1963. A classic stern overhang and teak decks meet all the modern bells and whistles like a Hood

Stowaway mast with internal electric furler and a Harken Unit 3 self-furling headsail.

If interested, you can contact local dealer Fraser Yachts for more info. *Challenge* is currently in San Diego. Listed at \$625,000 at the time of this writing.

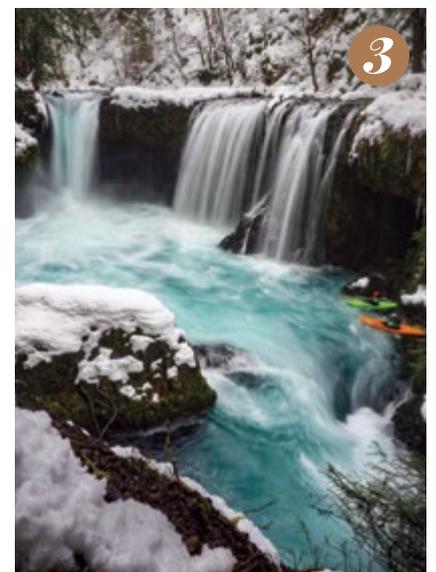
### Specs

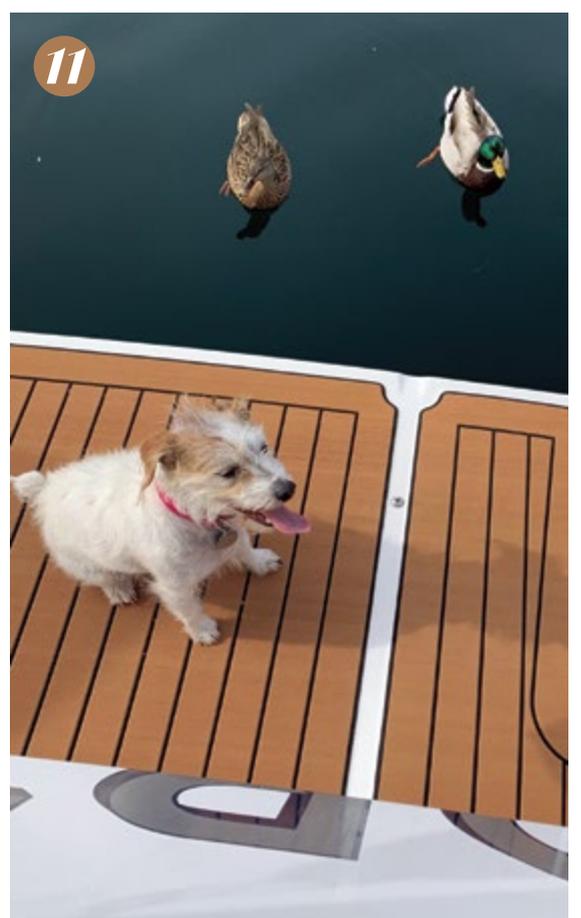
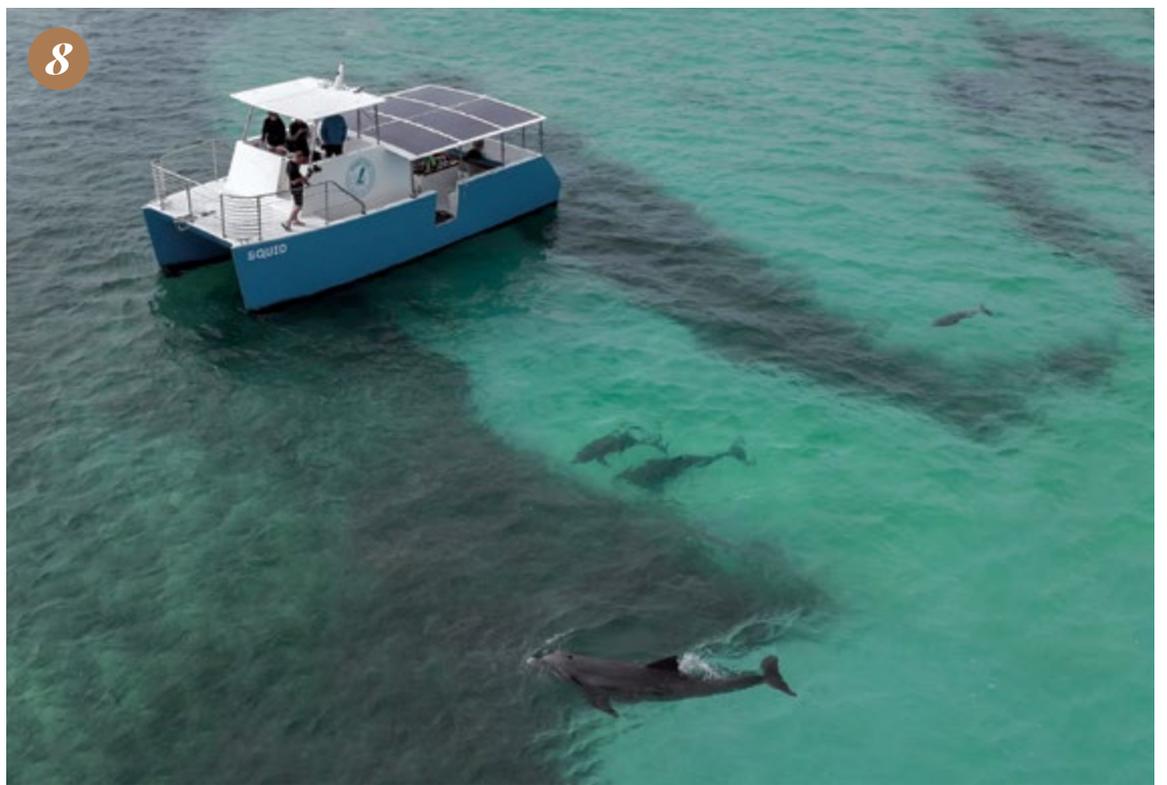
LOA: 64' • Beam: 14' • Draft: 14' 11"  
 Displacement: Not Listed  
 Tankage (Fuel/Fresh): Not Listed  
 Local Broker:  
 Fraser Yachts, (619) 225-0588  
 Web: [fraseryachts.com](http://fraseryachts.com)

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](mailto:editorial@nwyachting.com) for your chance to share your adventures! We pick our favorites and publish them right here every month.

## Out & About

1. **NWY Raffle Winners:** Many of you who dropped by our Seattle Boat Show booth signed up for our annual raffle, grand prize a Yeti cooler. Well, the winners Mina and Jay Bacigalupi dropped by NWY headquarters to collect their prize. Jay is a sailing instructor at Sail San Juans in Bellingham and the two were on their way up there. See you guys on the water!
2. **Decked-out Pooch:** One of the office dogs, Rudder (named by NWY readership), shows off a custom burgee from theflagchick on etsy.com. Check out her selection!
3. **Winter Wonderland:** Kayakers take in the serene view of a beautiful Washington waterfall. That water looks C.O.L.D. but much like us, nothing can stop them from getting their daily dose of H<sub>2</sub>O! Thanks for the stunning capture, Miley! @mileymariephotography
4. **Quilcene's Waterfront in the Balance:** Former Port Commissioner Herb Beck (1973-2009) addressed Port of Port Townsend commissioners March 13 saying that Quilcene Bay is an exceptional place and that the property needs to be updated and brought up to its proper value. Beck was one of 16 residents who voiced their opinions about the port property at a community meeting. (Jeannie McMacken/*Peninsula Daily News*).
5. **Adventuress Re-Dressed:** Boats of all shapes and sizes are getting much needed TLC this time of year. The iconic schooner *Adventuress* tall ship has spent the winter and spring with the shipwrights of Haven Boatworks in Port Townsend. (Kirk Boxleitner/*PT Leader*)
6. **Five Anchors for WVYC:** West Vancouver Yacht Club's Fisherman's Cove facilities recently celebrated an official Five Anchor eco-rating certification from the Georgia Strait Alliance. Previously a Four Anchor-rated facility, the final anchor cements the club as a top tier ecofriendly organization. Well done, WVYC! Left to right: Vice Commodore Doug Wall, Clean Marine BC Coordinator Michelle Young, General Manager David Martin, Board Member at Large and Communications Coordinator Len Kelsey, Mayor of West Vancouver Mary-Ann Booth, and Past Commodore Phil Aldrich.
7. **Step Out of Your Comfort Zone:** Kira faced her fear head on, hoisted her sails, and took to the open Columbia River for the very first time. "I have wasted so much time fearing my faults that I forgot to overcome them," she explains in her Instagram caption where she urges the public to "never forget to learn new skills." Great advice and an inspirational story! Way to get out there and get after it! @kira.emborg
8. **Solar Squid:** Behold the Key West-based *Squid*, a custom-made tourism boat owned by Billy Litmer. What's the big deal? *Squid* is 100 percent solar powered and recently earned its US Coast Guard certification for commercial use.
9. **Ready, Set, Regatta:** A member of the Friday Harbor High School racing team, Katie sailed a 16-foot FJ among the San Juan Islands in an Orcas Island regatta on this moody winter day. Thanks for sharing, Katie! @katiebeyer21
10. **Sturgeon Smooch:** Smoked, sautéed, or fried, there's nothing like sending off winter with a tasty sturgeon meal snagged straight out of the Columbia River Gorge. This was Mike's first keeper; love was in the air! @thelaosguy
11. **Pearl's Pals:** Spring is here, the sun is out, and Pearl our publisher's Jack Russell is back aboard *Northwest*, her Bayliner. Her seasonal duck pals are back to keep her company in Elliott Bay Marina.

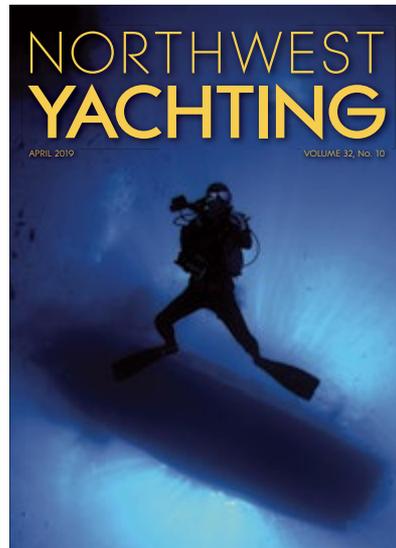




# ADVERTISER INDEX

## April 2019

|   |            |                                     |        |
|---|------------|-------------------------------------|--------|
| Alexander Marine USA.....                 | 2, 3, 4, 5 | Interlux.....                       | 28,29  |
| American Tug.....                         | 44         | Irwin Yacht Sales.....              | 12     |
| Anacortes Boat Show.....                  | 20         | KAMGear.....                        | 112    |
| Anacortes Marine Group.....               | 78         | La Conner Marina.....               | 30     |
| Aspen Power Catamarans.....               | 37         | La Conner Yacht Sales.....          | 101    |
| Banana Belt Boats.....                    | 85         | Lady of the Sea Yacht Charters..... | 50     |
| Bellingham Yachts.....                    | 13         | Marine Sanitation.....              | 32     |
| Bill DeVoe, Attorney at Law.....          | 96         | Marine Servicerter.....             | 41     |
| Black Max Electric Bikes & Scooters.....  | 24         | MonkeyFist Marine.....              | 51     |
| Boat Insurance Agency.....                | 78         | NW Explorations.....                | 115    |
| Boat US.....                              | 55         | NW Yachtnet.....                    | 63     |
| Boynton Yachts.....                       | 10         | Pacific Marine Foundation.....      | 98,103 |
| Bristol Marine Insurance.....             | 42         | Pacific Yacht Systems.....          | 99     |
| Bristol Yachts Northwest.....             | 100        | Philbrook's Boatyard LTD.....       | 52     |
| Bullfrog Boats.....                       | 42         | Philbrook's Roche Harbor.....       | 102    |
| Cardinal Yacht Sales.....                 | 45         | Port Gardner Yacht Brokerage.....   | 101    |
| Carter Volkswagen/Carter Subaru.....      | 32         | Prism Graphics.....                 | 73     |
| Certified Professional Yacht Brokers..... | 97         | Prop Electric.....                  | 40     |
| Chuck Hovey Yachts.....                   | 17         | Railmakers Northwest.....           | 103    |
| Constructive Energy.....                  | 53         | Raptor Deck.....                    | 34     |
| Crow's Nest Yachts.....                   | 19         | Red Shield Insurance.....           | 103    |
| Crown Yachts.....                         | 31         | Sail Northwest.....                 | 27     |
| CSR Marine.....                           | 102        | San Juan Sailing.....               | 50     |
| CUBAR.....                                | 33         | Seattle Yachts.....                 | 35     |
| Denison Yacht Sales.....                  | 113        | Seaview Boatyard.....               | 48     |
| Dunato's.....                             | 99         | Sidney Boat Show.....               | 71     |
| EagleCraft.....                           | 39         | Signature Yachts.....               | 21     |
| Elliott Bay Yacht Sales.....              | 25         | Stan Miller Yachts.....             | 15     |
| Emerald Pacific Yachts.....               | 11         | Sterling & Associates.....          | 18     |
| Fisheries Supply.....                     | 47         | Sundance Yacht Sales.....           | 66,67  |
| Flagship Maritime.....                    | 93         | Sure Marine Services Inc.....       | 97     |
| Fournier Insurance.....                   | 114        | Sustainable Energy Solutions.....   | 50     |
| Fraser Yachts WW.....                     | 8,9        | Swiftsure Yachts.....               | 23     |
| Gateway Yachts.....                       | 31         | TrawlerFest.....                    | 108    |
| Geico Insurance.....                      | 57         | Trident Funding.....                | 36     |
| Hampton Yacht Group.....                  | 6,116      | Twin Rivers Marine Insurance.....   | 26     |
| Harbor Marine.....                        | 49         | Waterline Boats.....                | 49     |
| Holmes Marine Specialties.....            | 103        | West Yachts.....                    | 43     |
| Hot Stove Society.....                    | 112        | Windermere Real Estate.....         | 60     |
| Hylebos Marina.....                       | 42         | Windermere San Juan Island.....     | 22     |



Get aboard the Northwest's most comprehensive boating magazine:

- Thousands of boats for sale
- New & Interesting features
- New boats & products
- Expert Advice

- \$40/Year, 3rd Class Delivery
- \$79/Year, Delivery to CANADA
- \$79/Year, 1st Class Delivery (2-4 days)  
*Tax included in all prices.*

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ St. \_\_\_\_\_ Zip \_\_\_\_\_

Check enclosed for (one year)

VISA/Mastercard # \_\_\_\_\_ Exp. \_\_\_\_\_

Email/Phone \_\_\_\_\_ Billing Zip \_\_\_\_\_

need  
CREW  
KAM gear?

EMBROIDERY AND APPAREL  
SINCE 1994

[www.kamgear.com](http://www.kamgear.com)

5476 shilshole avenue nw . ballard

206 . 789 . 0505

**Effective  
Immediately!  
NO NEW  
Survey Required!**



# THE PREMIER CHOICE FOR INSURANCE ON THE WATER

## Complete Yacht Policies

- |                              |                                  |
|------------------------------|----------------------------------|
| Valued at 55,000 - 395/year  | Valued at 300,000 - 1,400/year   |
| Valued at 85,000 - 505/year  | Valued at 500,000 - 2,000/year   |
| Valued at 150,000 - 825/year | Valued at 1,000,000 - 4,000/year |

### First Class Claims Service

After the Gig Harbor fire, Premier Marine was on the docks, handing out checks within 48 hours!

### Consequential Damage Coverage

Ever wonder what this really means? Call us, and we'll give you a definition you can understand!

### No Vermin Exclusion

Vermin (Muskrat) Damage is covered.

### Year-Round Coverage for Navigation up to Alaska

No additional charge or increased deductible.



**FOURNIER**  
INSURANCE SOLUTIONS  
AUTO | HOME | COMMERCIAL | MARINE

**Chris Gibbon**  
206-949-8381

[chrisg@fourniersolutions.com](mailto:chrisg@fourniersolutions.com)  
Office: 253-473-3010

**CALL US TODAY FOR A FREE QUOTE!**

**PREMIER**  **marine**  **Insurance**



**BENETEAU**  
AUTHORIZED DEALER



IN STOCK

# 44' SWIFT TRAWLER 2018

18 KNOT FAST-CRUISE | TWIN VOLVO PENTA D4



IN STOCK

## BENETEAU MC5 2018 | SEATTLE

3 Cabins | Volvo IPS 600's | Hydraulic Swim Platform



INCOMING

## BENETEAU ST 50 2018 | SEATTLE

2 or 3 Cabins | U-shaped Galley



IN STOCK

## BENETEAU GT 40 2018 | SEATTLE

2 Cabins | Twin Volvo Engines



IN STOCK

## BENETEAU ST 35 2019 | SEATTLE

2 Cabins | Cummins 425 HP Engine



## BENETEAU GT 40 2019 | SEATTLE

2 Cabins | Air Step® Technology | Electric Sunroof



IN STOCK

## BENETEAU ST 30 2017 | SEATTLE

Volvo D6 370 HP Diesel | Cruises 15 Knots



**TELITA**

49' Grand Banks MY

1993 - T-375 hp Caterpillars

Stabilized, B & S thrusters, Kabola heat.

**\$399,000 - REDUCED \$50k!**



**IN THE MOOD**

50' Custom Delta Pilothouse MY

1992 - T-3208TA Caterpillars

New equipment, 12kw gen, Webasto furn.

**\$249,000**



**TYEE**

42' Grand Banks Classic

1999-T-330 hp Cummins

Stabilized, electronic controls, hot water diesel heat.

**\$299,000 - REDUCED \$30K!**



**INSIDE PASSAGE**

42' Grand Banks Motoryacht

1990- T-300 hp Cummins

3 stateroom, diesel furnace, Seawise Davit w/ center console

**\$229,000**



**DOLPHIN**

36' Monk Trawler

1996-S-6BTM hp Cummins

Tri-cabin, Canadian built.

**\$169,000**



**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.

**\$160,000**



**DUTCHESS**

42' Grand Banks Europa

1979 - T-120 hp Lehman's

Hydronic furnace, boathouse-kept.

**\$146,000 - REDUCED!**



**GRAND VOYAGER**

36' Grand Banks Motoryacht

1995 - T-135 hp Lehman's

Bow & stern thrusters, two island beds!

**\$209,000 - REDUCED!**



**BEAUTY'S GLANCE**

32' Grand Banks Sedan:

1987 - S-135 hp Lehman

Bow Thruster, Furuno radar/plotter.

**\$119,000**



**36' Grand Banks Classics:**

POLARIS: 1986-S-135 hp Lehman

**\$139,500**

TOUCAN: 1988 - S-135 hp Lehman

**\$149,000 - REDUCED!**



**BRASSBOUNDER**

42' Grand Banks Classic

1970-T-120 hp Lehman's

Kept under cover, diesel furnace.

**\$49,500 - REDUCED!**

**NW EXPLORATIONS: YACHT SALES, CHARTERS & MARINE SERVICE**

BROKERS: Tim Hoving (Bellingham) 360-961-0228 | Scott Blake (Bellingham) 360-676-1248 |

Ken Bowles (Seattle) 206-554-1642 | sales@nwexplorations.com

www.nwexplorations.com | 360.676.1248 | 2623 South Harbor Loop, Bellingham, WA 98225



Ask about the benefits of our charter ownership program!



**HAMPTON**  
YACHT GROUP

206.623.5200

901 Fairview Ave. N, Suite A-150  
Seattle, WA 98109  
hamptonyachtgroup.com



EXPLORE THE 2019  
**Endurance 720**

AT OUR SEATTLE DOCKS



BEAM: 20'0"

STATEROOMS: 4

HEADS: 6



92' SELENE 2016



85' MCQUEEN 1984



83' HAMPTON 2014/2017



82' HORIZON 2006



76' HAMPTON 2014



76' LECLERCQ 2001



75' NORTHERN MARINE 1998



70' MARLOW 2007



67' REGENCY 2007



65' PRINCESS 2003



65' PACIFIC MARINER 2003



64' ALASKAN 2004



61' CHEOY LEE 2003



61' NAVIGATOR 2001



60' OCEAN ALEXANDER 1986



55' NAVIGATOR 2012



54' OCEAN ALEXANDER 1996



48' SABRE 2014



48' MARITIMO 2008



48' MONK 1964



48' OCEAN ALEXANDER 1987



47' BAYLINER 1994



46' GRAND BANKS 1994



40' SEA RAY 2005



36' MUNSON 2015



Robert Fiala  
425.765.7850



Scott Hauck  
206.931.2660



Ben Johnson  
425.508.3101



Pete Sponek  
253.720.1917



J.R. Yuse  
206.679.7983



SEE THE ENDURANCE 720-24 AT

**TrawlerFest**  
SEATTLE | APRIL 25 - 27, 2019

**LOOKING FOR QUALIFIED BROKERS:**

EMAIL [JENNY@HAMPTONYACHTGROUP.COM](mailto:JENNY@HAMPTONYACHTGROUP.COM) OR CALL 206.623.5200